

TECHNICAL MEMORANDUM 3

DATE: May 14, 2021

TO: Don Morehouse | ODOT

FROM: John Bosket, PE; Aaron Berger, PE (WA); Kayla Fleskes, EI; Kamilah Buker, EI | DKS

SUBJECT: US 97 Baker Road IAMP Project #20020-006

Current Transportation System Operations

This memorandum describes the existing motor vehicle operations and safety conditions within the US 97 Baker Road Interchange Area Management Plan (IAMP) area of potential impact (API). Technical Memorandum #2B: Existing Transportation System Inventory documents the existing transportation conditions for people walking and biking in the API. This information, in combination with Technical Memorandum #4: Future Baseline (No-Build) Conditions, will help provide a baseline understanding of the "No-Build" condition and will be used to identify deficiencies and inform the development of solutions.

EXISTING TRAFFIC COUNTS

Due to traffic pattern changes associated with the on-going COVID-19 pandemic, traffic volumes on US 97 in the Bend-Redmond area in December 2020 were approximately 10 percent lower than in 2019¹, when historically traffic has grown by over two percent per year². Because of this continued disruption of typical traffic patterns, historic, pre-pandemic traffic data from the year 2017 was used to represent "existing" conditions.

Historical traffic counts from previous projects, including the US 97 Parkway Plan (April 2017) and the Bend Transportation System Plan Update (April 2018), were used for this analysis, as documented in *Technical Memorandum #1, Appendix A: Methodology Memorandum*. New traffic counts were collected at some of the study intersections on Thursday, January 7, 2021 to supplement the 2017 and 2018 counts. All counts were adjusted to represent 30th highest annual hour conditions (similar to summer weekday p.m. peak hour) in year 2017. Figure 1 shows the existing (year 2017) 30th highest annual hour study intersection traffic volumes used in the

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¹ Observed Statewide Traffic Volume Patterns Related to COVID-19 Monitoring, Oregon Department of Transportation, December 31, 2020

² Based on Automatic Traffic Recorder data (ATR 09-025, 09-003) on US 97 from 2017 to 2019

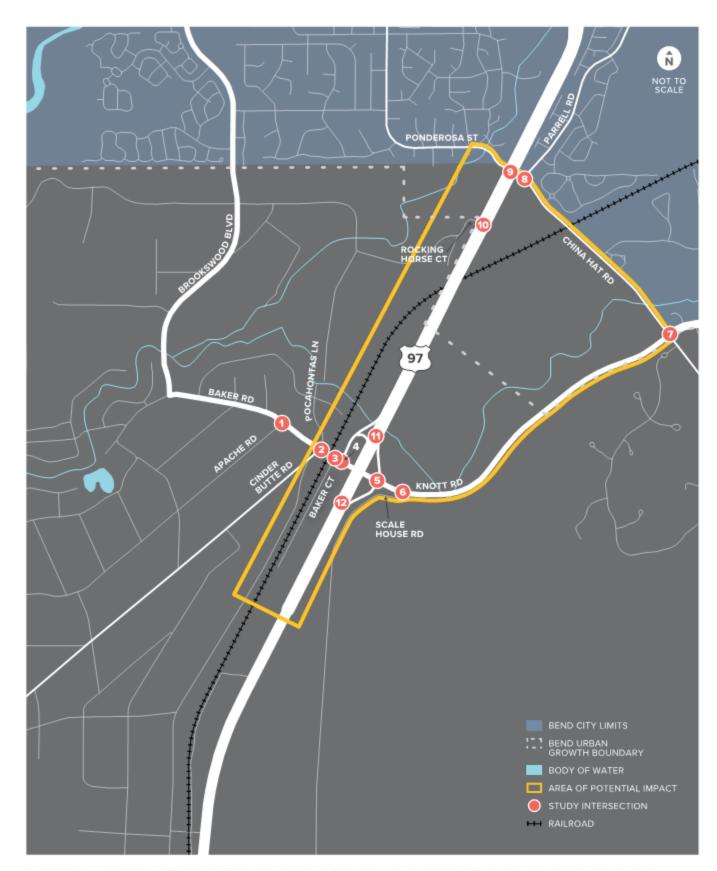
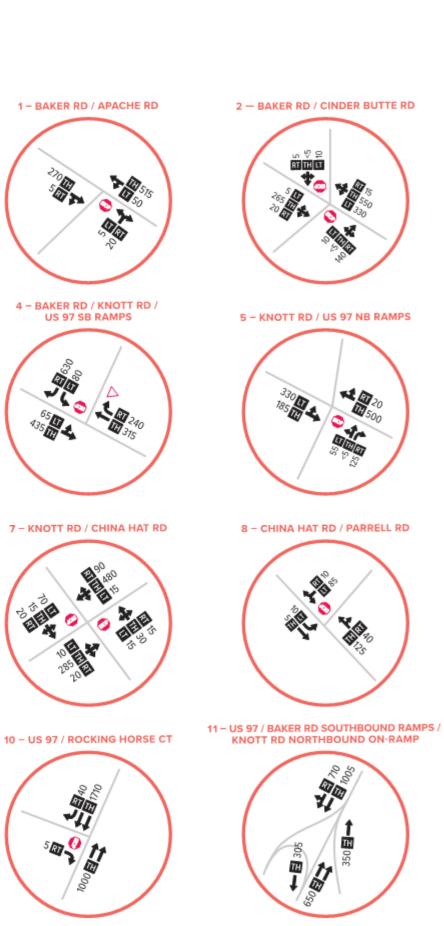


FIGURE 1: STUDY INTERSECTION EXISTING (2017) 30TH HIGHEST HOUR TRAFFIC VOLUMES





STOP SIGN

YIELD SIGN

LANE CONFIGURATION

LT LEFT TURN MOVEMENT



operational and safety analysis. Note that pedestrian and bicycle activity within the API is discussed in more detail in *Technical Memorandum #2B*. Raw traffic counts are included in Appendix A.

OPERATIONS ANALYSIS

Intersection operations were analyzed using Synchro software and the Highway Capacity Manual 6th Edition (HCM 6) methodologies to assess the level of congestion experienced. The analysis was conducted at all study intersections using the 30th highest annual hour traffic volumes representing 2017 conditions shown in Figure 1. Performance measures used for this analysis include volume-to-capacity (V/C) ratios, seconds of control delay, and levels of service (LOS).

Table 1 summarizes the results of this analysis, with each intersection's performance compared to the adopted mobility target.³ HCM reports are included in Appendix B. Key operational deficiencies are described below.

- The two US 97 ramp terminals at the Baker Road interchange fail to meet the adopted mobility target, with stop-controlled ramp movements operating at V/C ratios much greater than 0.85. In fact, the southbound ramp terminal is approaching capacity and the northbound ramp terminal is operating far over capacity. This suggests that as a result of long delays during peak times, drivers turning from the northbound off-ramp are likely accepting shorter gaps in traffic than would normally be expected, indicating a potential safety concern. Further discussion of crash patterns at this intersection is included in the Safety Analysis section below.
- The intersections on Baker Road with Baker Court and Cinder Butte Road are operating
 within County mobility standards, which consider the average intersection delay. However,
 the stop-controlled minor street approaches are operating at LOS F and are experiencing
 long delays.

³ Mobility targets for ODOT facilities obtained from the 1999 Oregon Highway Plan. Mobility standards for City facilities based on City Development Code 4.7.500. Mobility standards for County facilities obtained from the Deschutes County Transportation System Plan.

TABLE 1: EXISTING (2017) TRAFFIC OPERATIONS AT STUDY INTERSECTIONS DURING THE 30^{TH} HIGHEST ANNUAL HOUR OF TRAFFIC

ID	STUDY INTERSECTION	CONTROL	JURIS- DICTION	MOBILITY TARGET	V/C A	LOS	DELAY (SEC) ^A
1	BAKER RD/ APACHE RD	TWSC ^A	County	Average Delay ≤ 35 secs	0.36 / 0.05	A / B	0.8
2	BAKER RD/ CINDER BUTTE RD	TWSC	County	Average Delay ≤ 35 secs	0.62 / 0.33	A / F	6
3	BAKER RD/ BAKER CT	TWSC	County	Average Delay ≤ 35 secs	0.59 / 0.48	A / F	4
4	BAKER RD/ KNOTT RD/ US 97 SB RAMPS	TWSC	$v/c \le 0.95$ $(Knott Rd)$ $v/c \le 0.85$ $(ramp)$		0.31 / 0.95	A / E	8 / 46
5	KNOTT RD/ US 97 NB RAMPS	TWSC	TWSC ODOT		0.47 / 2.63	A / F	11 / >300
6	KNOTT RD/ SCALE HOUSE RD	TWSC	County	LOS D	NA / 0.03	NA / B	NA / 14
7	KNOTT RD/ CHINA HAT RD	TWSC	City	Critical Movement Delay ≤ 50 secs	0.01 / 0.52	A / E	9 / 37
8	CHINA HAT RD/ PARRELL RD	TWSC	City	Critical Movement Delay ≤ 50 secs	0.37 / 0.17	A / B	8 / 11
9	US 97/ CHINA HAT RD/ PONDEROSA ST	TWSC	ODOT	v/c ≤ 0.85 (major) v/c ≤ 0.95 (minor)	NA / 0.28	NA / C	NA / 19
10	US 97/ ROCKING HORSE CT	(minor)		NA / 0.02	NA / C	NA / 18	

Bold and red indicates mobility target/standard is not met.

A V/C ratio and LOS reported as worst major street/minor street movement at two-way stop-controlled (TWSC) intersections. Delay reported as worst major street/minor street movement for ODOT and City intersections and average for County intersections, to best match the existing mobility targets.

US 97 MAINLINE OPERATIONS

US 97 highway operations were analyzed for both northbound and southbound directions in the API. This included an evaluation of the levels of congestion occurring at the ramp connections where merging and diverging movements happen. Table 2 shows the US 97 mainline highway operations results for the merging and diverging areas. All ramp connections currently operate well and comply with adopted mobility targets. For this analysis, FREEVAL software with HCM 6 methodologies was used. FREEVAL outputs are included in Appendix C.

TABLE 2: EXISTING (2017) US 97 MAINLINE TRAFFIC OPERATIONS DURING THE 30^{TH} HIGHEST ANNUAL HOUR OF TRAFFIC

SEGMENT	SEGMENT/ MOVEMENT TYPE	V/C MOBILITY TARGET	V/C	LOS A
US 97 NORTHBOUND				
KNOTT RD OFF-RAMP	Diverge	0.85	0.19	А
KNOTT RD ON-RAMP	Merge	0.85	0.24	А
US 97 SOUTHBOUND				
BAKER RD OFF-RAMP	Diverge	0.85	0.39	В
BAKER RD ON-RAMP	Merge	0.85	0.30	В

^A LOS is based on density of traffic.

VEHICLE QUEUING ANALYSIS

Vehicle queue lengths on intersection approaches in the API were simulated using SimTraffic. Notable 95th percentile queues that are near or beyond the storage capacity are summarized in Table 3 below. Queueing results for all study intersections in the API are included in the SimTraffic reports in Appendix B.

TABLE 3: EXISTING (2017) INTERSECTION VEHICLE QUEUING DURING THE 30^{TH} HIGHEST ANNUAL HOUR OF TRAFFIC

ID	STUDY INTERSECTION	MOVEMENT	95 TH PERCENTILE QUEUE (FT)	APPROXIMATE AVAILABLE STORAGE (FT) ^A
2	BAKER RD/ CINDER	NB	225	250
2	BUTTE RD	WB	175	100
		SBL	425 ^B	275
4	BAKER RD/ KNOTT RD/ US 97 SB RAMPS	SBR	1,000	725 ^C
		EB	75	75
		NBL	100	150
5	KNOTT RD/US 97 NB RAMPS	NBR	50	375 ^c
		EBL	175	700

Bold and red queue exceeds approximate available storage.

The greatest queueing occurs at the US 97 southbound off-ramp. Given the high volume of southbound right turns and the proximity of vehicles stopping in the westbound lane to make a left turn at Baker Court, the 95th percentile queue extends nearly 1,000 feet down the off-ramp. This is still shorter than the total 1,500-foot ramp length, but well beyond the available queue storage area and into the segment of the off-ramp needed to allow vehicles leaving the highway mainline to safely come to a stop. Furthermore, area stakeholders have reported that these ramp queues can extend down onto the highway mainline when the railroad crossing gates⁴ are down, which generally occurs about once a week for a duration of just under two minutes. In addition, vehicles queued waiting to make an eastbound left onto the US 97 southbound on-ramp nearly block the Baker Court intersection. This is not because the queues are long, but is a result of the very short spacing between these intersections.

At Baker Road/Cinder Butte Road, northbound vehicles queue back up to just shy of the intersection of Cinder Butte Road/Cheyenne Road. Due to vehicles stopped waiting to make a left turn from Baker Road, westbound 95th percentile queues at Baker Road/Cinder Butte Road extend

^A Available storage reported as approximate turn bay length or approximate distance to nearest intersection/railroad crossing.

^B Turn bay frequently blocked by southbound right queue.

^c Distance represents distance to allow vehicles leaving the highway mainline to safely come to a stop. 820 feet is needed from the gore point for safe stopping distance, assuming a 75 mph design speed, based on *AASHTO A Policy on Geometric Design of Highways and Streets*.

⁴ Railroad crossing is located approximately 225 feet west of the US 97 southbound ramps

just beyond the railroad tracks, posing a potential safety hazard. There is no separate westbound left turn lane on Baker Road, but given the wide section of pavement near the intersection, it is likely that vehicles traveling westbound would drive around vehicles stopped to make a left turn. At the remaining intersections, including the US 97 northbound ramps, there was limited queueing.

While queuing analysis was conducted for the p.m. peak hour, area stakeholders have reported that during the a.m. peak hour, queues from the Morningstar Christian School at Baker Court can extend back to the interchange as well as back towards Brookswood Boulevard.

FREIGHT OPERATIONS

US 97 is a state freight route, reduction review route, Tier 1 lifeline route, high clearance route, and part of a Critical Route Pair with I-5 (needed as an alternative to I-5 if I-5 were to be temporarily restricted). Therefore, the ability to accommodate large and over-dimension vehicles is essential. According to data obtained from an Automatic Traffic Recorder (09-003) near Rocking Horse Court, this segment of US 97 carries approximately 2,000 to 2,800 heavy vehicles per day, which is about 11 percent of the traffic served⁵.

Furthermore, Knott Road and SE 27th Street are commonly used by truck traffic driving between US 97 to the south and US 20 to the east in an attempt to bypass congestion on US 97 north of the interchange and on US 20 through Bend. The interchange also serves truck traffic making deliveries to southeast Bend. Truck traffic on the interchange ramps ranges from approximately 200 to 400 heavy vehicles per day. In addition, the "thumb" area is planned to include industrial land uses and could be developed by large distributors with heavy freight usage. This would further incentivize freight vehicles to exit US 97 at the Baker Road interchange to travel to the thumb before continuing on to US 20 along Knott Road.

Approximately 1.5 miles to the southwest of the interchange on Cinder Butte Road is an area zoned as surface mining (an existing quarry and paving contractor) which is another generator of truck traffic within the API.

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⁵ ODOT Transgis: https://gis.odot.state.or.us/transgis/

SAFETY ANALYSIS

Crash data from the most recent five-year period available (2014 to 2018) was obtained from ODOT's Crash Analysis and Reporting unit for study segments and intersections. Critical crash rates were calculated and used to flag intersections and segments within the study area. If an intersection or segments was flagged as a safety focus area, details on location, crash type, severity and other crash characteristics were used to identify crash patterns and discuss potential countermeasures. It should be noted even though a crash was not reported, it does not mean that conditions that could be hazardous are not present. Therefore, existing risk factors have been identified that may contribute to the likelihood of crashes occurring. Figure 2 shows the crashes within the study area and the flagged safety focus locations, which are discussed further below.

EXISTING RISK FACTORS

Several risk factors that may contribute to the increased likelihood of a crash occurring were identified in *Technical Memorandum #1: Project Definition and Background*. These risk factors include:

- Closely spaced intersections: intersections near the US 97/Baker Road southbound ramp terminal, including Baker Court and Cinder Butte Road, which surround the railroad crossing, create confusion and conflicts.
- **Railroad crossing:** vehicles have been observed to queue back along the US 97/Baker Road southbound ramp and onto the highway when the railroad crossing is closed.
- Lack of dedicated left turn lanes: when a driver stops to wait for an acceptable gap to
 make a left turn off of Baker Road/Knott Road, all traffic following the driver must stop as
 well, increasing the likelihood of both rear-end crashes and turning/angle crashes.
- **High speeds:** High speeds approaching the interchange from Knott Road increase the stopping sight distance after a driver perceives a danger and may increase the degree of crash severity.
- Lack of separation from traffic for people walking and biking: the existing walking and biking facilities are next to high-speed traffic and, while shoulders are available in some areas, there is a lack dedicated sidewalks and bike lanes as discussed in Technical Memorandum #2B: Existing Transportation System Inventory.

CRASH TRENDS

Over the five-year period analyzed, there were 108 crashes within the API. Of those crashes, 75 were flagged as intersection crashes. Along the segment portion of US 97, there were 25 crashes. The remaining eight crashes were located along the segment portions of Baker Road, Knott Road, and China Hat Road. Crashes within the API are mapped in Figure 2, while a breakdown of crash types and severities are provided in Figures 3 and 4.

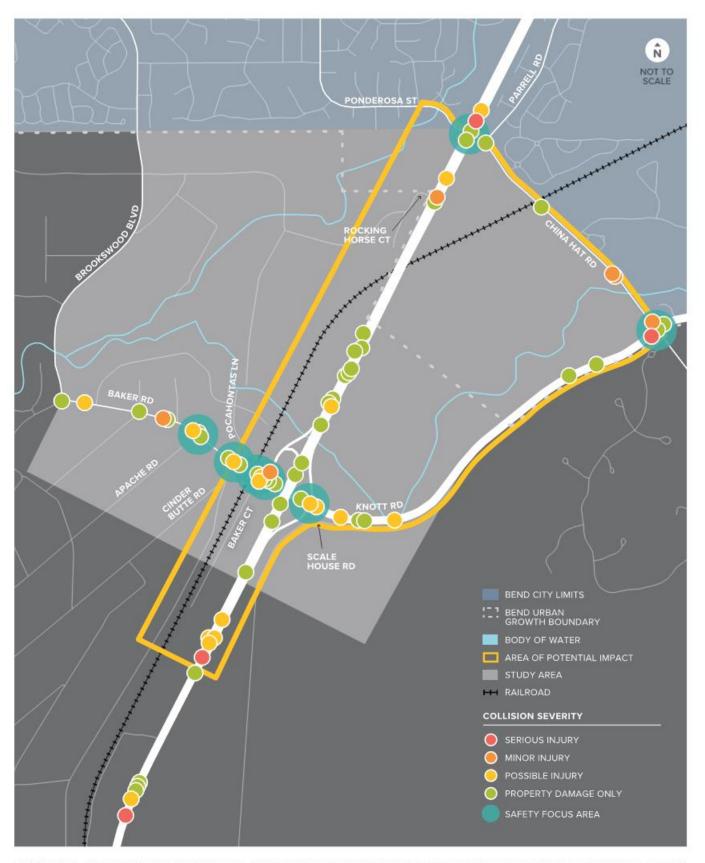


FIGURE 2: CRASH LOCATIONS AND SEVERITIES WITH THE AREA OF POTENTIAL IMPACT (2014-2018)

Crash types vary within the API, but the majority involved rear-end, turning movement, and fixed object crashes. Almost half of the rear-end crashes were a result of a driver failing to avoid the driver ahead, while approximately a quarter were due to the driver following too closely. Approximately 80 percent of turning movement crashes were caused by the driver failing to yield the right-of-way. The remaining turning crashes were due to the driver performing an improper turn and speeding. Most fixed object crashes were caused by speeding and drivers performing other improper movements. The other crashes consisted of head-on, non-collisions, sideswipe, pedestrian, and other crashes. It should be noted that there was one pedestrian crash located at the intersection of US 97/Ponderosa Street/China Hat Road that resulted in a minor/possible injury.

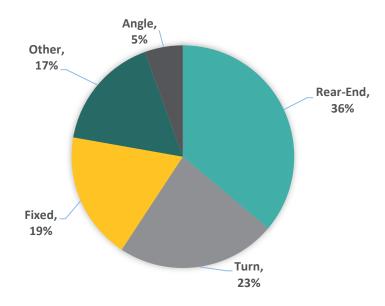


FIGURE 3: CRASH TYPES WITHIN API (2014-2018)

There were no crashes resulting in fatalities reported from 2014-2018. However, there were crashes resulting in serious injury. One was located along the segment portion of US 97 just south of the Baker Road/Knott Road interchange, one was located at the intersection of US 97/Ponderosa Street/China Hat Road, and one was located at the intersection of China Hat Road/Knott Road. Two of the serious injuries were caused by rear-end crashes and the third was caused by a driver hitting a fixed object.

As shown in Figure 4, most crashes resulted in only property damage, possible injuries, and minor injuries.

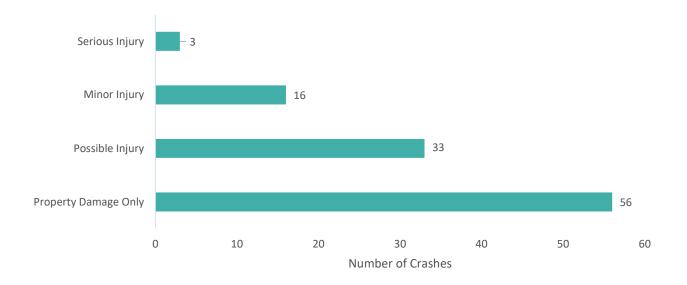


FIGURE 4: CRASH SEVERITIES WITHIN THE API (2014-2018)

CRASH RATE ANALYSIS

Crash rate analysis was completed for each study intersection and segments within the API, with the results compared to rates observed for similar facilities to identify where the frequency of crashes occurring may be higher than should be expected. Intersections and segments were flagged as safety focus locations if observed crash rates surpassed the accepted rates described below.

INTERSECTION CRITICAL CRASH RATE

The observed crash rate for intersections is a function of the number of crashes and the annual average daily traffic (AADT). Each intersection is grouped into a reference population based on intersection control and urban or rural area classification. The crash rates (crashes per million entering vehicles) for each intersection were compared to two different standards:

- A critical crash rate which compares performance to other similar intersections in the study area, and
- A 90th percentile crash rate which is based on similar intersections throughout the state (obtained from ODOT's Analysis Procedures Manual Exhibit 4-1).

Full calculations are provided in Appendix D. The table below (Table 4) shows these crash rates for study intersections where crashes were reported. Intersections that had observed crash rates greater than either the critical or 90th percentile crash rate were flagged as safety focus areas for further consideration.

TABLE 4: INTERSECTION CRASH RATES* (2014-2018)

STUDY INTERSECTION	FLAGGED AS SAFETY FOCUS AREA	OBSERVED CRASH RATE	CRITICAL CRASH RATE	90 TH PERCENTILE RATE
BAKER RD/ APACHE RD	Yes	0.29	0.52	0.29
BAKER RD/ CINDER BUTTE RD	Yes	0.43	NA	0.41
BAKER RD/ BAKER CT	Yes	0.62	0.43	0.29
BAKER RD/ KNOTT RD/US 97 SB RAMPS	Yes	0.34	0.39	0.29
KNOTT RD/US 97 NB RAMPS	Yes	0.59	NA	0.41
KNOTT RD/SCALE HOUSE RD	-	0.06	0.46	0.29
KNOTT RD/ CHINA HAT	Yes	0.60	NA	0.41
CHINA HAT RD/PARRELL RD	-	0.20	0.68	0.29
US 97/ CHINA HAT RD/ PONDEROSA ST	-	0.25	0.35	0.41
US 97/ ROCKING HORSE RD	-	0.02	0.35	0.29

^{*}Crash rates are crashes per million vehicles entering the intersection.

Six intersections were flagged as safety focus areas. These intersections include:

- Baker Road/Apache Road While this intersection was flagged as a potential safety focus area based on the crash rate analysis, there were only three reported crashes between 2014 and 2018. This included two rear-end crashes and one turning crash on Baker Road with no apparent pattern.
- Baker Road/Cinder Butte Road There were nine reported crashes at this intersection with the majority of the crashes involving rear-end (three) or turning (three) collisions. Most crashes occurred along Baker Road, but a few did occur on the side streets of Cinder Butte Road and Pocahontas Lane. There were no consistent trends or contributing factors for crashes at this intersection, but some turning movement and rear-end crashes may be caused by the lack of exclusive left turn lanes on Baker Road.
- **Baker Road/Baker Court** There were 13 crashes reported at this intersection, with eight of those involving turns out of Baker Court (six with left turns from Baker Court and two

with right turns from Baker Court). Four of the remaining five crashes involved rear-end collisions on Baker Road. Contributing factors for many of these crashes could be closely spaced intersections causing confusion, long delays when exiting Baker Court encouraging drivers to accept smaller gaps in traffic, and lack of an exclusive left turn lane on Baker Road.

- Baker Road/Knott Road/US 97 Southbound Ramps There were 11 reported crashes at this intersection, including four eastbound rear-end crashes on Baker Road, three southbound rear-end crashes on the US 97 off-ramp, two turning crashes involving left and right turns from the off-ramp, and two other crashes of various types. Contributing factors for many of these crashes could be closely spaced intersections causing confusion, long delays when turning from the off-ramp encouraging drivers to accept smaller gaps in traffic, and lack of an exclusive left turn lane on Baker Road.
- **Knott Road/US 97 Northbound Ramps** There were 13 reported crashes at this intersection, including six rear-end crashes (three on eastbound Knott Road, two on the northbound off-ramp, and one on westbound Knott Road), five turning crashes (all left turns coming from the off-ramp), and two crashes into the guardrail. Contributing factors for many of these crashes could be lack of an exclusive eastbound left turn lane on Knott Road, long delays when turning from the off-ramp encouraging drivers to accept smaller gaps in traffic, and high speeds.
- Knott Road/China Hat Road Most of the reported 11 crashes were classified as turning movement and angle crashes caused by drivers failing to yield the right-of-way. The long delays experienced on stop-controlled approaches may be increasing the likelihood of these types of crashes. Furthermore, there is a horizontal curve in Knott Road to the east that limits sight distance from the southern stopped approach to approximately 375-400 feet. By comparison the desired intersection sight distance for safe operation is 500 feet (assuming a design speed of 45 mph) and the minimum distance needed for an oncoming vehicle on Knott Road to safely stop is 360 feet6. Therefore, this horizontal curve and limited sight distance could be another contributing factor in the crashes occurring at this location.

All six intersections reported similar crash types and causes suggesting a systemic safety issue. Potential countermeasures that would apply to each flagged intersection include installing exclusive left turn lanes, installing roundabouts or traffic signals, and increasing the spacing between driveways/intersections. More details on potential safety countermeasures are discussed below.

EXCESS PROPORTION OF SPECIFIC CRASH TYPES ANALYSIS

The excess proportion of specific crash types analysis looks at the proportion of crash types (i.e., rear-end, backing, angle, etc.) for each intersection and compares it with the average for the

⁶ A Policy on Geometric Design of Highway and Streets, 7th Edition, American Association of State Highway and Transportation Officials (AASHTO), 2018.

reference population to determine if certain types of crashes are more prevalent than should be expected. A reference population must contain at least five intersections to be valid. Furthermore, at least two crashes of the same type are necessary to calculate the excess proportion for that intersection.⁷

Crash types with an excess proportion greater than 0.1 were flagged as safety focus areas. Table 5 presents only the flagged intersections and shows that rear-end and turning crashes are the most commonly overrepresented crash type at study intersections. It should be noted that the intersections of Baker Road/Baker Court and Baker Road/Knott Road/US 97 Southbound ramps were flagged in Table 4 and are also flagged in Table 5, suggesting an emphasis for further consideration.

As stated in the critical crash rate discussion above, all four intersections reported having similar crash types and causes. These types of crashes are likely due to the lack of exclusive left turn lanes, high speeds on Knott Road and US 97, and the proximity of neighboring intersections. Potential safety countermeasures are discussed below.

TABLE 5: EXCESS PROPORTION OF CRASH TYPES (2014-2018)

STUDY INTERSECTION	FLAGGED	CRASH TYPE	EXCESS PROPORTION*
BAKER RD/ APACHE RD	Yes	Rear-End	0.19
BAKER RD/ BAKER CT	Yes	Turn	0.28
BAKER RD/ KNOTT RD/US 97 SB RAMPS	Yes	Rear-End	0.16
US 97/ CHINA HAT RD/ PONDEROSA ST	Yes	Turn	0.25
US 97/ CHINA HAT RD/ PONDEROSA ST	Yes	Rear-End	0.50

^{*}The excess proportion of specific crash types analysis looks at the proportion of crash types (rear-end and turning) for each intersection and compares it with the average for the reference population to determine if certain types of crashes are more prevalent than should be expected. For example, an excess proportion of 0.19 means that are 19% more observed rear-end crashes than the calculated threshold for three-leg stop-controlled intersections in this population.

SEGMENT CRASH RATE ANALYSIS

In addition to individual intersections, crash rates for segments of the US 97 study corridor were analyzed to identify potential problem areas. Two segments along the corridor and their crash rates were obtained from the 2018 ODOT Crash Book.⁸ The average crash rate experienced between

⁷ Analysis Procedures Manual Version 2, Oregon Department of Transportation

⁸ 2018 State Highway Crash Rate Tables, Transportation Data Section Crash Analysis and Reporting Unit, July 2020.

2014 and 2018 was compared against the statewide average (Crash Rate Table II in the Crash Book) for similar facilities. Segments were flagged as safety focus areas if their five-year average observed crash rate exceeded the statewide average rate. As shown in Table 6, crash rates experienced on US 97 in the area surrounding the interchange were lower than the statewide average. Therefore, none of the study segments were flagged as safety focus areas.

TABLE 6: US 97 SEGMENT CRASH RATES* COMPARED TO STATEWIDE AVERAGES

START MILEPOINT	END MILEPOINT	SEGMENT NAME	FLAGGED	AREA TYPE	OBSERVED CRASH RATE	STATEWIDE AVERAGE CRASH RATE
142.24	143.68	Bend South City Limit to End Urban Area	No	Urban Fringe	0.41	0.72
143.68	150.71	End Urban Area to Lava River Caves Park	No	Rural Area	0.63	0.83

^{*}Crash rates are crashes per million vehicle-miles traveled.

SAFETY PRIORITY INDEX SYSTEM

The Safety Priority Index System (SPIS) provides another method for identifying crash hot spots. The SPIS is a method developed by ODOT for identifying potential safety problems on state highways. This method considers the rate, frequency, and severity of crashes to produce a rating, with the highest rated sites statewide (often those with ratings within the top 10 percent) being considered for potential safety improvements.

The 2018 SPIS ratings for US 97 within the API were obtained from ODOT to screen for locations with SPIS ratings among the state's top 10 percent. However, no locations were identified among the top 10 percent SPIS sites.

POTENTIAL SAFETY COUNTERMEASURES

This section summarizes potential safety countermeasures to reduce the number of crashes and improve safety within the API and their associated Crash Reduction Factors (CRF) where available. Crash reduction factors provide estimates of the percent decrease in crashes for a given countermeasure.⁹

⁹ https://www.oregon.gov/ODOT/Engineering/Pages/ARTS.aspx

SAFETY COUNTERMEASURES

Most crashes reported were rear-end crashes caused by drivers failing to avoid the driver ahead and following too closely, turning movement crashes caused by drivers failing to yield the right-of-way, and fixed object crashes caused by drivers driving too fast. Potential countermeasures that may reduce the likelihood of these types of crashes occurring and their associated reduction factors include:¹⁰

- Installing left turn lanes on major approaches crash reduction of 44% 48%
- Convert two-way stop control to all-way stop control (where capacity would be sufficient) crash reduction of 48%
- Install traffic signal angle crash reduction of 77%, rear-end crash increase of 58%
- Install roundabout (planned improvement for Knott Road/China Hat Road) crash reduction of 82%
- Increasing access (intersections and driveways) spacing CRF is equation-based, however, increasing driveway spacing results in a reduction in crashes
- Install variable speed limit signs crash reduction of 8%
- Install speed feedback sign crash reduction of 10%
- Install separated walking facilities like sidewalks pedestrian related crash reduction of 20%
- Install separated biking facilities like bike lanes bicycle related crash reduction of 36% for standard bike lanes and 47% for buffered bike lanes

The application of these countermeasures will be considered in subsequent tasks when alternative solutions are developed.

¹⁰ Crash Reduction Factor List, ODOT.



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APPENDIX A: TRAFFIC COUNTS



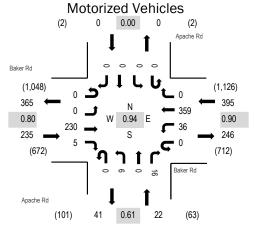
(303) 216-2439 www.alltrafficdata.net Location: 1 Apache Rd & Baker Rd PM

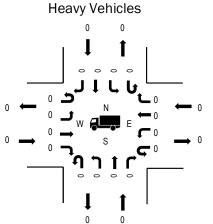
Date: Thursday, January 7, 2021

Study Peak Hour: 04:15 PM - 05:15 PM

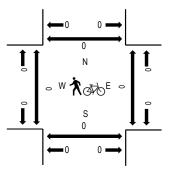
Peak 15-Minutes in Study Peak Hour: 04:35 PM - 04:50 PM

Study Peak Hour (for all study intersections)





Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.1%	0.80
WB	1.8%	0.90
NB	0.0%	0.61
SB	0.0%	0.00
All	1.8%	0.94

Traffic Counts - Motorized Vehicles

manno ocume																		
			cer Rd			Baker Rd			Apache Rd				Apache Rd					
Interval			bound				bound				bound				bound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
3:00 PM	0	0	22	0	0	0	16	0	0	0	0	3	0	0	0	0	41	620
3:05 PM	0	0	21	0	0	1	13	0	0	0	0	3	0	0	0	0	38	635
3:10 PM	0	0	23	0	0	1	19	0	0	0	0	1	0	0	0	0	44	640
3:15 PM	0	0	22	0	0	0	29	0	0	0	0	2	0	0	0	0	53	646
3:20 PM	0	0	21	0	0	2	30	0	0	0	0	0	0	0	0	0	53	654
3:25 PM	0	0	16	0	0	3	23	0	0	0	0	2	0	0	0	0	44	653
3:30 PM	0	0	22	0	0	3	31	0	0	0	0	0	0	0	0	0	56	668
3:35 PM	0	0	14	0	0	2	34	1	0	0	0	0	0	0	0	0	51	656
3:40 PM	0	0	18	0	0	5	36	0	0	0	0	0	0	0	0	0	59	658
3:45 PM	0	0	31	0	0	2	29	0	0	1	0	1	0	0	0	0	64	657
3:50 PM	0	0	18	0	0	1	33	0	0	0	0	2	0	0	0	0	54	655
3:55 PM	0	0	18	1	0	2	39	0	0	2	0	1	0	0	0	0	63	652
4:00 PM	0	0	20	0	0	3	29	0	0	2	0	1	0	1	0	0	56	636
4:05 PM	0	0	16	2	0	1	21	0	0	1	0	2	0	0	0	0	43	633
4:10 PM	0	0	20	1	0	2	24	1	0	0	0	1	0	1	0	0	50	643
4:15 PM	0	0	22	0	0	2	35	0	0	1	0	1	0	0	0	0	61	652
4:20 PM	0	0	18	0	0	5	26	0	0	1	0	2	0	0	0	0	52	645
4:25 PM	0	0	16	1	0	4	38	0	0	0	0	0	0	0	0	0	59	666
4:30 PM	0	0	15	0	0	3	21	0	0	2	0	3	0	0	0	0	44	670
4:35 PM	0	0	20	1	0	1	30	0	0	0	0	1	0	0	0	0	53	671
4:40 PM	0	0	22	0	0	2	31	0	0	1	0	2	0	0	0	0	58	656
4:45 PM	0	0	28	2	0	3	28	0	0	0	0	1	0	0	0	0	62	638
4:50 PM	0	0	21	0	0	6	21	0	0	0	0	3	0	0	0	0	51	625
4:55 PM	0	0	11	0	0	2	33	0	0	0	0	1	0	0	0	0	47	621
5:00 PM	0	0	24	1	0	0	28	0	0	0	0	0	0	0	0	0	53	607
5:05 PM	0	0	19	0	0	3	29	0	0	0	0	2	0	0	0	0	53	
5:10 PM	0	0	14	0	0	5	39	0	0	1	0	0	0	0	0	0	59	
5:15 PM	0	0	15	0	0	4	32	0	0	0	0	3	0	0	0	0	54	

5:20 PM	0	0	18	0	0	4	48	0	0	0	0	3	0	0	0	0	73
5:25 PM	0	0	27	0	0	1	34	0	0	0	0	1	0	0	0	0	63
5:30 PM	0	0	11	1	0	3	27	0	0	1	0	2	0	0	0	0	45
5:35 PM	0	0	8	0	0	2	26	0	0	0	0	2	0	0	0	0	38
5:40 PM	0	0	11	0	0	5	22	0	0	1	0	1	0	0	0	0	40
5:45 PM	0	0	15	0	0	2	31	0	0	1	0	0	0	0	0	0	49
5:50 PM	0	0	15	0	0	3	28	0	0	0	0	1	0	0	0	0	47
5:55 PM	0	0	10	0	0	3	20	0	0	0	0	0	0	0	0	0	33
Count Total	0	0	662	10	0	91	1,033	2	0	15	0	48	0	2	0	0	1,863
Peak Hour	0	0	230	5	0	36	359	0	0	6	0	16	0	0	0	0	652

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval		Hea	avy Vehicle	es		Interval	Bicycles on Roadway					Interval	Ped	Pedestrians/Bicycles on Crosswalk					
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total		
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0		
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0		
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0		
3:15 PM	0	0	0	0	0	3:15 PM	0	1	0	0	1	3:15 PM	0	0	1	0	1		
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0		
3:25 PM	1	0	0	0	1	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0		
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0		
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0		
3:40 PM	0	0	0	0	0	3:40 PM	0	1	0	0	1	3:40 PM	0	0	1	0	1		
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0		
3:50 PM	0	0	0	0	0	3:50 PM	2	0	0	0	2	3:50 PM	0	2	0	0	2		
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	1	1		
4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	1	1		
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0		
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0		
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0		
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0		
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0		
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0		
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0		
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0		
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0		
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0		
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0		
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0		
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0		
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0		
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0		
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0		
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0		
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0		
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0		
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0		
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0		
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0		
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0		
Count Total	1	0	0	0	1	Count Total	2	2	1	0	5	Count Total	0	2	2	2	6		
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0		



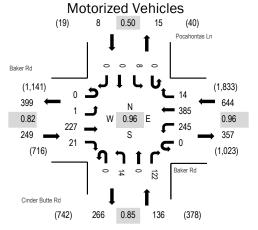
(303) 216-2439 www.alltrafficdata.net Location: 2 Cinder Butte Rd & Baker Rd PM

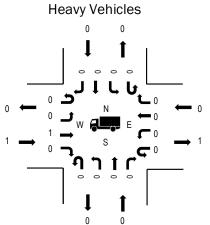
Date: Thursday, January 7, 2021

Study Peak Hour: 04:15 PM - 05:15 PM

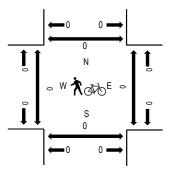
Peak 15-Minutes in Study Peak Hour: 04:35 PM - 04:50 PM

Study Peak Hour (for all study intersections)





Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.0%	0.82
WB	1.1%	0.96
NB	0.0%	0.85
SB	0.0%	0.50
All	1.2%	0.96

Traffic Counts - Motorized Vehicles

Interval	Baker Rd val Eastbound					Baker Rd Westbound				Cinder Butte Rd Northbound				Pocahontas Ln Southbound				Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
3:00 PM	0	0	26	0	0	7	18	0	0	1	0	9	0	0	0	0	61	972
3:05 PM	0	1	23	1	0	25	10	2	0	0	0	6	0	0	0	0	68	999
3:10 PM	0	1	18	3	0	19	24	0	0	2	0	13	0	0	0	0	80	997
3:15 PM	0	0	25	1	0	20	27	0	0	1	0	15	0	1	0	0	90	994
3:20 PM	0	0	15	3	0	19	27	0	0	0	0	10	0	0	0	0	74	1,001
3:25 PM	0	0	18	0	0	12	31	1	0	1	0	8	0	0	0	0	71	1,010
3:30 PM	0	0	20	3	0	15	28	0	0	3	0	13	0	1	0	0	83	1,023
3:35 PM	0	0	14	0	0	25	38	2	0	0	0	8	0	1	0	0	88	1,019
3:40 PM	0	0	17	2	0	14	41	1	0	0	0	8	0	0	0	0	83	1,018
3:45 PM	0	0	30	5	0	25	37	2	0	0	0	8	0	0	0	0	107	1,026
3:50 PM	0	0	18	1	0	16	32	0	0	2	0	10	0	1	0	0	80	1,012
3:55 PM	0	0	17	2	0	25	34	0	0	1	0	7	0	1	0	0	87	1,009
4:00 PM	0	0	17	3	0	22	31	1	0	1	0	12	0	1	0	0	88	1,007
4:05 PM	0	0	18	1	0	7	23	0	0	0	0	15	0	2	0	0	66	1,007
4:10 PM	0	0	19	2	0	16	29	2	0	2	0	7	0	0	0	0	77	1,017
4:15 PM	0	0	22	2	0	27	30	0	0	4	0	12	0	0	0	0	97	1,037
4:20 PM	0	0	19	1	0	19	33	1	0	2	0	8	0	0	0	0	83	1,001
4:25 PM	0	0	14	4	0	13	38	3	0	2	0	9	0	1	0	0	84	1,037
4:30 PM	0	0	16	0	0	26	28	2	0	0	0	6	0	1	0	0	79	1,059
4:35 PM	0	0	23	0	0	30	25	0	0	2	0	6	0	1	0	0	87	1,048
4:40 PM	0	1	20	2	0	14	41	1	0	2	0	10	0	0	0	0	91	1,036
4:45 PM	0	0	27	3	0	18	22	1	0	1	0	19	0	2	0	0	93	1,019
4:50 PM	0	0	19	3	0	19	27	1	0	0	0	8	0	0	0	0	77	993
4:55 PM	0	0	15	0	0	19	36	2	0	0	0	11	0	2	0	0	85	996
5:00 PM	0	0	23	0	0	20	30	2	0	1	0	11	0	1	0	0	88	967
5:05 PM	0	0	14	6	0	15	31	1	0	0	0	9	0	0	0	0	76	
5:10 PM	0	0	15	0	0	25	44	0	0	0	0	13	0	0	0	0	97	
5:15 PM	0	0	11	0	0	10	31	1	0	1	0	6	0	1	0	0	61	

5:20 PM	0	0	27	1	0	20	59	1	0	0	0	11	0	0	0	0	119
5:25 PM	0	0	25	1	0	29	37	2	0	0	0	11	0	1	0	0	106
5:30 PM	0	0	12	1	0	15	27	1	0	2	0	10	0	0	0	0	68
5:35 PM	0	0	10	1	0	24	24	3	0	0	0	13	0	0	0	0	75
5:40 PM	0	0	12	2	0	22	29	1	0	0	0	8	0	0	0	0	74
5:45 PM	0	0	14	0	0	14	33	2	0	0	0	3	0	1	0	0	67
5:50 PM	0	1	14	1	0	21	34	0	0	0	0	9	0	0	0	0	80
5:55 PM	0	0	10	0	0	20	21	0	0	0	0	5	0	0	0	0	56
Count Total	0	4	657	55	0	687	1,110	36	0	31	0	347	0	19	0	0	2,946
Peak Hour	0	1	227	21	0	245	385	14	0	14	0	122	0	8	0	0	1,037

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval		Hea	avy Vehicle	es	•	Interval	•	Bicycle	es on Road	dway		Interval	Ped	destrians/l	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	2	0	0	0	2	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	1	0	1	3:55 PM	0	0	1	0	1
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	1	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	0	2	0	3	Count Total	2	0	1	0	3	Count Total	0	0	1	0	1
Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

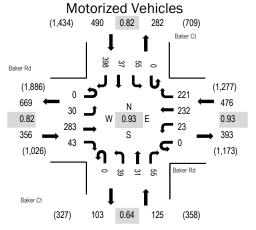


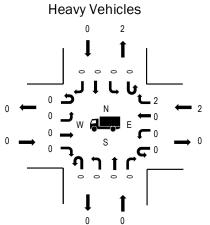
(303) 216-2439 www.alltrafficdata.net **Location:** 3 Baker Ct & Baker Rd PM **Date:** Thursday, January 7, 2021

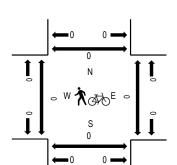
Study Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes in Study Peak Hour: 04:35 PM - 04:50 PM

Study Peak Hour (for all study intersections)







Pedestrians/Bicycles in Crosswalk

Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.4%	0.82
WB	1.5%	0.93
NB	0.0%	0.64
SB	0.6%	0.82
All	1.0%	0.93

Traffic Counts - Motorized Vehicles

Interval			er Rd bound			Bak Westl	er Rd				er Ct bound				er Ct bound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
3:00 PM	0	0	29	5	0	5	9	20	0	0	3	1	0	2	2	15	91	1,403
3:05 PM	0	1	23	5	0	7	11	6	0	2	0	1	0	2	1	26	85	1,432
3:10 PM	0	5	23	4	0	10	15	8	0	2	1	3	0	7	5	24	107	1,439
3:15 PM	0	2	33	4	0	3	20	13	0	5	1	11	0	6	8	23	129	1,445
3:20 PM	0	2	20	4	0	0	14	12	0	6	2	23	0	5	3	29	120	1,449
3:25 PM	0	2	21	2	0	3	14	13	0	2	4	14	0	3	3	26	107	1,452
3:30 PM	0	3	28	4	0	3	19	15	0	2	1	6	0	11	5	50	147	1,468
3:35 PM	0	0	20	4	0	3	24	16	0	3	3	1	0	10	1	40	125	1,456
3:40 PM	0	2	21	2	0	6	10	18	0	3	0	4	0	5	1	41	113	1,455
3:45 PM	0	1	37	2	0	7	21	11	0	2	1	3	0	4	3	42	134	1,472
3:50 PM	0	5	22	0	0	4	12	16	0	7	2	6	0	9	5	30	118	1,459
3:55 PM	0	2	20	3	0	4	17	20	0	3	3	7	0	5	3	40	127	1,446
4:00 PM	0	3	25	3	0	2	15	10	0	5	2	13	0	4	5	33	120	1,424
4:05 PM	0	2	31	2	0	4	15	14	0	1	2	3	0	2	2	14	92	1,426
4:10 PM	0	1	19	6	0	2	12	26	0	4	1	5	0	5	2	30	113	1,434
4:15 PM	0	2	27	4	0	5	25	16	0	2	5	2	0	4	9	32	133	1,447
4:20 PM	0	1	21	6	0	4	21	20	0	1	2	7	0	6	4	30	123	1,403
4:25 PM	0	3	16	5	0	2	13	19	0	7	1	12	0	5	3	37	123	1,433
4:30 PM	0	3	17	2	0	3	16	15	0	6	3	10	0	7	0	53	135	1,443
4:35 PM	0	2	27	1	0	4	18	19	0	2	3	4	0	5	5	34	124	1,403
4:40 PM	0	3	22	6	0	2	22	20	0	5	6	8	0	5	2	29	130	1,380
4:45 PM	0	2	42	3	0	0	14	16	0	4	1	5	0	5	4	25	121	1,343
4:50 PM	0	1	24	2	0	1	18	21	0	1	2	1	0	5	1	28	105	1,309
4:55 PM	0	4	16	7	0	1	18	15	0	5	0	2	0	2	1	34	105	1,302
5:00 PM	0	4	31	2	0	0	21	21	0	1	2	0	0	3	7	30	122	1,268
5:05 PM	0	4	17	2	0	1	22	20	0	2	4	3	0	2	0	23	100	
5:10 PM	0	1	23	3	0	0	24	19	0	3	2	1	0	6	1	43	126	
5:15 PM	0	0	13	2	0	3	17	13	0	1	2	3	0	5	4	26	89	

5:35 PM	0	0	21	3	0	2	20	12	0	7	1	4	0	7	1	23	101
5:40 PM 5:45 PM	0	3	12 15	5 2	0	2	13 7	12 15	0	1	1 1	0	0	2 1	1	41 37	93 87
5:50 PM	0	0	23	1	0	2	16	9	0	5	0	3	0	1	2	36	98
5:55 PM	0	0	13	2	0	0	7	12	0	2	2	0	0	3	2	28	71
Count Total	0	71	832	123	0	100	608	569	0	114	69	175	0	166	104	1,164	4,095
Peak Hour	0	30	283	43	0	23	232	221	0	39	31	55	0	55	37	398	1,447

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Start Time EB NB WB SB Total Start Time EB NB WB SB Total Start Time EB NB WB SB Total Start Time SB Total Start Time SB NB WB SB Total Start Time SB SB Total Start Time SB SB Total Start Time SB SB Total Start Time SB SB SB SB SB SB SB S	Interval		Hea	avy Vehicl	les		Interval		Bicycle	es on Road	dway		Interval	Ped	destrians/l	Bicycles on	Crosswa	lk
3.05 PM 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 3.35 PM 0 0 0 0 1 1 3.05 PM 0 0 0 0 0 1 3.10 PM 0 0 0 0 0 0 3.15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
3:10 PM 0 0 0 0 0 1 1 1 3:15 PM 0 0 0 0 0 3:10 PM 0 0 0 0 0 3:10 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM 0 0 0 1 1 1 3:15 PM 0 0 0 0 0 3:15 PM 0 0 0 0 0 0 3.20 PM 0 0 0 0 0 0 0 3.20 PM 0 0 0 0 0 0 3.20 PM 0 0 0 0 0 0 3.25 PM 0 0 0 0 0 0 3.25 PM 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	1	1	3:05 PM	0	1	0	0	1
3.20 PM 0 0 0 0 0 0 3.20 PM 0 0 0 0 3.20 PM 0 0 0 0 0 3.20 PM 0 0 0 0 0 0 3.25 PM 0 0 0 0 0 0 3.25 PM 0 0 0 0 0 0 3.25 PM 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3.25 PM 0 0 0 0 0 0 3.25 PM 0 0 0 0 0 3.25 PM 0 0 0 0 0 3.25 PM 0 0 0 0 0 0 0 3.30 PM 0 0 0 0 0 0 0 3.30 PM 0 0 0 0 0 0 3.30 PM 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 3.40 PM 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 3.55 PM 0 0 0 1 0 1 3.55 PM 0 0 0 0 0 0 3.55 PM 0 0 0 1 1 0 1 3.55 PM 0 0 0 0 0 0 0 4.00 PM 0 0 0 0 0 0 4.00 PM 0 0 0 0 0 0 4.00 PM 0 0 0 0 0 1 1 0 1 3.55 PM 0 0 0 0 0 1 4.00 PM 0 0 0 0 0 1 4.00 PM 0 0 0 0 1 1 0 1 4.10 PM 0 0 0 0 0 0 4.10 PM 0 0 0 0 0 0 4.10 PM 0 0 0 0 0 0 4.15 PM 0 0 0 0 0 0 4.25 PM 0 0 0 0 0 0 0 4.25 PM 0 0 0 0 0 0 0 4.25 PM 0 0 0 0 0 0 0 4.25 PM 0 0 0 0 0 0 0 4.25 PM 0 0 0 0 0 0 0 0 4.25 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:15 PM	0	0	0	1	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3.30 PM 0 0 0 0 0 0 3.30 PM 0 0 0 0 0 3.30 PM 0 0 0 0 0 0 3.30 PM 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3.35 PM 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 3.35 PM 0 0 0 0 0 0 3.40 PM 0 0 0 0 0 0 0 3.40 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3.40 PM	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3.45 PM 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 3.45 PM 0 0 0 0 0 0 3.50 PM 0 0 0 0 0 0 3.50 PM 2 0 0 0 0 2 3.50 PM 0 2 0 0 0 2 3.50 PM 0 0 2 0 0 0 2 3.55 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:50 PM 0 0 0 0 0 3:50 PM 2 0 0 0 2 3:50 PM 0 2 0 0 0 2 3:50 PM 0 0 2 0 0 2 3:55 PM 0 0 0 0 0 3:55 PM 0 0 0 1 0 1 3:55 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3.55 PM 0 0 0 0 0 0 4:30 PM 0 0 0 1 0 4:55 PM 0 0 0 1 0 1 3:55 PM 0 0 0 0 0 0 4:00 PM 1 4:05 PM 0 0 0 0 0 4:00 PM 0 0 0 0 0 0 4:00 PM 0 0 0 0 0 0 1 1 1 1 4:05 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	3:50 PM	0	0	0	0	0	3:50 PM	2	0	0	0	2	3:50 PM	0	2	0	0	2
4:05 PM 0 0 0 0 0 0 4:05 PM 0 0 0 0 0 4:05 PM 0 0 0 0 0 0 4:05 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	1	0	1	3:55 PM	0	0	0	0	0
4:10 PM 0 0 1 1 0 1 4:10 PM 0 0 0 0 0 4:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1
4:15 PM 0 0 0 4:15 PM 0 0 0 4:15 PM 0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:20 PM 0 0 0 0 4:20 PM 0 0 0 4:20 PM 0	4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:25 PM 0 0 1 0 1 4:25 PM 0 <	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM 0 0 0 0 4:30 PM 0 <	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:35 PM 0 0 1 4:35 PM 0 0 0 0 4:40 PM 0	4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:40 PM 0 0 0 4:40 PM 0 0 0 4:45 PM 0 0 0 4:45 PM 0 0 0 4:45 PM 0 <t< td=""><td>4:30 PM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>4:30 PM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>4:30 PM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM 0 0 0 4:45 PM 0 0 0 4:45 PM 0	4:35 PM	0	0	1	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:50 PM 0 0 0 0 4:55 PM 0 <	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:55 PM 0 </td <td>4:45 PM</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>4:45 PM</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>4:45 PM</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM 0 0 0 0 5:00 PM 0 <	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
5:05 PM 0 0 0 5:05 PM 0 0 0 0 5:10 PM 0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:10 PM 0 </td <td>5:00 PM</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>5:00 PM</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>5:00 PM</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM 0 0 0 0 5:15 PM 1 0 0 0 1 5:15 PM 0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:20 PM 0 0 0 0 5:20 PM 0 1 0 0 1 5:20 PM 0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:25 PM 0 0 0 0 5:25 PM 0 <	5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0
5:30 PM 0 <td>5:20 PM</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>5:20 PM</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> <td>5:20 PM</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	5:20 PM	0	0	0	0	0	5:20 PM	0	1	0	0	1	5:20 PM	0	0	0	0	0
5:35 PM 0 0 0 0 5:35 PM 0 0 0 0 0 0 5:35 PM 0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:40 PM 0 0 3 5:40 PM 0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM 0 0 0 0 5:45 PM 0 0 0 0 5:45 PM 0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:50 PM 0 0 1 0 1 5:50 PM 0 0 0 0 5:50 PM 0	5:40 PM	0	0	3	0	3	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:55 PM 0 0 0 0 5:55 PM 0 0 0 0 0 5:55 PM 0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:55 PM 0 0 0 0 5:55 PM 0 0 0 0 0 5:55 PM 0	5:50 PM	0	0	1	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	
Count Total 0 0 7 1 8 Count Total 3 1 1 1 6 Count Total 0 3 0 1 4		0		0	0	0		0	0	0	0	0		0	0	0	0	
Peak Hour 0 0 2 0 2 Peak Hour 0 0 0 0 Peak Hour 0 <td></td> <td>0</td> <td>0</td> <td>7</td> <td>1</td> <td>8</td> <td></td> <td>3</td> <td>1</td> <td>1</td> <td>1</td> <td>6</td> <td></td> <td>0</td> <td>3</td> <td>0</td> <td>1</td> <td></td>		0	0	7	1	8		3	1	1	1	6		0	3	0	1	
	Peak Hour	0	0	2	0	2	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



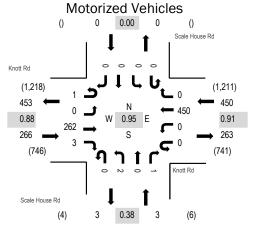
(303) 216-2439 www.alltrafficdata.net Location: 4 Scale House Rd & Knott Rd PM

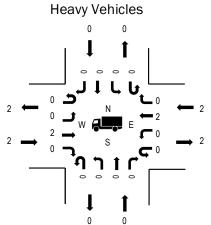
Date: Thursday, January 7, 2021

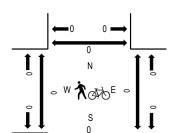
Study Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes in Study Peak Hour: 04:35 PM - 04:50 PM

Study Peak Hour (for all study intersections)







Pedestrians/Bicycles in Crosswalk

Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.9%	0.88
WB	1.6%	0.91
NB	0.0%	0.38
SB	0.0%	0.00
All	1.7%	0.95

Traffic Counts - Motorized Vehicles

Interval			ott Rd bound				ott Rd bound				ouse Rd bound				ouse Rd			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
3:00 PM	0	0	23	0	0	0	33	0	0	0	0	1	0	0	0	0	57	666
3:05 PM	0	0	23	0	0	0	23	0	0	0	0	0	0	0	0	0	46	652
3:10 PM	0	0	13	0	0	0	33	0	0	0	0	0	0	0	0	0	46	659
3:15 PM	1	0	19	0	0	0	34	0	0	0	0	0	0	0	0	0	54	673
3:20 PM	0	0	25	0	0	1	24	0	0	0	0	0	0	0	0	0	50	687
3:25 PM	0	0	19	0	0	0	30	0	0	1	0	0	0	0	0	0	50	706
3:30 PM	0	0	30	0	0	0	34	0	0	0	0	0	0	0	0	0	64	706
3:35 PM	0	0	25	0	0	0	37	0	0	0	0	0	0	0	0	0	62	699
3:40 PM	0	0	22	0	0	0	38	0	0	0	0	0	0	0	0	0	60	690
3:45 PM	0	0	22	0	0	0	35	0	0	0	0	0	0	0	0	0	57	697
3:50 PM	0	0	28	0	0	0	31	0	0	0	0	0	0	0	0	0	59	704
3:55 PM	0	0	21	0	0	0	40	0	0	0	0	0	0	0	0	0	61	704
4:00 PM	2	0	16	0	0	0	25	0	0	0	0	0	0	0	0	0	43	702
4:05 PM	1	0	23	0	0	0	29	0	0	0	0	0	0	0	0	0	53	713
4:10 PM	0	0	22	0	0	0	38	0	0	0	0	0	0	0	0	0	60	723
4:15 PM	0	0	21	0	0	0	47	0	0	0	0	0	0	0	0	0	68	719
4:20 PM	0	0	26	0	0	0	43	0	0	0	0	0	0	0	0	0	69	707
4:25 PM	0	0	17	0	0	0	33	0	0	0	0	0	0	0	0	0	50	699
4:30 PM	1	0	24	0	0	0	32	0	0	0	0	0	0	0	0	0	57	716
4:35 PM	0	0	20	0	0	0	33	0	0	0	0	0	0	0	0	0	53	699
4:40 PM	0	0	23	2	0	0	41	0	0	0	0	1	0	0	0	0	67	687
4:45 PM	0	0	29	0	0	0	35	0	0	0	0	0	0	0	0	0	64	672
4:50 PM	0	0	22	0	0	0	36	0	0	1	0	0	0	0	0	0	59	645
4:55 PM	0	0	25	0	0	0	33	0	0	1	0	0	0	0	0	0	59	617
5:00 PM	0	0	16	0	0	0	38	0	0	0	0	0	0	0	0	0	54	595
5:05 PM	0	0	24	0	0	0	39	0	0	0	0	0	0	0	0	0	63	
5:10 PM	0	0	15	1	0	0	40	0	0	0	0	0	0	0	0	0	56	
5:15 PM	0	0	18	0	0	0	38	0	0	0	0	0	0	0	0	0	56	

	5:20 PM	0	0	20	0	0	0	41	0	0	0	0	0	0	0	0	0	61
	5:25 PM	0	0	20	0	0	0	47	0	0	0	0	0	0	0	0	0	67
	5:30 PM	0	0	16	0	0	0	24	0	0	0	0	0	0	0	0	0	40
	5:35 PM	0	0	14	0	0	0	27	0	0	0	0	0	0	0	0	0	41
	5:40 PM	0	0	20	0	0	0	31	0	0	0	0	1	0	0	0	0	52
	5:45 PM	0	0	12	0	0	0	25	0	0	0	0	0	0	0	0	0	37
	5:50 PM	0	0	12	0	0	0	19	0	0	0	0	0	0	0	0	0	31
	5:55 PM	0	0	13	0	0	0	24	0	0	0	0	0	0	0	0	0	37
Co	ount Total	5	0	738	3	0	1	1,210	0	0	3	0	3	0	0	0	0	1,963
F	Peak Hour	1	0	262	3	0	0	450	0	0	2	0	1	0	0	0	0	719

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval		Hea	avy Vehicle	es		Interval		Bicycle	es on Road	dway		Interval	Ped	destrians/l	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
3:00 PM	1	0	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	1	0	0	0	1	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	1	0	1	0	2	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	2	0	0	0	2	3:50 PM	2	0	0	0	2	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	1	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	2	0	2	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	1	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	8	0	8	0	16	Count Total	3	0	0	0	3	Count Total	0	0	0	0	0
Peak Hour	2	0	2	0	4	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



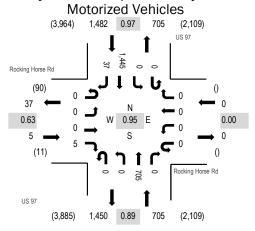
(303) 216-2439 www.alltrafficdata.net Location: 5 US 97 & Rocking Horse Rd PM

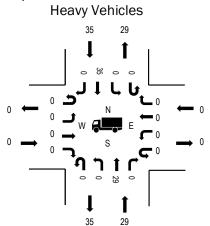
Date: Thursday, January 7, 2021

Study Peak Hour: 04:15 PM - 05:15 PM

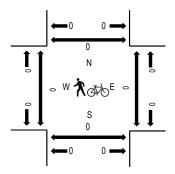
Peak 15-Minutes in Study Peak Hour: 04:35 PM - 04:50 PM

Study Peak Hour (for all study intersections)





Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.63
WB	0.0%	0.00
NB	5.0%	0.89
SB	2.8%	0.97
All	3.5%	0.95

Traffic Counts - Motorized Vehicles

Interval		-	Horse Ro	d			Horse R	d			97 bound				97 bound			Rolling
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
3:00 PM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	75	0	126	2,024
3:05 PM	0	0	0	0	0	0	0	0	0	0	62	0	0	0	92	2	156	2,079
3:10 PM	0	0	0	0	0	0	0	0	0	0	62	0	0	0	94	1	157	2,073
3:15 PM	0	0	0	0	0	0	0	0	0	0	72	0	0	0	84	3	159	2,110
3:20 PM	0	0	0	0	0	0	0	0	0	0	84	0	0	0	89	0	173	2,138
3:25 PM	0	0	0	0	0	0	0	0	0	0	54	0	0	0	85	3	142	2,137
3:30 PM	0	0	0	1	0	0	0	0	0	0	77	0	0	0	109	1	188	2,179
3:35 PM	0	0	0	1	0	0	0	0	0	0	65	0	0	0	110	2	178	2,180
3:40 PM	0	0	0	0	0	0	0	0	0	0	64	0	0	0	120	3	187	2,204
3:45 PM	0	0	0	0	0	0	0	0	0	0	69	0	0	0	125	4	198	2,176
3:50 PM	0	0	0	0	0	0	0	0	0	0	76	0	0	0	100	3	179	2,162
3:55 PM	0	0	0	0	0	0	0	0	0	0	47	0	0	0	133	1	181	2,181
4:00 PM	0	0	0	0	0	0	0	0	0	0	69	0	0	0	112	0	181	2,179
4:05 PM	0	0	0	0	0	0	0	0	0	0	53	0	0	0	96	1	150	2,189
4:10 PM	0	0	0	1	0	0	0	0	0	0	61	0	0	0	130	2	194	2,197
4:15 PM	0	0	0	0	0	0	0	0	0	0	61	0	0	0	125	1	187	2,192
4:20 PM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	116	5	172	2,155
4:25 PM	0	0	0	1	0	0	0	0	0	0	57	0	0	0	123	3	184	2,157
4:30 PM	0	0	0	1	0	0	0	0	0	0	64	0	0	0	122	2	189	2,118
4:35 PM	0	0	0	0	0	0	0	0	0	0	69	0	0	0	131	2	202	2,095
4:40 PM	0	0	0	1	0	0	0	0	0	0	50	0	0	0	104	4	159	2,043
4:45 PM	0	0	0	0	0	0	0	0	0	0	57	0	0	0	126	1	184	2,066
4:50 PM	0	0	0	1	0	0	0	0	0	0	74	0	0	0	123	0	198	2,012
4:55 PM	0	0	0	1	0	0	0	0	0	0	65	0	0	0	107	6	179	1,943
5:00 PM	0	0	0	0	0	0	0	0	0	0	60	0	0	0	122	9	191	1,881
5:05 PM	0	0	0	0	0	0	0	0	0	0	54	0	0	0	103	1	158	
5:10 PM	0	0	0	0	0	0	0	0	0	0	43	0	0	0	143	3	189	
5:15 PM	0	0	0	0	0	0	0	0	0	0	54	0	0	0	92	4	150	

5:20 PM	0	0	0	0	0	0	0	0	0	0	50	0	0	0	119	5	174
5:25 PM	0	0	0	0	0	0	0	0	0	0	56	0	0	0	87	2	145
5:30 PM	0	0	0	1	0	0	0	0	0	0	57	0	0	0	104	4	166
5:35 PM	0	0	0	1	0	0	0	0	0	0	41	0	0	0	104	4	150
5:40 PM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	113	3	182
5:45 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	95	2	130
5:50 PM	0	0	0	1	0	0	0	0	0	0	37	0	0	0	90	1	129
5:55 PM	0	0	0	0	0	0	0	0	0	0	44	0	0	0	71	2	117
Count Total	0	0	0	11	0	0	0	0	0	0	2,109	0	0	0	3,874	90	6,084
Peak Hour	0	0	0	5	0	0	0	0	0	0	705	0	0	0	1,445	37	2,192

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval		Hea	avy Vehicle	es	•	Interval	•	Bicycle	es on Road	dway		Interval	Ped	destrians/l	Bicycles on	Crosswa	lk
Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total	Start Time	EB	NB	WB	SB	Total
3:00 PM	0	1	0	4	5	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	1	0	4	5	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	1	0	5	6	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	4	0	4	8	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	5	0	2	7	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	2	0	0	2	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	1	0	2	3	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	1	0	3	4	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	4	0	1	5	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	2	0	4	6	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	1	0	2	3	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	1	0	2	3	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	2	0	3	5	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	2	0	1	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	3	0	1	4	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	5	0	3	8	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	2	0	5	7	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	4	0	2	6	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	1	0	2	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	4	0	2	6	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	1	0	4	5	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	4	0	3	7	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	2	0	1	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	3	0	6	9	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	2	0	3	5	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	1	0	4	5	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	2	0	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	2	0	2	4	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	1	0	2	3	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	4	0	1	5	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	2	0	3	5	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	3	0	5	8	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	3	0	3	6	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	2	0	1	3	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	2	0	2	4	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	81	0	92	173	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	29	0	35	64	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



0

0

0

0 0

1

0

0

0

0

All Vehicle Volumes

0

Data Provided by K-D-N.com 503-594-4224 N/S street: US97 E/W street: Ponderosa St Bend OR City, State Study ID # 108528 44.007819 - -121.324039 Location Thursday, April 13, 2017 Start Date 04:00:00 PM Start Time Peak Hour Start 04:40:00 PM

 Peak Hour Start
 04:40:00 PM

 Peak 15 Min Start
 04:40:00 PM

 PHF (15-Min Int)
 0.96

										Peak	-Hour Vo	olumes (PHV)										
	North	bound			South	bound			Eastl	oound		Westbound			Entering				Leaving				
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	777	11	0	0	1363	127	0	0	0	17	0	0	0	107	0	788	1490	17	107	1380	884	127	11
										Per	cent Hea	avy Vehi	cles										
0.0%	5.9%	0.0%	0.0%	0.0%	3.7%	2.4%	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	5.8%	3.6%	5.9%	0.0%	3.8%	5.2%	2.4%	0.0%
							PH	V- Bicyc	les									PHV	- Pedes	trians			
Northbound Southbound Eastbound Westbound in Crosswalk																							
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum		

0 0

0

0 0

0

	Northbound				Southbound				Eastbound				Westbound					
		US	S97			US	97			Ponde	rosa St			China	Hat Rd		15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	67	2	0	0	95	6	0	0	0	1	0	0	0	6	0		
04:05:00 PM	0	80	1	0	0	71	3	0	0	0	2	0	0	0	7	0		
04:10:00 PM	0	88	2	0	0	87	4	0	0	0	0	0	0	0	12	0	534	
04:15:00 PM	0	69	0	0	0	93	3	0	0	0	1	0	0	0	9	0	532	
04:20:00 PM	0	85	0	0	0	98	4	0	0	0	0	0	0	0	8	0	563	
04:25:00 PM	0	57	1	0	0	101	6	0	0	0	0	0	0	0	9	0	544	
04:30:00 PM	0	55	0	0	0	93	7	0	0	0	1	0	0	0	5	0	530	
04:35:00 PM	0	49	0	0	0	97	10	0	0	0	2	0	0	0	8	0	501	
04:40:00 PM	0	81	0	0	0	125	10	0	0	0	1	0	0	0	4	0	548	
04:45:00 PM	0	64	2	0	0	109	13	0	0	0	4	0	0	0	11	0	590	
04:50:00 PM	0	68	1	0	0	111	9	0	0	0	0	0	0	0	14	0	627	
04:55:00 PM	0	60	0	0	0	108	11	0	0	0	0	0	0	0	5	0	590	2216
05:00:00 PM	0	56	2	0	0	111	11	0	0	0	1	0	0	0	8	0	576	2228
05:05:00 PM	0	65	1	0	0	99	11	0	0	0	2	0	0	0	10	0	561	2252
05:10:00 PM	0	52	1	0	0	115	15	0	0	0	1	0	0	0	10	0	571	2253
05:15:00 PM	0	81	0	0	0	121	9	0	0	0	4	0	0	0	14	0	611	2307
05:20:00 PM	0	64	1	0	0	114	12	0	0	0	1	0	0	0	10	0	625	2314
05:25:00 PM	0	65	2	0	0	108	10	0	0	0	0	0	0	0	9	0	625	2334
05:30:00 PM	0	55	1	0	0	132	9	0	0	0	2	0	0	0	7	0	602	2379
05:35:00 PM	0	66	0	0	0	110	7	0	0	0	1	0	0	0	5	0	589	2402
05:40:00 PM	0	49	3	0	0	98	12	0	0	0	1	0	0	0	10	0	568	2354
05:45:00 PM	0	46	0	0	0	85	6	0	0	0	0	0	0	0	6	0	505	2294
05:50:00 PM	0	41	0	0	0	87	10	0	0	0	1	0	0	0	5	0	460	2235
05:55:00 PM	0	47	0	0	0	72	9	0	0	0	1	0	0	0	3	0	419	2183
									Bicycles	on Road	d							
		North	bound			South	bound			Eastl	oound			West	bound			



KEY DA		US	97			US	97			Ponde	rosa St			China	Hat Rd		15 Min	1 HR
Гіте	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sun
			_								-				-		Sum	Sun
04:00:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
							F	Passenge	er vehicle	es and lic	ght trucks	3						
		North	bound			South	bound				oound			Westl	bound		1	
			897				897				rosa St				Hat Rd		15 Min	1 HR
Time	Left																	
Time		There	Diabt	I Ituana	1 -4	Thomas	Diabt	Literana	1 -64	Thomas	Dialet	Literana	1.66	There	Diaht	Literana		C
04.00.00 DM		Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	60	2	0	0	91	6	0	0	0	1	0	0	0	5	0		Sun
04:05:00 PM	0	60 75	2	0	0	91 68	6	0	0	0	1 2	0	0	0	5	0	Sum	Sum
04:05:00 PM 04:10:00 PM	0 0	60 75 77	1	0 0	0 0 0	91 68 79	6 3 3	0 0	0 0	0 0	1 2 0	0 0	0 0 0	0 0	5 6 9	0 0	Sum 489	Sum
04:05:00 PM 04:10:00 PM 04:15:00 PM	0 0 0	60 75 77 64	2 1 1 0	0 0 0	0 0 0	91 68 79 86	6 3 3 3	0 0 0	0 0 0	0 0 0	1 2 0	0 0 0	0 0 0	0 0 0	5 6 9	0 0 0	Sum 489 486	Sun
04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM	0 0 0	60 75 77 64 78	2 1 1 0	0 0 0 0	0 0 0 0	91 68 79 86 93	6 3 3 3 4	0 0 0 0	0 0 0 0	0 0 0 0	1 2 0 1	0 0 0 0	0 0 0 0	0 0 0 0	5 6 9 8 8	0 0 0 0	Sum 489 486 514	Sun
04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM	0 0 0 0	60 75 77 64 78 51	2 1 1 0 0 1	0 0 0 0	0 0 0 0	91 68 79 86 93	6 3 3 4 6	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0	1 2 0 1 0	0 0 0 0 0 0	0 0 0 0	0 0 0 0	5 6 9 8 8	0 0 0 0	Sum 489 486 514 504	Sun
04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:30:00 PM	0 0 0 0 0	60 75 77 64 78 51 49	2 1 1 0 0 1 0 0	0 0 0 0 0	0 0 0 0 0	91 68 79 86 93 93	6 3 3 3 4 6 6	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 2 0 1 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	5 6 9 8 8 8	0 0 0 0 0 0 0	\$um 489 486 514 504 493	Sun
04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:30:00 PM 04:35:00 PM	0 0 0 0 0	60 75 77 64 78 51 49	2 1 1 0 0 1 1 0 0 0	0 0 0 0 0	0 0 0 0 0	91 68 79 86 93 93 90 93	6 3 3 3 4 6 6	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 2 0 1 0 0 1 1 2	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	5 6 9 8 8 8 8	0 0 0 0 0	Sum 489 486 514 504 493 463	Sun
04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:30:00 PM	0 0 0 0 0	60 75 77 64 78 51 49	2 1 1 0 0 1 0	0 0 0 0 0	0 0 0 0 0 0	91 68 79 86 93 93	6 3 3 3 4 6 6 8	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 2 0 1 0 0 1 2 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	5 6 9 8 8 8	0 0 0 0 0 0 0	\$um 489 486 514 504 493	Sun
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04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:30:00 PM 04:35:00 PM 04:40:00 PM	0 0 0 0 0 0 0	60 75 77 64 78 51 49 42 77	2 1 1 0 0 1 0	0 0 0 0 0 0	0 0 0 0 0 0	91 68 79 86 93 93 90 93	6 3 3 3 4 6 6 8	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	1 2 0 1 0 0 1 2 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	5 6 9 8 8 8 5 8	0 0 0 0 0 0	Sum 489 486 514 504 493 463 513	Sum
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04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:35:00 PM 04:35:00 PM 04:40:00 PM 04:45:00 PM 04:55:00 PM	0 0 0 0 0 0 0 0 0	60 75 77 64 78 51 49 42 77 62 65 53	2 1 1 0 0 1 0 0 2 1 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	91 68 79 86 93 93 90 93 118 101 109 106	6 3 3 4 6 6 8 10 12 9 10 11	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	1 2 0 1 0 0 1 1 0 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	5 6 9 8 8 8 5 8 4 11 14 5 8	0 0 0 0 0 0 0 0	Sum 489 486 514 504 493 463 513 554 599 564 557	207(
04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:30:00 PM 04:35:00 PM 04:40:00 PM 04:50:00 PM 04:55:00 PM 05:00:00 PM	0 0 0 0 0 0 0 0 0 0	60 75 77 64 78 51 49 42 77 62 65 53 53 64	2 1 1 0 0 1 0 0 0 2 1 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	91 68 79 86 93 93 90 93 118 101 109 106 110	6 3 3 3 4 6 6 8 10 12 9 10	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	1 2 0 1 0 0 1 2 0 0 1 2 2 0 0 1 2 2 0 0 1 2 2 0 0 1 2 1 2	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	5 6 9 8 8 8 5 8 4 11 14 5 8	0 0 0 0 0 0 0 0 0	\$um 489 486 514 504 493 463 513 554 599 564 557 540	2070 2090 2110 2130 2190
04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:35:00 PM 04:35:00 PM 04:40:00 PM 04:50:00 PM 04:50:00 PM 05:00:00 PM 05:05:00 PM	0 0 0 0 0 0 0 0 0 0	60 75 77 64 78 51 49 42 77 62 65 53 53 64 47	2 1 1 0 0 1 0 0 2 1 0 2	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	91 68 79 86 93 93 90 93 118 101 109 106 110 94	6 3 3 4 6 6 8 10 12 9 10 11 10 15	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	1 2 0 1 0 1 2 0 1 1 2 1 1	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	5 6 9 8 8 8 8 4 11 14 5 8 10	0 0 0 0 0 0 0 0 0	\$um 489 486 514 504 493 463 513 554 599 564 557 540 553	207/ 2090 2110 2134



04:40:00 PM

04:45:00 PM

04:50:00 PM

04:55:00 PM

KEY DA	TA	NET	WO	RK														
05:30:00 PM	_	53	1	0	0	127	9	0	0	0	2	0	0	0	7	0	578	22
05:35:00 PM		62	0	0	0	104	7	0	0	0	1	0	0	0	5	0	564	23
05:40:00 PM		45	3	0	0	91	11	0	0	0	1	0	0	0	10	0	539	22
									_									
05:45:00 PM		42	0	0	0	81	6	0	0	0	0	0	0	0	6	0	475	21
05:50:00 PM		37	0	0	0	83	10	0	0	0	1	0	0	0	5	0	432	21
05:55:00 PM	0	41	0	0	0	67	9	0	0	0	1	0	0	0	3	0	392	20
							FHV	VA 4-13	-Truck/M	ulti-Unit/	Heavy T	rucks						
		North	bound			South	bound			Eastl	oound			West	bound			
		US	S97			US	897			Ponde	rosa St			China	Hat Rd		15 Min	1 HF
Гіте	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Su
04:00:00 PM	0	7	0	0	0	4	0	0	0	0	0	0	0	0	1	0		
04:05:00 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	1	0	 	
04:10:00 PM	0	11	1	0	0	8	1	0	0	0	0	0	0	0	3	0	45	
04:15:00 PM		5	0	0	0	7	0	0	0	0	0	0	0	0	1	0	46	
04:20:00 PM		7	0	0	0	5	0	0	0	0	0	0	0	0	0	0	49	
04:25:00 PM		6	0	0	0	8	0	0	0	0	0	0	0	0	1	0	40	
04:30:00 PM		6	0	0	0	3	1	0	0	0	0	0	0	0	0	0	37	
04:35:00 PM		7	0	0	0	4	2	0	0	0	0	0	0	0	0	0	38	
04:40:00 PM	0	4	0	0	0	7	0	0	0	0	1	0	0	0	0	0	35	
04:45:00 PM	0	2	0	0	0	8	1	0	0	0	0	0	0	0	0	0	36	
04:50:00 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	28	
04:55:00 PM	0	7	0	0	0	2	1	0	0	0	0	0	0	0	0	0	26	14
05:00:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	19	13
05:05:00 PM	0	1	0	0	0	5	1	0	0	0	0	0	0	0	0	0	21	13
05:10:00 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	18	11
05:15:00 PM	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	25	11
05:20:00 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	27	11
05:25:00 PM	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	28	10
05:30:00 PM		2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	24	10
								0										
05:35:00 PM		4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	25	10
05:40:00 PM		4	0	0	0	7	1	0	0	0	0	0	0	0	0	0	29	10
05:45:00 PM		4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	30	98
05:50:00 PM		4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	28	10
05:55:00 PM	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	27	10
Pe	edestriar	ns Crossi	ing		15 Min	1 HR												
Time	NB	SB	EB	WB	Sum	Sum	1											
04:00:00 PM	0	0	0	0														
04:05:00 PM	0	0	0	0														
04:10:00 PM	0	0	0	0	0		1											
04:15:00 PM	0	0	0	0	0		1											
04:20:00 PM	0	0	0	0	0													
04:25:00 PM	0	0	0	0	0													
04:30:00 PM	0	0	0	0	0													
04:35:00 PM	0	0	0	0	0													
04.40.00 DM	^	0	0	0	0		1											



KEY DATA NETWORK

05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0



Data Provided by K-D-N.com 503-594-4224 US97 SB ramps N/S street: E/W street: Baker Rd Bend OR City, State Study ID # 108529 43.992611 - -121.336303 Location Thursday, April 13, 2017 Start Date 04:00:00 PM Start Time 04:45:00 PM Peak Hour Start

 Peak Hour Start
 04:45:00 PM

 Peak 15 Min Start
 05:20:00 PM

 PHF (15-Min Int)
 0.94

PHF (15	5-Min Int	:)				0.	94																
										Peal	k-Hour V	olumes ((PHV)										
	North	bound			South	bound			Eastl	oound			West	bound			Ent	ering			Lea	ving	
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	62	0	495	0	51	348	0	0	0	304	188	0	0	557	399	492	0	239	799	410
								<u> </u>		Pe	rcent He	avy Vehi	cles			<u> </u>				1			
0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	2.4%	0.0%	7.8%	3.4%	0.0%	0.0%	0.0%	2.6%	1.1%	0.0%	#DIV/0!	2.3%	4.0%	2.0%	#DIV/0!	2.5%	2.5%	3.2%
							PH	IV- Bicyc	les									PHV	- Pedes	trians			
	North	bound			South	bound			Eastl	oound			West	bound				in (Crosswa	lk			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum		
				0		0	0	0	0		0		0	0	0	0		0	0	0	0		
								Α	II Vehicle	e Volum	es											1	
			North	bound			South	bound			Eastl	oound			Westl	bound							
							11907 9	R ramne			Bake	er Rd			Kno	# Rd		15 Min	1 HR				

	North					bound				ound			*****	oound			
					US97 SI	B ramps			Bake	er Rd			Kno	tt Rd		15 Min	1 HR
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
				5		24	0	3	42		0		18	4	0		
				6		30	0	2	33		0		15	13	0		
				4		10	0	3	16		0		12	10	0	250	
				3		23	0	4	39		0		34	10	0	267	
				3		48	0	1	26		0		24	11	0	281	
				3		31	0	1	23		0		14	5	0	303	
				4		33	0	0	21		0		16	11	0	275	
				2		38	0	1	29		0		23	13	0	268	
				10		35	0	6	27		0		22	9	0	300	
				3		51	0	3	26		0		21	15	0	334	
				4		40	0	4	27		0		26	9	0	338	
				6		33	0	6	22		0		20	12	0	328	1181
				7		37	0	7	26		0		23	13	0	322	1198
				6		37	0	4	40		0		28	16	0	343	1230
				3		52	0	7	28		0		25	8	0	367	1298
				7		40	0	3	32		0		24	12	0	372	1303
				6		48	0	3	27		0		28	23	0	376	1325
				6		32	0	6	23		0		30	28	0	378	1373
				6		38	0	2	33		0		27	20	0	386	1414
				4		40	0	4	38		0		28	15	0	380	1437
				4		47	0	2	26		0		24	17	0	375	1448
				0		27	0	2	24		0		16	12	0	330	1410
				2		31	0	3	17		0		20	14	0	288	1387
				5		18	0	3	29		0		17	18	0	258	1378
								Bicycles	on Road	i							
	North	bound			South	bound			Easth	ound			Westl	bound			
					5 6 4 3 3 3 3 4 4 2 10 3 4 6 6 7 6 6 3 7 6 6 6 6 6 6 6 6	Left Thru Right Utum Left Thru 5 6 4 3 3 3 3 3 4 2 10 3 4 6 7 6 6 4 4 4 6 7 6	Left Thru Right Utum Left Thru Right 5 24 6 30 4 10 3 23 4 33 2 38 10 35 3 51 4 40 6 37 3 52 7 40 6 48 6 32 6 38 4 40 4 40 4 40 6 38 4 40 4 47 0 27 2 31 5 18	5 24 0 6 30 0 4 10 0 3 23 0 3 48 0 3 31 0 4 33 0 2 38 0 10 35 0 3 51 0 4 40 0 6 33 0 7 37 0 6 37 0 6 37 0 6 37 0 7 40 0 6 48 0 6 38 0 6 38 0 4 40 0 6 38 0 4 47 0 0 27 0 2 31 0 5 18 0	Left Thru Right Utum Left Thru Right Utum Left 5 24 0 3 6 30 0 2 4 10 0 3 3 23 0 4 3 348 0 1 4 33 0 0 2 38 0 1 10 35 0 6 3 51 0 3 4 40 0 4 6 37 0 7 7 40 0 3 6 38 0 2 4 40 0 4 6 32 0 6 7 40 0 3 6 38 0 2 4 40 0 4 4 47 0 2	Left Thru Right Uturn Left Thru Right Uturn Left Thru 5 24 0 3 42 6 30 0 2 33 4 10 0 3 16 3 23 0 4 39 4 33 0 1 26 3 31 0 1 23 4 33 0 0 21 2 38 0 1 29 10 35 0 6 27 3 51 0 3 26 4 40 0 4 27 6 37 0 7 26 7 40 0 3 27 6 32 0 2 3 6 32 0 2 3 7 40 0<	Left Thru Right Utum Left Thru Right Utum Left Thru Right 5 24 0 3 42 6 30 0 2 33 3 23 0 4 39 3 48 0 1 26 3 31 0 1 23 4 33 0 0 21 2 38 0 1 29 10 35 0 6 27 3 51 0 3 26 4 40 0 4 27 6 33 0 6 22 7 37 0 7 26 6 37 0 7 26 6 37 0 7 28 7 40 0 3 27 6 <td< td=""><td>Left Thru Right Utum Left Thru Right <t< td=""><td>Left Thru Right Utum Left 5 24 0 3 42 0 3 42 0 3 0 1 2 33 0 0 2 33 0</td><td>Left Thru Right Utum Left Thru Right <t< td=""><td>Left Thru Right Utum Left Thru Right 4 6 30 0 2 33 0 1 26 0 12 10 3 44 33 0 1 26 0 24 11 4 33 0 1 29 0 23 13 10 35 0 6 27 0 22 9 3 51 0 3 26 0 21 15 <tr< td=""><td>Left Thru Right Utum Left Thru Right <t< td=""><td>Left Thru Right Utum Left Thru Right <t< td=""></t<></td></t<></td></tr<></td></t<></td></t<></td></td<>	Left Thru Right Utum Left Thru Right <t< td=""><td>Left Thru Right Utum Left 5 24 0 3 42 0 3 42 0 3 0 1 2 33 0 0 2 33 0</td><td>Left Thru Right Utum Left Thru Right <t< td=""><td>Left Thru Right Utum Left Thru Right 4 6 30 0 2 33 0 1 26 0 12 10 3 44 33 0 1 26 0 24 11 4 33 0 1 29 0 23 13 10 35 0 6 27 0 22 9 3 51 0 3 26 0 21 15 <tr< td=""><td>Left Thru Right Utum Left Thru Right <t< td=""><td>Left Thru Right Utum Left Thru Right <t< td=""></t<></td></t<></td></tr<></td></t<></td></t<>	Left Thru Right Utum Left 5 24 0 3 42 0 3 42 0 3 0 1 2 33 0 0 2 33 0	Left Thru Right Utum Left Thru Right <t< td=""><td>Left Thru Right Utum Left Thru Right 4 6 30 0 2 33 0 1 26 0 12 10 3 44 33 0 1 26 0 24 11 4 33 0 1 29 0 23 13 10 35 0 6 27 0 22 9 3 51 0 3 26 0 21 15 <tr< td=""><td>Left Thru Right Utum Left Thru Right <t< td=""><td>Left Thru Right Utum Left Thru Right <t< td=""></t<></td></t<></td></tr<></td></t<>	Left Thru Right Utum Left Thru Right 4 6 30 0 2 33 0 1 26 0 12 10 3 44 33 0 1 26 0 24 11 4 33 0 1 29 0 23 13 10 35 0 6 27 0 22 9 3 51 0 3 26 0 21 15 <tr< td=""><td>Left Thru Right Utum Left Thru Right <t< td=""><td>Left Thru Right Utum Left Thru Right <t< td=""></t<></td></t<></td></tr<>	Left Thru Right Utum Left Thru Right <t< td=""><td>Left Thru Right Utum Left Thru Right <t< td=""></t<></td></t<>	Left Thru Right Utum Left Thru Right <t< td=""></t<>



						US97 S	B ramps			Bake	er Rd			Kno	tt Rd		15 Min	1 HR
īme	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sur
04:00:00 PM					0		1	0	0	0		0		0	0	0		
04:05:00 PM					0		0	0	0	0		0		0	0	0		
04:10:00 PM					0		0	0	0	0		0		0	0	0	1	
04:15:00 PM					0		0	0	0	0		0		0	0	0	0	
04:20:00 PM					0		0	0	0	0		0		0	0	0	0	
04:25:00 PM					0		0	0	0	0		0		0	0	0	0	
04:30:00 PM					0		0	0	0	0		0		0	0	0	0	
04:35:00 PM					0		0	0	0	0		0		0	0	0	0	
04:40:00 PM					0		0	0	0	0		0		0	0	0	0	
04:45:00 PM					0		0	0	0	0		0		0	0	0	0	
04:50:00 PM					0		0	0	0	0		0		0	0	0	0	
04:55:00 PM					0		0	0	0	0		0		0	0	0	0	1
05:00:00 PM					0		0	0	0	0		0		0	0	0	0	0
05:05:00 PM					0		0	0	0	0		0		0	0	0	0	0
05:10:00 PM					0		0	0	0	0		0		0	0	0	0	0
05:15:00 PM					0		0	0	0	0		0		0	0	0	0	0
05:20:00 PM					0		0	0	0	0		0		0	0	0	0	0
05:25:00 PM					0		0	0	0	0		0		0	0	0	0	0
05:30:00 PM					0		0	0	0	0		0		0	0	0	0	0
05:35:00 PM					0		0	0	0	0		0		0	0	0	0	0
05:40:00 PM					0		0	0	0	0		0		0	0	0	0	0
05:45:00 PM					0		0	0	0	0		0		0	0	0	0	0
05:50:00 PM					0		0	0	0	0		0		0	0	0	0	0
05:55:00 PM					0		0	0	0	0		0		0	0	0	0	0
									er vehicle	es and lic	ght trucks							
		North	bound			South	bound			Easth				West	bound			
			2044				B ramps			Bake					tt Rd		15 Min	1 HF
ïme	Left	Thru	Right	Uturn	Left	Thru	Right	Liturn	Left	Thru	Right	Liturn	Left	Thru	Right	Uturn	Sum	Su
04:00:00 PM		IIIIu	rugiii	Otulii	5	mu	24	0	3	39	ragin	0	Lon	17	4	0	Ouiii	Ou
04:05:00 PM					6		29	0	2	31		0		15	10	0		
04:10:00 PM					3		10	0	3	15		0		12	10	0	238	
04:15:00 PM					3		23	0	4	36		0		33	10	0	255	
04:20:00 PM 04:25:00 PM					3		48	0	1	24		0		23	11	0	272 294	
							29	0						14	5	0		
04:30:00 PM					4		33	0	0	20		0		15	11	0	268	
04:35:00 PM					1		37	0	1	27		0		23	13	0	260	
04:40:00 PM					9		35	0	6	26		0		21	9	0	291	
04:45:00 PM					3		47	0	3	25		0		20	14	0	320	
04:50:00 PM					4		39	0	3	25		0		26	9	0	324	
04:55:00 PM					6		33	0	5	19		0		20	12	0	313	113
05:00:00 PM					7		37	0	7	26		0		20	13	0	311	115
05:05:00 PM					6		36	0	4	40		0		28	15	0	334	119
05:10:00 PM					3		52	0	7	27		0		25	8	0	361	125
								0	^	0.4		0		22	12	_	205	126
05:15:00 PM					7		39		3	31					12	0	365	120
05:15:00 PM 05:20:00 PM					6		47	0	3	27		0		27	23	0	369	128



04:45:00 PM

04:50:00 PM

04:55:00 PM

KEY DA	TA	NET'	WO	RK													
05:30:00 PM					5		37	0	2	31	0		26	20	0	376	1372
05:35:00 PM					4		39	0	4	38	0		28	15	0	371	1398
05:40:00 PM					4		45	0	1	26	0		24	17	0	366	1409
05:45:00 PM					0		27	0	2	24	0		16	12	0	326	1378
05:50:00 PM					2		30	0	3	17	0		20	14	0	284	1358
05:55:00 PM					5		18	0	3	28	0		16	17	0	254	1350
							FHV	VA 4-13 -	-Truck/M	ulti-Unit/	Heavy Trucks	-				-	
		Northb	ound			South	bound			Easth	oound		West	bound			
						US97 S	B ramps	i		Bake	er Rd		Kno	ott Rd		15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM					0		0	0	0	3	0		1	0	0		
04:05:00 PM					0		1	0	0	2	0		0	3	0		
04:10:00 PM					1		0	0	0	1	0		0	0	0	12	
04:15:00 PM					0		0	0	0	3	0		1	0	0	12	
04:20:00 PM					0		0	0	0	2	0		1	0	0	9	
04:25:00 PM					0		2	0	0	0	0		0	0	0	9	
04:30:00 PM					0		0	0	0	1	0		1	0	0	7	
04:35:00 PM					1		1	0	0	2	0		0	0	0	8	
04:40:00 PM					1		0	0	0	1	0		1	0	0	9	
04:45:00 PM					0		4	0	0	1	0		1	1	0	14	
04:50:00 PM					0		1	0	1	2	0		0	0	0	14	
04:55:00 PM					0		0	0	1	3	0		0	0	0	15	45
05:00:00 PM					0		0	0	0	0	0		3	0	0	11	44
05:05:00 PM					0		1	0	0	0	0		0	1	0	9	40
05:10:00 PM					0		0	0	0	1	0		0	0	0	6	39
05:15:00 PM					0		1	0	0	1	0		2	0	0	7	39
05:20:00 PM					0		1	0	0	0	0		1	0	0	7	38
05:25:00 PM					0		0	0	1	2	0		0	0	0	9	39
05:30:00 PM					1		1	0	0	2	0		1	0	0	10	42
05:35:00 PM					0		1	0	0	0	0		0	0	0	9	39
05:40:00 PM					0		2	0	1	0	0		0	0	0	9	39
05:45:00 PM					0		0	0	0	0	0		0	0	0	4	32
05:50:00 PM					0		1	0	0	0	0		0	0	0	4	29
05:55:00 PM					0		0	0	0	1	0		1	1	0	4	28
Pe	edestria	ns Crossir	ng		15 Min	1 HR											
Time	NB	SB	EB	WB	Sum	Sum											
04:00:00 PM		0	0	0													
04:05:00 PM		0	0	0			1										
04:10:00 PM		0	0	0	0		1										
04:15:00 PM		0	0	0	0		1										
04:20:00 PM		0	0	0	0		1										
04:25:00 PM		0	0	0	0		ł										
04:30:00 PM		0	0	0	0		1										
04:35:00 PM		0	0	0	0		1										
04:40:00 PM		0	0	0	0		1										



05:00:00 PM	0	0	0	0	0
05:05:00 PM	0	0	0	0	0
05:10:00 PM	0	0	0	0	0
05:15:00 PM	0	0	0	0	0
05:20:00 PM	0	0	0	0	0
05:25:00 PM	0	0	0	0	0
05:30:00 PM	0	0	0	0	0
05:35:00 PM	0	0	0	0	0
05:40:00 PM	0	0	0	0	0
05:45:00 PM	0	0	0	0	0
05:50:00 PM	0	0	0	0	0
05:55:00 PM	0	0	0	0	0



 Location
 43.991498 - -121.333495

 Start Date
 Thursday, April 13, 2017

 Start Date
 Thursday, April 13, 2017

 Start Time
 04:00:00 PM

 Peak Hour Start
 04:40:00 PM

 Peak 15 Min Start
 05:20:00 PM

 PHF (15-Min Int)
 0.91

All Vehicle Volumes

										Peal	k-Hour Vo	olumes (PHV)										
	North	bound			South	bound			Eastl	oound			West	bound			Ente	ering			Leav	ving	
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
42	1	97	0	0	0	0	0	259	161	0	0	0	454	15	0	140	0	420	469	0	275	496	258
										Pe	rcent Hea	avy Vehi	cles										
2.4%	100.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%	0.0%	0.0%	0.0%	2.4%	6.7%	0.0%	2.9%	0.0%	3.1%	2.6%	#DIV/0!	3.6%	2.4%	2.7%
			<u> </u>				PH	V- Bicyc	les									PHV	' - Pedes	trians			
	North	orthbound Southbound Eastbound Wes											West	bound				in	Crosswa	lk			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum		

		North	bound			South	bound			Eastl	ound			Westl	bound			
		US97 S	B ramps			US97 S	B ramps			Kno	tt Rd			Kno	tt Rd		15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	2	0	17	0	0	0	0	0	27	20	0	0	0	28	0	0		
04:05:00 PM	0	0	11	0	0	0	0	0	30	11	0	0	0	27	0	0		
04:10:00 PM	3	0	13	0	0	0	0	0	11	13	0	0	0	37	1	0	251	
04:15:00 PM	2	0	10	0	0	0	0	0	21	15	0	0	0	35	3	0	243	
04:20:00 PM	2	1	9	0	0	0	0	0	20	12	0	0	0	28	2	0	238	
04:25:00 PM	5	0	9	0	0	0	0	0	17	12	0	0	0	18	0	0	221	
04:30:00 PM	2	0	12	0	0	0	0	0	10	11	0	0	0	24	1	0	195	
04:35:00 PM	5	0	4	0	0	0	0	0	20	11	0	0	0	34	2	0	197	
04:40:00 PM	2	0	12	0	0	0	0	0	21	19	0	0	0	34	2	0	226	
04:45:00 PM	3	0	7	0	0	0	0	0	16	10	0	0	0	39	1	0	242	
04:50:00 PM	7	0	9	0	0	0	0	0	26	8	0	0	0	30	1	0	247	
04:55:00 PM	1	0	8	0	0	0	0	0	18	9	0	0	0	30	0	0	223	921
05:00:00 PM	4	0	8	0	0	0	0	0	19	13	0	0	0	34	2	0	227	907
05:05:00 PM	4	1	10	0	0	0	0	0	26	20	0	0	0	40	1	0	248	930
05:10:00 PM	5	0	7	0	0	0	0	0	17	15	0	0	0	29	2	0	257	927
05:15:00 PM	3	0	7	0	0	0	0	0	23	15	0	0	0	33	2	0	260	924
05:20:00 PM	1	0	7	0	0	0	0	0	22	12	0	0	0	50	2	0	252	944
05:25:00 PM	3	0	9	0	0	0	0	0	19	12	0	0	0	55	1	0	276	982
05:30:00 PM	6	0	7	0	0	0	0	0	20	16	0	0	0	41	1	0	284	1013
05:35:00 PM	3	0	6	0	0	0	0	0	32	12	0	0	0	39	0	0	282	1029
05:40:00 PM	5	1	3	0	0	0	0	0	13	16	0	0	0	39	3	0	263	1019
05:45:00 PM	3	0	8	0	0	0	0	0	14	10	0	0	0	24	1	0	232	1003
05:50:00 PM	3	0	4	0	0	0	0	0	18	6	0	0	0	29	1	0	201	983
05:55:00 PM	3	0	6	0	0	0	0	0	19	11	0	0	0	35	2	0	197	993
									Bicycles									
		North	bound			South	bound		-	Eastl	ound			Westl	bound			



		US97 S	B ramps			US97 S	B ramps			Kno	tt Rd			Kno	tt Rd		15 Min	1 HR
Гime	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sun
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
							F	Passeng	er vehicle	es and li	ght truck	s					•	
		North	bound			South	bound			Easth	oound			Westl	bound			
		US97 S	B ramps			US97 S	B ramps			Kno	tt Rd			Kno	tt Rd		15 Min	1 HF
īme	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sui
04:00:00 PM	2	0	17	0	0	0	0	0	24	20	0	0	0	27	0	0		
04:05:00 PM	0	0	10	0	0	0	0	0	29	11	0	0	0	25	0	0		
04:10:00 PM	3	0	13	0	0	0	0	0	9	12	0	0	0	37	1	0	240	
04:15:00 PM	1	0	10	0	0	0	0	0	21	15	0	0	0	34	3	0	234	
04:20:00 PM	2	1	7	0	0	0	0	0	19	12	0	0	0	28	2	0	230	
								0	15	12	0	0	0	17	0	0	213	
04:25:00 PM	5	0	9	0	0	0	0	•									-	
04:25:00 PM 04:30:00 PM		0	9	0	0	0	0	0	10	11	0	0	0	24	1	0	187	
	1								10 19	11 11	0	0	0	24 34	1	0	187 191	
04:30:00 PM	1 5	0	11	0	0	0	0	0										
04:30:00 PM 04:35:00 PM	5 2	0	11	0	0	0	0	0	19	11	0	0	0	34	2	0	191	
04:30:00 PM 04:35:00 PM 04:40:00 PM	1 5 2 3	0 0	11 4 12	0 0	0 0	0 0	0 0 0	0 0	19	11 18	0	0	0	34	2	0	191 219	
04:30:00 PM 04:35:00 PM 04:40:00 PM 04:45:00 PM	1 5 2 3 7	0 0 0	11 4 12 7	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	19 20 16	11 18 10	0 0	0 0	0 0	34 32 37	2 2 1	0 0 0	191 219 235	88
04:30:00 PM 04:35:00 PM 04:40:00 PM 04:45:00 PM 04:50:00 PM	1 5 2 3 7 1	0 0 0 0	11 4 12 7 8	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	19 20 16 24	11 18 10 8	0 0 0	0 0 0	0 0 0	34 32 37 30	2 2 1 1	0 0 0	191 219 235 238	
04:30:00 PM 04:35:00 PM 04:40:00 PM 04:45:00 PM 04:55:00 PM	1 5 2 3 7 1 3	0 0 0 0	11 4 12 7 8 7	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	19 20 16 24 17	11 18 10 8	0 0 0 0	0 0 0 0	0 0 0 0	34 32 37 30 30	2 2 1 1	0 0 0 0	191 219 235 238 216	87
04:30:00 PM 04:35:00 PM 04:40:00 PM 04:45:00 PM 04:55:00 PM 04:55:00 PM	1 5 2 3 7 1 3 4	0 0 0 0 0 0 0	11 4 12 7 8 7	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	19 20 16 24 17	11 18 10 8 9	0 0 0 0	0 0 0 0 0	0 0 0 0	34 32 37 30 30 33	2 2 1 1 0	0 0 0 0	191 219 235 238 216 220	87 90
04:30:00 PM 04:35:00 PM 04:40:00 PM 04:45:00 PM 04:55:00 PM 05:00:00 PM	1 5 2 3 7 1 3 4 5	0 0 0 0 0 0 0 0 0	11 4 12 7 8 7 8	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	19 20 16 24 17 19 25	11 18 10 8 9 13 20	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	34 32 37 30 30 33 39	2 2 1 1 0 2	0 0 0 0 0	191 219 235 238 216 220 241	90
04:30:00 PM 04:35:00 PM 04:40:00 PM 04:45:00 PM 04:50:00 PM 04:55:00 PM 05:00:00 PM 05:05:00 PM	1 5 2 3 7 1 3 4 5 3	0 0 0 0 0 0	11 4 12 7 8 7 8 10	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	19 20 16 24 17 19 25	11 18 10 8 9 13 20	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	34 32 37 30 30 33 39 29	2 2 1 1 0 2 1	0 0 0 0 0	191 219 235 238 216 220 241 251	888 870 900 899 890



04:45:00 PM

04:50:00 PM

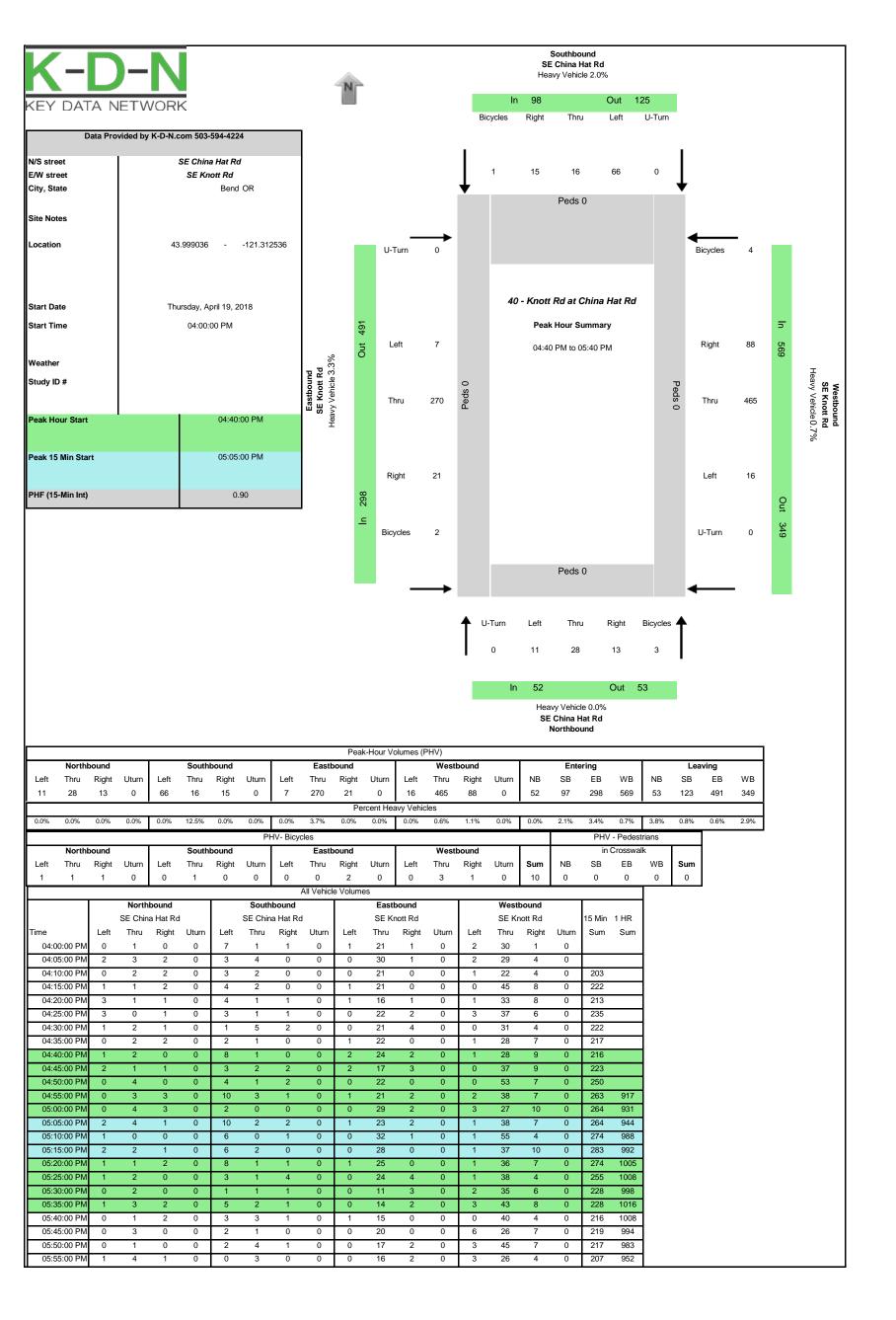
04:55:00 PM

				1														
KEY DA	AT	NET	WO	RK														
05:30:00 PM	6	0	7	0	0	0	0	0	19	14	0	0	0	40	1	0	275	984
05:35:00 PM	3	0	6	0	0	0	0	0	31	12	0	0	0	39	0	0	275	1000
05:40:00 PM	5	1	3	0	0	0	0	0	13	15	0	0	0	38	3	0	256	992
05:45:00 PM	3	0	8	0	0	0	0	0	14	10	0	0	0	24	1	0	229	978
05:50:00 PM	3	0	4	0	0	0	0	0	18	6	0	0	0	28	0	0	197	959
05:55:00 PM	2	0	6	0	0	0	0	0	19	11	0	0	0	34	2	0	193	969
	<u> </u>						FHV	VA 4-13	Truck/M	lulti-Unit/	Heavy Tr	ucks					<u></u>	
		North	bound			South	bound			Eastl	bound			West	bound		Ī	
		US97 S	B ramps	3		US97 S	B ramps	3		Kno	tt Rd			Kno	tt Rd		15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0		
04:05:00 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	1	
04:10:00 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	11	
04:15:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9	
04:20:00 PM	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	8	
04:25:00 PM		0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	8	
04:30:00 PM		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
04:35:00 PM		0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
04:40:00 PM		0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	7	
04:45:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	7	
04:43:00 PM		0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	9	
	0	0	1		0			0	1		0			0		0	7	- 00
04:55:00 PM			0	0		0	0	0	0	0		0	0		0	0		33
05:00:00 PM		0		0	0	0	0				0	0		1	0		7	31
05:05:00 PM		1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	7	30
05:10:00 PM		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6	28
05:15:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	6	28
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	6	28
05:25:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	7	27
05:30:00 PM		0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	9	29
05:35:00 PM		0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	29
05:40:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	7	27
05:45:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	4	24
05:55:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	24
Pe	edestria	ans Cross	ing		15 Min	1 HR												
Time	NB	SB	EB	WB	Sum	Sum												
04:00:00 PM	0	0	0	0														
04:05:00 PM	0	0	0	0														
04:10:00 PM	0	0	0	0	0													
04:15:00 PM	0	0	0	0	0													
04:20:00 PM	0	0	0	0	0													
04:25:00 PM	0	0	0	0	0													
04:30:00 PM	0	0	0	0	0													
04:35:00 PM	0	0	0	0	0													
04:40:00 PM	0	0	0	0	0													
Ī	I				I													



KEY DATA NETWORK

05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0





Location

Data Provided by K-D-N.com 503-594-4224 N/S street: Parrell Rd China Hat Rd E/W street: Bend OR City, State Study ID #

Thursday, April 13, 2017

44.007354 - -121.323066

Start Date 04:00:00 PM Start Time

Peak Hour Start 04:45:00 PM Peak 15 Min Start 05:10:00 PM PHF (15-Min Int) 0.75

										Peak	-Hour Vo	olumes (PHV)										
	North	bound			South	bound			East	oound			West	bound			Ente	ering			Lea	ving	
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	80	0	9	0	9	5	0	0	0	106	40	1	0	89	14	147	0	49	115	86
										Pei	cent Hea	avy Vehi	cles			•				•			
0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	#DIV/0!	1.1%	0.0%	0.7%	#DIV/0!	0.0%	0.9%	1.2%
							PH	V- Bicyc	les									PHV	- Pedes	trians			
	North	bound			South	bound			East	oound			West	bound				in (Crosswa	lk			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0		

		North	bound			South	bound			Eastl	oound			West	bound			
		Parre	ell Rd			Parre	ell Rd			China	Hat Rd			China	Hat Rd		15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	0	0	6	0	0	0	2	1	0	0	0	7	4	0		
04:05:00 PM	0	0	0	0	9	0	3	0	0	1	0	0	0	3	2	0		
04:10:00 PM	0	0	0	0	6	0	1	0	1	1	0	0	0	11	2	0	60	
04:15:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	9	4	0	56	
04:20:00 PM	0	0	0	0	7	0	0	0	0	0	0	0	0	8	4	0	57	
04:25:00 PM	0	0	0	0	11	0	0	0	0	1	0	0	0	9	3	0	59	
04:30:00 PM	0	0	0	0	4	0	1	0	0	0	0	0	0	3	0	0	51	
04:35:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	7	4	0	44	
04:40:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	4	3	0	32	
04:45:00 PM	0	0	0	0	5	0	1	0	1	1	0	0	0	11	3	0	46	
04:50:00 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	12	2	0	51	
04:55:00 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	5	2	0	52	203
05:00:00 PM	0	0	0	0	7	0	1	0	2	0	0	0	0	7	4	0	51	204
05:05:00 PM	0	0	0	0	4	0	0	0	1	0	0	0	0	10	5	0	54	206
05:10:00 PM	0	0	0	0	10	0	1	0	0	1	0	0	0	9	6	0	68	211
05:15:00 PM	0	0	0	0	13	0	2	0	0	0	0	0	0	12	3	0	77	225
05:20:00 PM	0	0	0	0	12	0	1	0	0	0	0	0	0	10	3	0	83	232
05:25:00 PM	0	0	0	0	4	0	1	0	1	2	0	0	0	8	1	1	74	226
05:30:00 PM	0	0	0	0	4	0	1	0	1	0	0	0	0	6	1	0	57	231
05:35:00 PM	0	0	0	0	10	0	0	0	0	0	0	0	0	5	2	0	48	236
05:40:00 PM	0	0	0	0	3	0	1	0	3	0	0	0	0	11	8	0	56	250
05:45:00 PM	0	0	0	0	10	0	0	0	0	0	0	0	0	5	3	0	61	246
05:50:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	5	3	0	57	242
05:55:00 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	3	3	0	43	241
					-				Bicycles	on Road	d						•	
		North	bound			South	bound			Eastl	oound			West	bound			

0 All Vehicle Volumes



J		Parre	ell Rd	į		Parre	ell Rd			China	Hat Rd			China	Hat Rd		15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Suili	Sun
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:13:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
											ght trucks							
											J							
		North	bound			South	bound			Eastb	ound			West	bound			
			bound ell Rd				bound ell Rd				oound Hat Rd			Westl China	bound Hat Rd		15 Min	1 HR
Time	Left	Parre	ell Rd	Llturn	Left	Parre	ell Rd	Llturn	Left	China	Hat Rd	Llturn	Left	China	Hat Rd	Uturn		
	Left 0	Parre Thru	ell Rd Right	Uturn	Left 6	Parre Thru	ell Rd Right	Uturn	Left 2	China Thru	Hat Rd Right	Uturn	Left 0	China Thru	Hat Rd Right	Uturn	15 Min Sum	
04:00:00 PM	0	Parre Thru 0	ell Rd Right 0	0	6	Parre Thru 0	ell Rd Right 0	0	2	China Thru 0	Hat Rd Right 0	0	0	China Thru 5	Hat Rd Right 4	0		
04:00:00 PM 04:05:00 PM	0	Parre Thru 0	ell Rd Right 0	0	6 9	Parre Thru 0	ell Rd Right 0	0	2	China Thru 0	Hat Rd Right 0	0	0	China Thru 5	Hat Rd Right 4	0	Sum	
04:00:00 PM 04:05:00 PM 04:10:00 PM	0	Parre Thru 0	ell Rd Right 0	0	6	Parre Thru 0	ell Rd Right 0	0	2	China Thru 0	Hat Rd Right 0 0	0	0	China Thru 5	Hat Rd Right 4	0		
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM	0 0 0	Parre Thru 0 0 0 0	Right 0 0 0 0	0 0 0	6 9 6 3	Parre Thru 0 0 0 0	Right 0 2 0 0	0 0 0	2 0 1 0	China Thru 0 1 0 0	Hat Rd Right 0 0 0 0	0 0 0	0 0 0	China Thru 5 3 9	Hat Rd Right 4 1 2 4	0 0 0	Sum 51 49	
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM	0 0 0 0	Thru 0 0 0 0 0	Right 0 0 0 0 0	0 0 0 0	6 9 6 3	Parre Thru 0 0 0 0 0	Right 0 2 0 0 0	0 0 0 0	2 0 1 0	China Thru 0 1 0 0 0	Hat Rd Right 0 0 0 0 0	0 0 0 0	0 0 0 0	China Thru 5 3 9 8 7	Right 4 1 2 4 4	0 0 0 0	Sum 51 49 50	
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM	0 0 0	Parre Thru 0 0 0 0	Right 0 0 0 0	0 0 0	6 9 6 3	Parre Thru 0 0 0 0	Right 0 2 0 0	0 0 0	2 0 1 0	China Thru 0 1 0 0	Hat Rd Right 0 0 0 0	0 0 0	0 0 0	China Thru 5 3 9	Hat Rd Right 4 1 2 4	0 0 0	Sum 51 49	
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM	0 0 0 0	Parre Thru 0 0 0 0 0 0	Right 0 0 0 0 0 0	0 0 0 0	6 9 6 3 6	Parre Thru 0 0 0 0 0 0	Right 0 2 0 0 0	0 0 0 0 0	2 0 1 0 0	China Thru 0 1 0 0 1 1	Right 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0	China Thru 5 3 9 8 7	Right 4 1 2 4 4 3	0 0 0 0	Sum 51 49 50 54	
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:30:00 PM	0 0 0 0 0	Parre Thru 0 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0	0 0 0 0 0	6 9 6 3 6 10 4	Parre Thru 0 0 0 0 0 0 0 0	Right 0 2 0 0 0 0 1	0 0 0 0 0	2 0 1 0 0	China Thru 0 1 0 0 0 1 0 0	Hat Rd Right 0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	China Thru 5 3 9 8 7 8 3	Hat Rd Right 4 1 2 4 4 3 0	0 0 0 0 0 0 0	Sum 51 49 50 54 47	
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:30:00 PM 04:35:00 PM	0 0 0 0 0 0	Parret Thru 0 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	6 9 6 3 6 10 4	Parre Thru 0 0 0 0 0 0 0 0 0	ell Rd Right 0 2 0 0 0 1	0 0 0 0 0	2 0 1 0 0 0	China Thru 0 1 0 0 0 1 0 0 0 1	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	China Thru 5 3 9 8 7 8 3 7	Right 4 1 2 4 4 3 0 4 3	0 0 0 0 0	Sum 51 49 50 54 47 42	
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:30:00 PM	0 0 0 0 0 0	Parre Thru 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	6 9 6 3 6 10 4 0	Parre Thru 0 0 0 0 0 0 0 0 0 0	ell Rd Right 0 2 0 0 0 1 1	0 0 0 0 0 0	2 0 1 0 0 0 0	China Thru 0 1 0 0 0 1 0 0 0 1 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	China Thru 5 3 9 8 7 8 3 7 4	Right 4 1 2 4 4 3 0 4	0 0 0 0 0 0	Sum 51 49 50 54 47 42 31	
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:30:00 PM 04:35:00 PM 04:40:00 PM	0 0 0 0 0 0 0	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	6 9 6 3 6 10 4 0 4	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 2 0 0 0 0 1 1 0 1 1 0 1 1	0 0 0 0 0 0 0	2 0 1 0 0 0 0 0	China Thru 0 1 0 0 0 1 0 0 1 0 1	Right O O O O O O O O O O O O O O O O O O O	0 0 0 0 0 0 0	0 0 0 0 0 0 0	China Thru 5 3 9 8 7 8 3 7 4 11	Hat Rd Right 4 1 2 4 4 3 0 4 3 3	0 0 0 0 0 0 0	Sum 51 49 50 54 47 42 31 45	Sum
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:35:00 PM 04:35:00 PM 04:45:00 PM 04:45:00 PM	0 0 0 0 0 0 0 0	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	6 9 6 3 6 10 4 5 5 2	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	ell Rd Right 0 2 0 0 0 1 1 0 1	0 0 0 0 0 0 0	2 0 1 0 0 0 0 0	China Thru 0 1 0 0 0 1 0 0 1 1 1 1	Right O O O O O O O O O O O O O O O O O O O	0 0 0 0 0 0 0	0 0 0 0 0 0 0	China Thru 5 3 9 8 7 8 3 7 4 11	Right 4 1 2 4 4 3 0 4 3 3 3 2	0 0 0 0 0 0 0	Sum 51 49 50 54 47 42 31 45 50	Sum
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:35:00 PM 04:35:00 PM 04:45:00 PM 04:45:00 PM 04:55:00 PM 04:55:00 PM	0 0 0 0 0 0 0 0	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ell Rd Right 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	6 9 6 3 6 10 4 0 4 5 2 5	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ell Rd Right 0 2 0 0 0 1 1 0 1 0	0 0 0 0 0 0 0	2 0 1 0 0 0 0 0 0	China Thru 0 1 0 0 0 1 0 0 1 0 1 0 0 0 1 1 0	Hat Rd Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	China Thru 5 3 9 8 7 8 3 7 4 11 12 5	Hat Rd Right 4 1 2 4 4 3 0 4 3 2 2 4	0 0 0 0 0 0 0 0	Sum 51 49 50 54 47 42 31 45 50 51	187 191
04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:30:00 PM 04:35:00 PM 04:40:00 PM 04:45:00 PM 04:50:00 PM	0 0 0 0 0 0 0 0	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ell Rd Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	6 9 6 3 6 10 4 0 4 5 2 5 7	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ell Rd Right 0 2 0 0 0 1 1 0 1 0 1	0 0 0 0 0 0 0 0	2 0 1 0 0 0 0 0 0 1 0	China Thru 0 1 0 0 0 0 1 0 0 1 0 0 0 0 1 0 0 0 0	Right O O O O O O O O O O O O O O O O O O O	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	China Thru 5 3 9 8 7 8 3 7 4 11 12 5 7	Hat Rd Right 4 1 2 4 4 3 0 4 3 2 2 2	0 0 0 0 0 0 0 0	Sum 51 49 50 54 47 42 31 45 50 51 50	1877 1911 195
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:35:00 PM 04:35:00 PM 04:40:00 PM 04:50:00 PM 04:50:00 PM	0 0 0 0 0 0 0 0 0	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ell Rd Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	6 9 6 3 6 10 4 0 4 5 2 5 7	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ell Rd Right 0 2 0 0 0 1 1 0 1 0 1 0	0 0 0 0 0 0 0 0	2 0 1 0 0 0 0 0 0 0 1 0 0	China Thru 0 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	China Thru 5 3 9 8 7 8 3 7 4 11 12 5 7	Right 4 1 2 4 4 3 0 4 3 3 2 2 4 5	0 0 0 0 0 0 0 0 0	Sum 51 49 50 54 47 42 31 45 50 51 50 53	187 191 195 203
04:00:00 PM 04:05:00 PM 04:10:00 PM 04:15:00 PM 04:20:00 PM 04:25:00 PM 04:35:00 PM 04:35:00 PM 04:45:00 PM 04:55:00 PM 04:55:00 PM 05:00:00 PM 05:05:00 PM	0 0 0 0 0 0 0 0 0 0	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ell Rd Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	6 9 6 3 6 10 4 0 4 5 2 5 7 4 10	Parret Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 2 0 0 0 0 1 1 0 0 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1 0 1 1 1 1 0 1	0 0 0 0 0 0 0 0 0	2 0 1 0 0 0 0 0 0 1 0 0 0 2 1	China Thru 0 1 0 0 0 1 0 0 1 1 0 0 1 1 1 0 0 1 1 1 0 1	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	China Thru 5 3 9 8 7 8 3 7 4 11 12 5 7 10 8	Hat Rd Right 4 1 2 4 4 3 0 4 3 2 2 4 5 6	0 0 0 0 0 0 0 0 0	Sum 51 49 50 54 47 42 31 45 50 51 50 67	1 HR Sum 187 191 195 203 218 227



04:40:00 PM

04:45:00 PM

04:50:00 PM

04:55:00 PM

KEY DA	ATA	NET	WO	RK														
05:30:00 PM	0	0	0	0	4	0	1	0	1	0	0	0	0	6	1	0	57	228
05:35:00 PM	0	0	0	0	10	0	0	0	0	0	0	0	0	5	2	0	48	233
05:40:00 PM	0	0	0	0	3	0	1	0	3	0	0	0	0	11	8	0	56	248
05:45:00 PM	0	0	0	0	10	0	0	0	0	0	0	0	0	4	3	0	60	243
05:50:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	5	3	0	56	239
05:55:00 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	3	3	0	42	239
	L						FHV	VA 4-13	-Truck/M	ulti-Unit/l	Heavy Tr	ucks					L	
		North	bound			South	bound			Eastb	ound			West	bound			
		Parre	ell Rd			Parre	ell Rd			China	Hat Rd			China	Hat Rd		15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0		
04:05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0		
04:10:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	9	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	7	
04:20:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	7	
04:25:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	5	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:40:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:55:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Pe	edestriar	ns Crossi	ng		15 Min	1 HR												
Time	NB	SB	EB	WB	Sum	Sum												
04:00:00 PM	0	0	0	0														
04:05:00 PM	0	0	0	0														
04:10:00 PM	0	0	0	0	0													
04:15:00 PM	0	0	0	0	0													
04:20:00 PM	0	0	0	0	0													
04:25:00 PM	0	0	0	0	0													
04:25:00 PM	0	0	0	0	0													
04:35:00 PM	0	0	1	0	1													
04:35:00 PM		0	0	0	1													



KEY DATA NETWORK

05:00:00 PM	0	0	0	0	0	1
05:05:00 PM	0	0	0	0	0	1
05:10:00 PM	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	1
05:20:00 PM	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

APPENDIX B: HCM AND QUEUEING REPORTS

DKS

Shared Major Street Left Turn Approach V/C Ratio Adjustment

There is a limitation of the Highway Capacity Manual (HCM) unsignalized intersection methodology for shared left turn approaches. Major street left turns are always treated as exclusive turn lanes regardless of how they are coded. This can result in very low shared left turn v/c ratios (like 0.01) on an approach that should be over capacity. Shared major left turn vehicles are approximated in the HCM methodology by adjusting the potential for a "queue-free state" in the case of delaying through movement vehicles. The table below shows the inputs used to calculate the adjusted shared major street approach v/c ratio per ODOT Analysis and Procedures Manual Chapter 12.

			Output from 9	Synchro:	
ID	Intersection	Movement	Left Turn V/C	Thru Vol	Adjusted V/C
1	Apache Rd & Baker Rd	WBL	0.054	515	0.36
2	Cinder Butte Rd/Pochahontas Ln & Baker Rd	WBL	0.292	550	0.62
2	Cinder Butte Rd/Pochahontas Ln & Baker Rd	EBL	0.006	265	0.16
3	Baker Ct & Baker Rd	WBL	0.093	845	0.59
4	Baker Rd/Knott Rd & US 97 SB ramp	EBL	0.058	435	0.31
5	Knott Rd & US 97 NB on ramp	EBL	0.364	185	0.47
8	Parrell Rd & China Hat Rd	WBL	0.16	355	0.37

Intersection						
Int Delay, s/veh	0.8					
		===	14/5	14/5-		
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	- ₽			स्	¥	
Traffic Vol, veh/h	270	5	50	515	5	20
Future Vol, veh/h	270	5	50	515	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	307	6	57	585	6	23
					•	
_ -	ajor1		//ajor2		/linor1	
Conflicting Flow All	0	0	313	0	1009	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	699	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1259	-	269	735
Stage 1	-	-	-	-	748	-
Stage 2	_	-	-	_	497	_
Platoon blocked, %	_	_		_		
Mov Cap-1 Maneuver	_	_	1259	_	251	735
Mov Cap-1 Maneuver	_		1233	_	251	- 100
Stage 1	_	_		_	748	_
Stage 1 Stage 2	-	-	_	•	464	-
Staye 2	-	-	-	-	404	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		12.2	
HCM LOS					В	
NAC I /NA - C NA C		UDL . 4	EDT	EDD	WDI	MOT
Minor Lane/Major Mvmt		VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		530	-	-	1259	-
HCM Lane V/C Ratio		0.054	-	-	0.045	-
HCM Control Delay (s)		12.2	-	-	8	0
HCM Lane LOS		В	-	-	Α	Α
HCM 95th %tile Q(veh)		0.2	-	-	0.1	-

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	5	265	20	330	550	15	10	0	140	10	0	5
Future Vol, veh/h	5	265	20	330	550	15	10	0	140	10	0	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	_	_	-	_	_	-	-	_	_	_	-	_
Veh in Median Storage,	# -	0	-	_	0	-	_	0	_	_	0	_
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	294	22	367	611	17	11	0	156	11	0	6
Majay/Minas	la:a-4			4-1-0			Ain and			Alm c = O		
	lajor1			Major2			Minor1	4070		Minor2	4000	000
Conflicting Flow All	628	0	0	316	0	0	1674	1679	305	1749	1682	620
Stage 1	-	-	-	-	-	-	317	317	-	1354	1354	-
Stage 2	-	-	-	-	-	-	1357	1362	-	395	328	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	964	-	-	1256	-	-	77	96	740	68	95	492
Stage 1	-	-	-	-	-	-	698	658	-	187	220	-
Stage 2	-	-	-	-	-	-	186	218	-	634	651	-
Platoon blocked, %	964	-	-	1056	-	-	40	E 2	740	25	52	492
Mov Cap-1 Maneuver		-	-	1256	-	-	49	52 52	740	35		
Mov Cap-2 Maneuver	-	-	-	-	-	-	49		-	35	52	-
Stage 1	-	-	-	-	-	-	692 101	653 120	-	186 497	121 646	-
Stage 2	-	-	-	-	-	-	101	120	-	491	040	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			3.3			21.6			106.7		
HCM LOS							С			F		
Minor Lane/Major Mvmt	N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SRI n1			
Capacity (veh/h)	<u> </u>	381	964	-	-	1256	-	- 1001	51			
HCM Lane V/C Ratio			0.006	-		0.292	-		0.327			
HCM Control Delay (s)		21.6	8.8	0	<u>-</u>	9	0		106.7			
HCM Lane LOS		21.0 C	0.0 A	A		A	A	_	F			
HCM 95th %tile Q(veh)		2.2	0	- -		1.2	- A		1.1			
HOW SOUT MILE Q(VEIT)		۷.۷	U	_	-	1.4	_		1.1			

Intersection							
Int Delay, s/veh	3.7						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4	LDIN	VVDL	₩ <u>₩</u>	NDL T	TO INDIX	
Traffic Vol, veh/h	370	45	100	845	50	130	
Future Vol, veh/h	370	45	100	845	50	130	
<u> </u>	0	45					
Conflicting Peds, #/hr			0	0	0	0	
0	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-	None	-	None	
Storage Length	-	-	-	-	0	75	
Veh in Median Storage,		-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	389	47	105	889	53	137	
Major/Minor Ma	ajor1	N	Major2	, A	/linor1		Į
						110	
Conflicting Flow All	0	0	436		1512	413	
Stage 1	-	-	-	-	413	-	
Stage 2	-	-	-	-	1099	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1134	-	134	643	
Stage 1	-	-	-	-	672	-	
Stage 2	-	-	-	-	322	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	_	_	1134	-	109	643	
Mov Cap-2 Maneuver	_	_	-	_	109	-	
Stage 1	_	_	-	_	672	_	
Stage 2	_	_	_	_	263	_	
Stage 2					200		
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.9		27		
HCM LOS					D		
Minor Long/Major Mymt		UDL 51 N	מ וחו	EDT	EDD	WDI	
Minor Lane/Major Mvmt		VBLn11		EBT	EBR	WBL	
Capacity (veh/h)		109	643	-	-	1134	
HCM Lane V/C Ratio		0.483		-	-	0.093	
HCM Control Delay (s)		65.6	12.1	-	-	8.5	
HCM Lane LOS		F	В	-	-	Α	
HCM 95th %tile Q(veh)		2.1	0.8	-	-	0.3	

Intersection							
Int Delay, s/veh	18						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	↑	7	ሻ	7	
Traffic Vol, veh/h	65	435	315	240	80	630	
Future Vol, veh/h	65	435	315	240	80	630	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	Yield	-	None	
Storage Length	-	-	-	50	180	0	
Veh in Median Storage	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	94	94	94	94	94	94	
Heavy Vehicles, %	8	3	3	1	2	2	
Mvmt Flow	69	463	335	255	85	670	
Major/Minor	Major1	N	Major2		Minor2		
Conflicting Flow All	335	0	viajuiz -	0	936	335	
Stage 1	333	U	-	-	335	335	
Stage 2	<u>-</u>	-		_	601	_	
Critical Hdwy	4.18		-	_	6.42	6.22	
Critical Hdwy Stg 1	4.10	_	_	_	5.42	0.22	
Critical Hdwy Stg 2	_	_	_	_	5.42	_	
Follow-up Hdwy	2.272	<u>-</u>	_		3.518		
Pot Cap-1 Maneuver	1191	_	_	_	294	707	
Stage 1	-	_	_	_	725	-	
Stage 2	_	_	_	-	547	_	
Platoon blocked, %		_	_	_	011		
Mov Cap-1 Maneuver	1191	_	_	-	271	707	
Mov Cap-2 Maneuver	-	_	_	_	271	-	
Stage 1	_	-	_	-	668	_	
Stage 2	_	_	-	_	547	_	
Olago 2					011		
Δ			\A/D		0.5		
Approach	EB		WB		SB		
HCM Control Delay, s	1.1		0		43.9		
HCM LOS					Е		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1 S	SBLn2
Capacity (veh/h)		1191	-	-	-	271	707
HCM Lane V/C Ratio		0.058	-	-	_	0.314	
HCM Control Delay (s)		8.2	0	-	-	24.3	46.4
HCM Lane LOS		Α	Α	-	-	С	Е
HCM 95th %tile Q(veh))	0.2	-	-	-	1.3	13.7
	,						

Intersection														
Int Delay, s/veh	53.4													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		4			₽			स	1					
Traffic Vol, veh/h	330	185	0	0	500	20	55	0	125	0	0	0		
Future Vol, veh/h	330	185	0	0	500	20	55	0	125	0	0	0		
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	-	-	Stop	-	-	None		
Storage Length	-	-	-	-	-	-	-	-	300	-	-	-		
Veh in Median Storage	,# -	0	-	-	0	-	_	0	-	-	16965	-		
Grade, %	-	0	-	-	0	-	-	15	-	-	0	-		
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91		
Heavy Vehicles, %	3	3	0	0	2	7	2	100	2	0	0	0		
Mvmt Flow	363	203	0	0	549	22	60	0	137	0	0	0		
Major/Minor I	Major1			Major2			Minor1							
Conflicting Flow All	571	0	-	-	-	0	1489	1500	203					
Stage 1	-	-	-	-	-	-	929	929	-					
Stage 2	-	-	-	-	-	-	560	571	-					
Critical Hdwy	4.13	-	-	-	-	-	9.42	10.5	7.72					
Critical Hdwy Stg 1	-	-	-	-	-	-	8.42	9.5	-					
Critical Hdwy Stg 2	-	-	-	-	-	-	8.42	9.5	-					
Follow-up Hdwy	2.227	-	-	-	-	-	3.518	4.9	3.318					
Pot Cap-1 Maneuver	997	-	0	0	_	-	~ 39	22	770					
Stage 1	-	-	0	0	-	-	177	112	-					
Stage 2	-	-	0	0	-	-	359	234	-					
Platoon blocked, %		-			-	-								
Mov Cap-1 Maneuver	997	-	-	-	-	-	~ 23	0	770					
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 23	0	-					
Stage 1	-	-	-	-	-	-	104	0	-					
Stage 2	-	-	-	-	-	-	359	0	-					
Approach	EB			WB			NB							
HCM Control Delay, s	6.8			0		\$	341.3							
HCM LOS							F							
Minor Lane/Major Mvm	t l	NBLn1 I	NBLn2	EBL	EBT	WBT	WBR							
Capacity (veh/h)		23	770	997	-	-	-							
HCM Lane V/C Ratio				0.364	-	-	-							
HCM Control Delay (s)	\$ 1	1092.8	10.7	10.7	0	-	-							
HCM Lane LOS		F	В	В	Α	-	-							
HCM 95th %tile Q(veh)		7.6	0.6	1.7	-	-	-							
Notes														
~: Volume exceeds cap	pacity	\$: De	lav exc	eeds 30	00s -	r: Comi	outation	Not De	fined	*: All ı	naior v	olume in	platoon	
Jiamo onooodo oup	330.19	ψ. υ	, 0.00	2000 00		. 00111	3444011	. 101 DC		. ,	jo: v	J. G	PIGGOII	

Intersection						
Int Delay, s/veh	0.2					
		EDD	MDI	MOT	NDI	NDD
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	}	_		4	¥	-
Traffic Vol, veh/h	310	0	0	515	5	5
Future Vol, veh/h	310	0	0	515	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
0	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	337	0	0	560	5	5
Maiau/Minau	-:1		4-:0		A: A	
	ajor1		Major2		/linor1	
Conflicting Flow All	0	0	337	0	897	337
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	560	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1234	-	313	710
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	576	-
Platoon blocked, %	_	-		-		
Mov Cap-1 Maneuver	-	-	1234	-	313	710
Mov Cap-2 Maneuver	_	_	-	_	313	-
Stage 1	_	_	_	_	728	_
Stage 2			_	_	576	_
Glage Z	_	_	_	_	510	_
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		13.5	
HCM LOS					В	
Miner Lene/Meier M. met		JDI1	EDT	EDD	WDI	WDT
Minor Lane/Major Mvmt	ſ	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		434	-	-	1234	-
HCM Lane V/C Ratio		0.025	-	-	-	-
HCM Control Delay (s)		13.5	-	-	0	-
HCM Lane LOS		В	-	-	Α	-
HCM 95th %tile Q(veh)		0.1	-	-	0	-

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			44	
Traffic Vol. veh/h	10	285	20	15	480	90	15	30	15	70	15	20
Future Vol, veh/h	10	285	20	15	480	90	15	30	15	70	15	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	_	-	None	_	_	None	-	-	None	-	-	None
Storage Length	_	-	-	_	_	-	_	-	_	-	_	_
Veh in Median Storage,	# -	0	-	_	0	-	_	0	-	_	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	4	0	0	1	1	0	0	0	0	12	0
Mvmt Flow	11	317	22	17	533	100	17	33	17	78	17	22
Major/Minor M	ajor1		1	Major2		ı	Minor1		N	Minor2		
Conflicting Flow All	633	0	0	339	0	0	987	1017	328	992	978	583
Stage 1	-	-	-	-	-	-	350	350	-	617	617	-
Stage 2	-	-	-	-	-	-	637	667	-	375	361	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.108	3.3
Pot Cap-1 Maneuver	960	-	-	1231	-	-	228	239	718	227	241	516
Stage 1	-	-	-	-	-	-	671	636	-	481	466	-
Stage 2	-	-	-	-	-	-	469	460	-	650	609	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	960	-	-	1231	-	-	201	230	718	192	232	516
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	230	-	192	232	-
Stage 1	-	-	-	-	-	-	662	627	-	474	456	-
Stage 2	-	-	-	-	-	-	423	450	-	593	600	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			23			37.3		
HCM LOS							С			E		
Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1			
Capacity (veh/h)		266	960	-	-	1231	-	-	224			
HCM Lane V/C Ratio			0.012	-	-	0.014	-	-	0.521			
HCM Control Delay (s)		23	8.8	0	-	8	0	-	37.3			
HCM Lane LOS		С	Α	Α	-	Α	Α	-	Е			
HCM 95th %tile Q(veh)		1	0	-	-	0	-	-	2.7			

Intersection						
Int Delay, s/veh	3.9					
		EDZ	MDT	WDD	ODI	000
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			ĵ.		Y	10
Traffic Vol, veh/h	10	5	125	40	85	10
Future Vol, veh/h	10	5	125	40	85	10
Conflicting Peds, #/hr	0	_ 0	_ 0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	-
Veh in Median Storage,	# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	1	0	1	0
Mvmt Flow	13	7	167	53	113	13
Major/Minor N	1ajor1	N	Major2		Minor2	
	220	0		0	227	194
Conflicting Flow All			-			
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	4.1	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-		3.509	3.3
Pot Cap-1 Maneuver	1361	-	-	-	763	853
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1361	-	-	-	755	853
Mov Cap-2 Maneuver	-	-	-	-	755	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	992	-
Approach	EB		WB		SB	
HCM Control Delay, s	5.1		0		10.6	
HCM LOS					В	
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR S	SBLn1
Capacity (veh/h)		1361	_	_	_	764
HCM Lane V/C Ratio		0.01	-	_	_	0.166
HCM Control Delay (s)		7.7	_	_	_	10.6
HCM Lane LOS		Α	_	-	_	В
HCM 95th %tile Q(veh)		0	_	_	_	0.6
rioin oour /oulo a(voli)		J				0.0

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7			- 7		^	- 7		^	7
Traffic Vol, veh/h	0	0	20	0	0	135	0	985	15	0	1730	160
Future Vol, veh/h	0	0	20	0	0	135	0	985	15	0	1730	160
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	0	-	-	0	-	-	53	-	-	57
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	0	0	0	0	6	0	0	4	2
Mvmt Flow	0	0	21	0	0	141	0	1026	16	0	1802	167
Major/Minor	Minor2			Minor1			laier1			laier?		
							/lajor1			/lajor2		
Conflicting Flow All	-	-	901	-	-	513	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	7.00	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.36	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	273	0	0	512	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	273	-	-	512	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	19.3			14.7			0			0		
HCM LOS	C			В			-			U		
TIOIVI LOO	U			D								
Minor Lane/Major Mvm	t	NBT	NBR	EBLn1V		SBT	SBR					
Capacity (veh/h)		-	-	273	512	-	-					
HCM Lane V/C Ratio		-	-	0.076		-	-					
HCM Control Delay (s)		-	-	19.3	14.7	-	-					
HCM Lane LOS		-	-	С	В	-	-					
HCM 95th %tile Q(veh)		-	-	0.2	1.1	-	-					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		^↑	^	7
Traffic Vol, veh/h	0	5	0	1000	1710	40
Future Vol, veh/h	0	5	0	1000	1710	40
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	-	-	-	100
Veh in Median Storage,	# 0	-	-	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	2	0
Mymt Flow	0	5	0	1042	1781	42
IVIVIIILI IOW	U	J	U	1042	1701	42
Major/Minor N	/linor2	N	//ajor1	N	/lajor2	
Conflicting Flow All	_	891	_	0	_	0
Stage 1	-	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	6.9	_	_	_	_
Critical Hdwy Stg 1	<u>-</u>	-	_	<u>-</u>	_	_
Critical Hdwy Stg 2	_	_	_		_	_
		3.3				
Follow-up Hdwy	-	289	0	-	-	-
Pot Cap-1 Maneuver	0			-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	289	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
			0		0	
HCM Control Delay, s	17.7		U		U	
HCM LOS	С					
Minor Lane/Major Mvmt		NBT E	EBLn1	SBT	SBR	
Capacity (veh/h)			289			
HCM Lane V/C Ratio			0.018	-	-	
HCM Control Delay (s)		_	17.7		_	
HCM Lane LOS		_	C			
HCM 95th %tile Q(veh)		-		-	-	
HUM 95TH %THE (J(Veh)		-	0.1	-	-	

Intersection: 1: Apache Rd & Baker Rd

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	87	34
Average Queue (ft)	17	14
95th Queue (ft)	59	34
Link Distance (ft)	828	367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Cinder Butte Rd/Pocahontas Ln & Baker Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	51	246	277	80
Average Queue (ft)	4	88	86	24
95th Queue (ft)	26	176	231	72
Link Distance (ft)	828	286	337	322
Upstream Blk Time (%)		0	4	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Baker Ct & Baker Rd

Movement	EB	WB	NB	NB
Directions Served	TR	LT	L	R
Maximum Queue (ft)	42	137	479	334
Average Queue (ft)	4	83	339	169
95th Queue (ft)	24	164	584	504
Link Distance (ft)	286	83	498	498
Upstream Blk Time (%)		11	29	20
Queuing Penalty (veh)		106	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

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Intersection: 4: Baker Rd/Knott Rd & US 97 SB Ramp

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	R	L	R
Maximum Queue (ft)	90	73	31	425	620
Average Queue (ft)	24	5	1	149	369
95th Queue (ft)	72	42	24	431	673
Link Distance (ft)	83	758			555
Upstream Blk Time (%)	0				16
Queuing Penalty (veh)	2				112
Storage Bay Dist (ft)			150	300	
Storage Blk Time (%)		0		0	34
Queuing Penalty (veh)		0		0	27

Intersection: 5: Knott Rd & US 97 NB On Ramp

Movement	EB	WB	NB	NB	
Directions Served	LT	TR	LT	R	
Maximum Queue (ft)	251	8	114	78	
Average Queue (ft)	92	0	43	10	
95th Queue (ft)	183	5	88	48	
Link Distance (ft)	758	450	573		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				300	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Scale House Rd & Knott Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	9
95th Queue (ft)	34
Link Distance (ft)	196
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 7: China Hat Rd & Knott Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	95	93	78	157
Average Queue (ft)	10	10	36	64
95th Queue (ft)	51	49	67	125
Link Distance (ft)	1874	347	249	1136
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: China Hat Rd & Parrell Rd

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	66
Average Queue (ft)	2	36
95th Queue (ft)	17	55
Link Distance (ft)		819
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	15	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 9: US 97 & Ponderosa St/China Hat Rd

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	51	100
Average Queue (ft)	15	45
95th Queue (ft)	42	80
Link Distance (ft)	934	216
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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Intersection: 10: US 97 & Rocking Horse Ct

Movement	EB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	5
95th Queue (ft)	22
Link Distance (ft)	428
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 60: China Hat Rd & Stonegate Dr

Movement	SW
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	30
95th Queue (ft)	54
Link Distance (ft)	385
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 90: US 97 SB Ramp/US 97 SB Off Ramp & US 97 On Ramp

Movement	SW
Directions Served	T
Maximum Queue (ft)	547
Average Queue (ft)	91
95th Queue (ft)	435
Link Distance (ft)	1189
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 118: US 97

Movement	NB	NW
Directions Served	Ţ	R
Maximum Queue (ft)	11	31
Average Queue (ft)	1	2
95th Queue (ft)	8	16
Link Distance (ft)	1151	438
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 119: US 97 & US 97 On Ramp

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 120: US 97 & US 97 NB Off Ramp

Movement	NB
Directions Served	R
Maximum Queue (ft)	10
Average Queue (ft)	0
95th Queue (ft)	7
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	10
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

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Intersection: 153: US 97 & US 97 SB Off Ramp

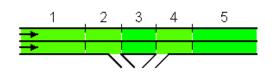
Movement	SB	SB
Directions Served	Ţ	TR
Maximum Queue (ft)	11	60
Average Queue (ft)	0	3
95th Queue (ft)	6	26
Link Distance (ft)	3444	3444
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

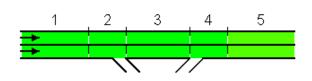
Network wide Queuing Penalty: 248

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APPENDIX C: FREEVAL OUTPUT



Seament	Seg. 1	Seq. 2	Seg. 3	Seg. 4	Seg. 5
	3eg. 1	3eg. 2	3eg. 5	3eg. +	3eg. 3
General Purpose Segment Data	LIC OZ CD	Dalaa CD Off Dama	D-1 t	D-1	Courtle of Dolore
General Purpose Segment Name	US 97 SB	Baker SB Off-Ramp	Baker ramp to ramp	Baker on-ramp	South of Baker
General Purpose Segment Type	Basic	Off Ramp	Basic	On Ramp	Basic
Segment Length (ft)	2,640	1,500	1,425	1,500	2,640
Free Flow Speed (mph)	65	65	65	65	65
Mainline Dem. (vph)	1,715	1715	1005	1310	1310
Mainline Single Unit Truck and Bus (%)	4.00	4.00	4.00	4.00	4.00
Mainline Tractor Trailer (%)	4.00	4.00	4.00	4.00	4.00
Acc/Dec Lane Length (ft)	1,000	200		700	
# Lanes: ONR	1,000			1	
ONR Free Flow Speed (mph)	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1			25	
ONR/Entering Dem. (v ph)	1,111			305	
ONR Single Unit Truck and Bus (%)	1,111			4.00	
ONR Tractor Trailer (%)	1,200	100/0		4.00	
# Lanes: OFR	1,200	1			
OFR Free Flow Speed (mph)	1,200	45			
OFR/Exit Dem. (vph)	1,000	710	Table 1		
OFR Single Unit Truck and Bus (%)	1.20	4.00	lii.k		
OFR Tractor Trailer (%)		4.00		L.A.	
Processed Segment Type	Basic	Off Ramp	Basic	On Ramp	Basic
Total Density (veh/mi/ln)	13.2	17.0	7.7	11.3	10.1
Total Density (pc/mi/ln)	14.2	18.4	8.4	12.2	10.9
D/C	0.39	0.39	0.23	0.30	0.30
V/C	0.39	0.39	0.23	0.30	0.30
Density Based LOS	В	В	Α	В	Α
Actual Travel Time (min)	0.46	0.30	0.25	0.29	0.46
FFS Travel Time (min)	0.46	0.26	0.25	0.26	0.46
Mainline Delay (min)	0.00	0.04	0.00	0.03	0.00



Segment	Seg. 1	Seg. 2	Seg. 3	Seg. 4	Seg. 5
General Purpose Segment Data	*	*	*	*	*
General Purpose Segment Name	S of Baker	Baker off-ramp	Baker ramp to ramp	Baker On-Ramp	US 97 NB
General Purpose Segment Type	Basic	Off Ramp	Basic	On Ramp	Basic
Segment Length (ft)	2,640	1,500	2,510	1,500	2,640
Free Flow Speed (mph)	65	65	65	55	45
Mainline Dem. (vph)	830	830	650	1000	1000
Mainline Single Unit Truck and Bus (%)	4.00	4.00	4.00	4.00	4.00
Mainline Tractor Trailer (%)	4.00	4.00	4.00	4.00	4.00
Acc/Dec Lane Length (ft)	11.27.4	230	1074	700	10.64
# Lanes: ONR	LL ZA	1.20		1	10.50
ONR Free Flow Speed (mph)	13.274	1,274		45	11.274
ONR/Entering Dem. (vph)	13.25	1,274		350	112/2
ONR Single Unit Truck and Bus (%)	11.274	11,275		4.00	
ONR Tractor Trailer (%)	11.270	1,24		4.00	1120
# Lanes: OFR	1,23	1	120		
OFR Free Flow Speed (mph)	1,23	45	120		
OFR/Exit Dem. (vph)	1,23	180	123		
OFR Single Unit Truck and Bus (%)	10.20	4.00	144		
OFR Tractor Trailer (%)		4.00			
Processed Segment Type	Basic	Off Ramp	Basic	On Ramp	Basic
Total Density (veh/mi/ln)	6.4	9.2	5.0	9.7	11.1
Total Density (pc/mi/ln)	6.9	9.9	5.4	10.5	12.0
D/C	0.19	0.19	0.15	0.24	0.25
V/C	0.19	0.19	0.15	0.24	0.25
Density Based LOS	A	A	A	A	В
Actual Travel Time (min)	0.46	0.30	0.44	0.33	0.67
FFS Travel Time (min)	0.46	0.26	0.44	0.31	0.67
Mainline Delay (min)	0.00	0.03	0.00	0.02	0.00

APPENDIX D: SAFETY CALCUATIONS

	h Yang Mili Ceneb Mo	and the state of t	a 601 Cellision	Tyne 022 Crash Cause	024 Crash Severity Detail	026 Linksien	030 Traffic Control 03	Road Donat Elan 020 Interroction Elan	Att State How Else	002 Crash Date 020 Crash Type	222 Crock Super	ME Cook Sounds Cates 027 P	tood Surface #70	Weather 031 Bo	ad Character 027	Port Flag 043 Alcohol Flag	OAA Deux Elas	OTO Veh2 Tone	OTE Drivers Course	a 023 Daluar3 Caura
1623834	2015 7A	Deschutes County BAKER RD BAKER CT	TURN	NO-YIELD	Possible Injury	DAY	STOP SIGN No	Yes	No	9/17/2015 ANGL-OTH	OLS CHAIR COMM	INI WET	RAIT	4 INTER	No	FALSE	FALSE	PSNGR CAR	NO-YIELD	NO CODE
1555205	2014 4P	Deschutes County BAKER RD BAKER CT	TURN	NO-YIELD	Minor Injury		STOP SIGN NO	Yes	No	3/24/2014 ANGL-OTH		INI DRY	CLR	INTER	No	FALSE	FALSE		NO-YIELD	NO CODE
1657646	2016 7A	Deschutes County Deschutes County	REAR NCOL	F AVOID RECKLESS	Possible Injury Possible Injury	DAY	UNKNOWN No	No No	Yes	6/13/2016 S-STRGHT 6/19/2017 OVERTURN	PHANTOM	INI DRY	CLR	TRANS	No No	FALSE	FALSE	PSNGR CAR	F AVOID RECYLESS	NO CODE
1773172	2017 129	Descriptes County Descriptes County	FIX	RECKLESS	PDO PDO	DAY I	UNKNOWN Ye	No.	Yes	12/28/2017 FIX OBJ	LO-HI EDGE	PDD DRY	CLR	STRGHT	T No	TRUE	FALSE		NO CODE	
1800588	2018 10P	Bend CHINA HAT RD KNOTT RD	FDX	TOD-FAST	Minor Injury	DARK 5	STOP SIGN Ye	No	No	12/27/2018 FIX OBI	FENCE	INI SNO	CLR	STRGHT	T No	TRUE	FALSE		TOO-FAST	
1788477	2018 1P	Bend CHINA HAT RD KNOTT RD	TURN	NO-YIELD	Minor Injury		STOP SIGN No	Yes	No	6/1/2018 O-1 L-TURN	FORCED	INJ DRY	CLR	INTER	No	FALSE	FALSE	PSNGR CAR	NO CODE	NO-YIELD
1643769 1658064	2015 2P 2016 SP	Bend CHINA HAT RD KNOTT RD Bend BEND PKY PONDEROSA DR	ANGL RFAR	PAS-STOP F AVOID	PDO	DAY 5	STOP SIGN No	Yes	No	12/22/2015 ANGL-OTH 8/19/2016 S-15TOP	FORCED	PDO SNO	SNO	W INTER STROHT	No	FALSE FALSE	FALSE FALSE	PSNGR CAR	PAS-STOP F AVOID	NO CODE NO CODE
1658064 1695000	2016 SP 2016 8A	Bend BEND PKY PONDEROSA DR Bend BEND PKY CHINA HAT RD	REAR	F AVOID F AVOID	Serious Injury		UNKNOWN NO STOP SIGN NO	No.	Yes	8/19/2016 S-15TOP 5/16/2016 S-15TOP	FORCED	INI DRY	CLR	STRGHT	ľ No	FALSE	FALSE		F AVOID NO CODE	NO CODE NO CODE
1710461	2016 BA 2016 UNK	Deschutes County BAKER RD CINDER BUTTE RD	REAR	FAVOID	PDO		STOP SIGN NO	Yes	No No	10/7/2016 S-15TOP		PDD DRY	CLR		No.	FALSE			NO CODE	NO CODE
1694881	2016 SP	Deschutes County BAKER RD BAKER CT	TURN	NO-YIELD	PDO	DAY	STOP SIGN NO	Yes	No	5/3/2016 ANGL-OTH		PDO DRY	CLD	INTER	No	FALSE	FALSE		NO CODE	NO CODE
1787085	2018 7P	Bend CHINA HAT RD KNOTT RD	ANGL	NO-YIELD	Minor Injury	DUSK 5	STOP SIGN No	Yes	No	5/31/2018 ANGL-OTH		INI DRY	CLR	INTER	No	FALSE	FALSE	PSNGR CAR	NO-YIELD	NO CODE
1767247	2017 SP	Deschutes County BAKER RD BAKER CT	REAR	F AVOID	PDO	DAY I	UNKNOWN No	Yes	No	9/15/2017 S-1STOP		PDO DRY	CLR	STRGHT	T No	FALSE	FALSE		NO CODE	NO CODE
1763838 1617196	2017 3P 2015 8P	Deschutes County KNOTT RD CHINA HAT RD Deschutes County	SS-O HEAD	IMP-OVER ILLNESS	PDO Minor Injury		NO-PASS-2N No ONE-WAY No	No	No Yes	7/17/2017 S-STRGHT 5/14/2015 O-15TOP	EQP WORK	PDO DRY	CLD		No	FALSE FALSE	FALSE		NO CODE ILLNESS	NO CODE NO CODE
1790826	2018 4P	Deschutes County ENOTT RD	REAR	F AVOID	Minor Injury Possible Injury	DAY	UNE-WAY NO STOP SIGN NO	No Voc	Yes	5/14/2015 O-15TOP 7/7/2018 S-15TOP	EQP WORK	INI WET	CLR	4 STRGHT	I No	FALSE	FAISE		F AVOID	NO CODE
1816006	2018 10P	Deschutes County	OTH	OTHER	PDO		UNKNOWN No	No.	Yes	11/17/2018 ANIMAL	DEER ELK	PDO DRY	CLR	STRGHT	T No	FALSE	FALSE		NO CODE	NO COUL
1816280	2018 10P	Deschutes County	ОТН	LOADSHFT	PDO		UNKNOWN No	No	Yes	12/12/2018 S-STRGHT	LOAD SHIFT	PDO DRY	CLR	STRGHT	T No	FALSE			NO CODE	NO CODE
1764616	2017 129	Bend BEND PKY CHINA HAT RD	REAR	F AVOID	PDO	DAY 5	STOP SIGN No	Yes	No	8/1/2017 S-1STOP		PDO DRY	CLR	INTER	No	FALSE	FALSE	PSNGR CAR	NO CODE	NO CODE
1643577	2015 4P	Deschutes County BAKER RD	TURN	IMP-TURN	PDO		STOP SIGN No	Yes	No	12/8/2015 O-1 L-TURN		PDO DRY	CLR		No	FALSE			NO CODE	IMP-TURN
1714419 1677410	2016 4P 2016 6P	Deschutes County KNOTT RD CHINA HAT RD Deschutes County	SS-M REAR	CARELESS TOD-CLOS	PDO Possible Injury	DUSK I	UNKNOWN No	No.	No	12/23/2016 O-STRGHT 10/31/2016 S-STRGHT	BARRIER	PDO UNK	UNS	STRGHT	T No	FALSE FALSE	FALSE	PSNGR CAR PSNGR CAR	NO CODE TOO-CLOS	NO CODE NO CODE
1719912	2016 GP 2017 9P	Descriptes County BAKER RD BAKER CT	THEN	NO.VIED	Minor Injury		STOP SIGN NO	No. Yes	No.	3/14/2017 O.1 L.TURN	DANNER	INI DRY	OR	INTER	No.	FAISE	FALSE		NO CODE	NO CODE NO VIELD
1725965	2017 7A	Deschutes County BAKER RD CINDER BUTTE RD	REAR	TOO-CLOS	Possible Injury	DAY	STOP SIGN NO	Yes	No	5/4/2017 S-15TOP		INI DRY	CLR	INTER	No	FALSE	FALSE	PSNGR CAR	TOO-CLOS	NO CODE
1726725	2017 10A	Bend CHINA HAT RD KNOTT RD	REAR	TOO-CLOS	Possible Injury	DAY 5	STOP SIGN No	Yes	No	5/20/2017 S-15TOP		INJ DRY	CLR	INTER	No	FALSE	FALSE	PSNGR CAR	TOO-CLOS	NO CODE
1796957	2018 4P	Deschutes County BAKER RD CINDER BUTTE RD	TURN	NO-YIELD	Minor Injury		STOP SIGN No	Yes	No	8/10/2018 ANGL-OTH		INJ DRY	CLR	INTER	No	FALSE	FALSE		NO CODE	NO-YIELD
1717954 1727445	2017 7A 2017 9A	Deschutes County BAKER RD BAKER CT Bend CHINA HAT RD KNOTT RD	SS-M ANGL	LEFT-CTR NO-YIELD	Possible Injury Minor Injury	DAY DAY	UNKNOWN NO STOP SIGN NO	Yes	No	2/27/2017 O-STRGHT 6/13/2017 ANGL-OTH	WINDOW HID	INI DRY	CLR CLR	STRGHT	T No	FALSE FALSE	FALSE FALSE		NO-YIELD	NO CODE NO CODE
1671680	2017 9A 2016 4P	Bend CHINA HAT RD KNOTT RD Deschutes County BAKER RD CINDER BUTTE RD	TURN	NO-YIELD NO-YIELD	Possible Injury	DAY	STOP SIGN NO	Tes	Mo.	7/3/2017 ANGL-DTH 7/3/2016 O-1 L-TURN	FORCED	INI DRY	CLR	INTER	No	FALSE	FALSE	PSNGR CAR	NO CODE	NO CODE NO-YIELD
1824123	2018 4A	Descriptes County Descriptes County	FIX	FATIGUE	PDO PDO	DARK I	NONE Ye	No	No	7/15/2018 FIX OBJ	BOULDER	PDO DRY	CLR	CURVE	No.	FALSE	FALSE		NO CODE	
1618636	2015 4P	Deschutes County	REAR	INATTENT	Possible Injury	DAY 5	STOP SIGN NO	Yes	Yes	6/2/2015 S-1STOP		INJ DRY	CLR	INTER	No	FALSE	FALSE	PSNGR CAR	INATTENT	NO CODE
1593566	2014 6P	Deschutes County	REAR	TOO-CLOS	PDO		STOP SIGN No	Yes	Yes	9/2/2014 S-1STOP		PDO DRY	SMC		No	FALSE	FALSE		TOO-CLOS	NO CODE
1694699 1703797	2016 7A 2016 4P	Deschutes County Deschutes County	REAR	CARELESS	PDO	DAY I	UNKNOWN NO	No	Yes Yes	4/23/2016 S-STRGHT 8/10/2016 S-STRGHT		PDO DRY	CLR	STRGHT	r No	FALSE FALSE	FALSE		NO CODE NO CODE	NO CODE NO CODE
1822643	2016 4P 2018 6P	Deschutes County BAKER RD CINDER BUTTE RD	TURN	NO-YIELD	PDO		TEMP-BARK NO STOP SIGN NO	Yes	No.	2/7/2016 S-STRGHT 2/7/2018 O-1 L-TURN		PDO DRY	CLR	INTER	No.	FALSE	FALSE		NO CODE	NO CODE NO CODE
1823761	2018 1P	Deschutes County BAKER RD BAKER CT	REAR	INATTENT	PDO		STOP SIGN NO	Yes	No	10/26/2018 S-1TURN		PDO DRY	CLR		No	FALSE			NO CODE	NO CODE
1733187	2017 2P	Deschutes County	REAR	TOO-FAST	Possible Injury	DAY	ACCEL LANE NO	Yes	Yes	7/29/2017 S-1STOP		INI DRY	CLR	INTER	No	TRUE	FALSE	PSNGR CAR	TOO-FAST	NO CODE
1718789	2017 9P	Deschutes County	HEAD	RECKLESS	Minor Injury	DLIT A	ACCEL LANE NO	Yes	Yes	1/3/2017 O-STRGHT	SLIPPERY	INI SNO	SNO	W STRGHT	T No	TRUE	FALSE	PSNGR CAR	RECKLESS	NO CODE
1719731	2017 8A	Bend CHINA HAT RD KNOTT RD	TURN	NO-YIELD	Possible Injury		STOP SIGN No	Yes	No	3/2/2017 ANGL-0TH		INI DRY	CLR	INTER	No	FALSE	FALSE		NO CODE	NO-YIELD
1733036 1683361	2017 2P 2016 5P	Deschutes County KNOTT RD SCALE HOUSE RD Deschutes County KNOTT RD	REAR REAR	F AVOID RECKLESS	Possible Injury Possible Injury	DAY I	UNKNOWN NO	Yes Yes	No No	7/26/2017 S-1STOP 8/25/2016 S-STRGHT	FORCED	INI DRY	CLR	INTER	No.	FALSE FALSE	FALSE	PSNGR CAR	F AVOID RECKLESS	NO CODE NO CODE
1683361	2016 SP 2015 7A	Deschutes County KNOTT RD Deschutes County KNOTT RD	REAR	TOD-CLOS	POSSIBLE Injury PDO		UNKNOWN NO	Yes	No No	8/25/2016 S-STRGHT 11/6/2015 S-15TOP	TORCED	PDD DRY	CLR		No.	FALSE			TOO-CLOS	NO CODE NO CODE
1638096	2015 7A	Deschutes County BAKER RD	REAR	TOO-CLOS	PDO		UNKNOWN No	Yes	No	5/29/2015 S-15TOP		PDO DRY	CLR	STRGHT	T No.	FALSE	FALSE		TOO-CLOS	NO CODE
1671848	2016 4P	Deschutes County	TURN	NO-YIELD	Minor Injury		STOP SIGN No	Yes	Yes	7/17/2016 O-1 L-TURN		INJ DRY	CLR	INTER	No	FALSE		PSNGR CAR	NO CODE	NO-YIELD
1771078	2017 7A	Deschutes County	FDX	SPEED	PDO		UNKNOWN Ye	No	Yes	10/21/2017 FIX OBJ	DITCH	PDO ICE	SNO		T No	FALSE	FALSE		NO CODE	
1785969	2018 6P	Deschutes County BAKER RD BAKER CT	TURN	NO-YIELD	Possible Injury		STOP SIGN No	Yes	No	5/4/2018 ANGL-OTH	FORCED	INJ DRY	CLR	INTER	No	FALSE	FALSE	PSNGR CAR PSNGR CAR	NO CODE	NO-YIELD
1790738	2018 7A 2015 9A	Deschutes County BAKER RD Rend CHINA HAT RD KNOTT RD	THEN	INATTENT TOO-FAST	Minor Injury Possible Injury	DAY	STOP SIGN NO	Yes	No No	7/3/2018 S-1STOP 8/26/2015 ANGLIOTH	FORCED	INI DRY	CLR	INTER	No.	FALSE	FALSE	PSNGR CAR	TOOLFAST	NO CODE NO CODE
1682655	2016 9A	Deschutes County BAKER RD BAKER CT	REAR	SPEED	Possible Injury	DAY	STOP SIGN NO	Yes	No	2/20/2016 S-15TOP	SLIPPERY	INJ ICE	CLR	INTER	No.	FALSE	FALSE	PSNGR CAR	SPEED	NO CODE
1746251	2017 8A	Deschutes County KNOTT RD	TURN	NO-YIELD	Minor Injury	DAY 5	STOP SIGN No	Yes	No	12/22/2017 O-1 L-TURN		INJ DRY	CLD	INTER	No	FALSE	FALSE	PSNGR CAR	NO CODE	NO-YIELD
1790721	2018 4P	Bend BEND PKY CHINA HAT RD	TURN	IMP-TURN	Possible Injury	DAY 5	STOP SIGN No	Yes	Yes	7/2/2018 ANGL-STP		INJ DRY	CLR	INTER	No	FALSE	FALSE	PSNGR CAR	IMP-TURN	NO CODE
1755741 1824718	2017 12P 2018 5P	Bend BEND PKY PONDEROSA DR Deschutes County KNOTT RD THE DALLES CALI HWY	TURN	IMP-TURN NO-VIELD	PDO		STOP SIGN NO	Yes	Yes	3/6/2017 ANGL-STP 7/31/2018 ANGL-OTH	SLIPPERY	PDO SNO	SNO	W INTER	No	FALSE	FALSE		NO CODE NO CODE	NO CODE NO CODE
1823775	2018 8A	Describes County Describes County	REAR	INATTENT	PDO		STOP SIGN NO	Yes Ver	Yor	10/26/2018 S-STRGHT		PDO DRY	CLR	INTER	NO No	FALSE			NO CODE	NO CODE
1823253	2018 8A	Deschutes County BAKER CT CINDER BUTTE RD	REAR	TOD-FAST	PDO		UNKNOWN NO	Yes Ves	No.	2/22/2018 S-15TOP		PDO SNO	CLR	STRGHT	T No	FALSE	FALSE		NO CODE	NO CODE
1784683	2018 8A	Deschutes County BAKER RD BAKER CT	TURN	NO-YIELD	Possible Injury	DAY	STOP SIGN NO	Yes	No	4/21/2018 ANGL-OTH		INI DRY	CLR	INTER	No	FALSE	FALSE		NO CODE	NO-YIELD
1758871	2017 10A	Deschutes County	NCOL	LOADSHFT	PDO	DAY I	UNKNOWN Ye	No	Yes	6/3/2017 OVERTURN	LOAD SHIFT	PDO DRY	CLR	STRGHT	T No	FALSE	FALSE		NO CODE	
1732460	2017 7A	Bend BEND PKY PONDEROSA DR	REAR	TOO-CLOS	Possible Injury	DAY I	UNKNOWN No	No	Yes	7/17/2017 S-STRGHT	FRGN OBJ	INI DRY	CLR	STRGHT	T No	FALSE	FALSE		TOO-CLOS	NO CODE
1718839 1822743	2017 2P 2018 1A	Deschutes County Rend KNOTT RD CHINA HAT RD	REAR	F AVOID OTHRUMP	Minor Injury	DAY	UNKNOWN NO	No.	Yes	1/7/2017 S-STRGHT 11/4/2018 FIX ORI	FFNCF	INI SNO	SNO	W STRGHT	T No	FALSE FALSE	FALSE FALSE	SEMI TOW	F AVOID NO CODE	NO CODE
1642526	2015 12A	Deschutes County BAKER RD CINDER BUTTE RD	FIX	PAS-STOP	PDO		STOP SIGN Ye	NO Vor	No.	11/8/2015 FIX OBJ	TREE	PDO WET	RAIT		No.	FALSE	TRUE		PAS-STOP	
1669312	2016 2P	Bend CHINA HAT RD MOUNTAIN HIGH DR	SS-M	CARELESS	Minor Injury		UNKNOWN No	No.	No	1/27/2016 O-STRGHT		INI DRY	CLR	CURVE	No.	FALSE	FALSE		CARELESS	NO CODE
1597420	2014 11P	Deschutes County	FIX	OTHR-IMP	Possible Injury		MEDIAN BAR Ye	No	Yes	10/18/2014 FIX OBJ	JERSEY BAR	INI DRY	CLR	STRGHT	T No	FALSE	FALSE		OTHR-IMP	
1677547	2016 3A	Deschutes County	FDX	OTHR-IMP	Possible Injury		UNKNOWN Ye	No	Yes	11/1/2016 FIX OBJ	BARRIER	INJ WET	CLD		No	FALSE	FALSE		OTHR-IMP	
1694540	2016 7A 2016 8P	Deschutes County Deschutes County	FIX	OTHER TOOLFAST	PDO Serious Injury	DAY I	UNKNOWN Ye	No.	Yes	4/14/2016 FIX OBJ 12/25/2016 FIX OBJ	BARRIER BARRIER	PDO DRY INI ICE	CLR	STRGHT	T No	FALSE FALSE	FALSE		NO CODE TOO-FAST	
1575814	2016 av 2014 2P	Deschutes County BAKER RD THE DALLES CALI HWY	TURN	NO-YIELD	PDO PDO		STOP SIGN No	No. Yes	Yes	6/23/2014 ANGL-OTH	DANNER	PDO LINK	UNS	INTER	i No	FALSE	FALSE		NO-YIELD	NO CODE
1642488	2015 9A	Deschutes County	REAR	F AVOID	PDO		ACCEL LANE NO	Yes	Yes	11/7/2015 S-STRGHT		PDO DRY	CLR		T No.	FALSE		PSNGR CAR		NO CODE
1694324	2016 7A	Deschutes County	TURN	NO-YIELD	PDO	DAY I	UNKNOWN No	Yes	Yes	4/7/2016 O-1 L-TURN		PDO DRY	CLR	INTER	No	FALSE	FALSE	PSNGR CAR	NO CODE	NO CODE
1771958	2017 12A	Bend SWICHINA HAT RD SW PARRELL RD	FDX	TOO-FAST	PDO		STOP SIGN Ye	Yes	No	12/3/2017 FIX OBJ	CURB	PDO ICE	CLD		No	FALSE	FALSE		NO CODE	
1704793	2016 8A 2015 9P	Deschutes County ROCKING HORSERD THE DALLES CALI HWY	FIX	SPEED TOD-FAST	PDO PDO	DAY	STOP SIGN Ye	Yes	Yes	9/14/2016 FIX OBJ 6/20/2015 FIX OBJ	GARDRAIL	PDO DRY	CLR	INTER	No	FALSE	FALSE		NO CODE TOO-FAST	
1799313	2015 9P 2018 5P	Bend BEND PKY PONDEROSA DR	PED	NT VISBL	Possible Injury	DUSK	STOP SIGN YE UNKNOWN NO	No.	Yes	6/20/2015 HX OBI 11/9/2018 PED	JIICH	INI DRY	CLR	STRGHT	T Vac	FALSE	FALSE		OTHR-IMP	
1640270	2015 9A	Deschutes County	REAR	F AVOID	PDO	DAY I	UNKNOWN No	No	Yes	8/4/2015 S-STRGHT		PDO DRY	CLR	STRGHT	T No	FALSE	FALSE	PSNGR CAR	FAVOID	NO CODE
1771629	2017 4P	Deschutes County	REAR	F AVOID	PDO	DUSK 5	STOP SIGN No	Yes	Yes	11/7/2017 S-1STOP		PDO DRY	CLR	INTER	No	FALSE	FALSE	PSNGR CAR	NO CODE	NO CODE
1619612	2015 4P	Deschutes County KNOTT RD CHINA HAT RD	REAR	F AVOID	Serious Injury	DAY I	UNKNOWN No	Yes	No	7/8/2015 S-15TOP	FORCED	INJ DRY	CLR	STRGHT	T No	FALSE	FALSE		F AVOID	NO CODE
1566593 1624862	2014 12P 2015 7A	Deschutes County THE DALLES CALI HWY Bend BEND PKY CHINA HAT RD	TURN	NO-YIELD F AVOID	Minor Injury Possible Injury		STOP SIGN NO STOP SIGN NO	Yes	165 Vor	5/20/2014 ANGL-OTH 9/28/2015 S-1STOP		INI DRY	CLR CLR	INTER	No	FALSE FALSE	FALSE		NO-YIELD F AVOID	NO CODE NO CODE
1553311	2015 7A 2014 7A	Bend BEND PKY CHINA HAT RD	TURN	NO-YIELD	PDO PDO		STOP SIGN NO	Yes	Yes	2/19/2014 ANGL-OTH		PDO ICE	RAIT		No.	FALSE	FALSE		NO-YIELD	NO CODE
1719239	2017 3P	Deschutes County	REAR	F AVOID	Possible Injury		STOP SIGN NO	Yes	Yes	2/16/2017 S-1STOP		INI DRY	CLR	INTER	No	FALSE	FALSE		FAVOID	NO CODE
1598093	2014 3A	Bend CHINA HAT RD KNOTT RD	FDX	OTHR-IMP	Minor Injury	DLIT I	UNKNOWN Ye	No	No	10/23/2014 FIX OBJ	DEER ELK	INI WET	RAIT	4 CURVE	No	FALSE	FALSE		OTHR-IMP	
1702605	2016 9A	Deschutes County BAKER RD	REAR	TOO-CLOS	PDO		STOP SIGN No	Yes	No	6/27/2016 S-1STOP		PDO DRY	CLR	INTER	No	FALSE	FALSE		NO CODE	NO CODE
1756337 1771969	2017 3P 2017 4P	Bend CHINA HAT RD KNOTT RD Deschutes County BAKER RD BAKER CT	ANGL BFAR	NO-YELD TOD-CLOS	PDO	DAY 5	STOP SIGN No	Yes	No No	4/29/2017 ANGL-OTH 11/7/2017 S-1STOP		PDO DRY	CLR	INTER	No	FALSE FALSE	FALSE		NO CODE NO CODE	NO CODE NO CODE
1771969	2017 4P 2017 4P	Deschutes County BAKER RD BAKER CT Deschutes County BAKER RD APACHE RD	REAR	INATTENT	PDO	DUSK	UNKNOWN NO	Yas	No.	3/22/2017 S-15TOP 3/22/2017 S-STRGHT		PDD DRY	CLR	INTER	No.	FALSE	FALSE		NO CODE	NO CODE NO CODE
1600915	2014 8A	Bend CHINA HAT RD STONEGATE DR	FIX	TOO-FAST	PDO		UNKNOWN Ye	No	No	12/19/2014 FIX OBJ	CURB	PDO WET	RAIT		T No	FALSE	FALSE		TOO-FAST	
1713808	2016 9A	Deschutes County BAKER RD	ANGL	PAS-STOP	PDO	DAY 5	STOP SIGN No	Yes	No	12/6/2016 ANGL-OTH	SLIPPERY	PDO ICE	SNO	W INTER	No	FALSE	FALSE	PSNGR CAR	NO CODE	NO CODE
1727313	2017 SA	Deschutes County	NCOL	OTHER	Possible Injury		UNKNOWN No	No	Yes	6/1/2017 OVERTURN	DEER ELK	INJ DRY	CLR		T No	FALSE	FALSE		OTHER	
1575979	2014 7P	Deschutes County BAKER RD BAKER CT	TURN	NO-YIELD	Possible Injury		STOP SIGN NO	Yes	No	6/17/2014 ANGL-OTH		INJ DRY	CLR	INTER	No	FALSE	FALSE		NO CODE	NO-YIELD
1623039	2015 SP 2016 10P	Deschutes County BAKER RD BAKER CT	OTH	NO-YIELD OTHER	Possible Injury		STOP SIGN NO LINKNOWN NO	Yes	NO Yes	9/10/2015 ANGL-OTH 6/1/2016 ANIMAI	DEER ELK	PDO DRY	CLR	INTER	No.	FALSE FALSE	FALSE		NO CODE NO CODE	NO-YIELD
1643497	2015 1P	Deschutes County Deschutes County	SS-O	IMP LN C	PDO		NONE NO	No.	Yes	12/12/2015 S-STRGHT		PDO SNO	SNO		T No.	FALSE	FALSE		IMP LN C	NO CODE
1703343	2016 SP	Deschutes County	SS-O	IMP LN C	PDO		TEMP-BARR No	No	Yes	8/5/2016 S-STRGHT		PDO DRY	CLR	TRANS	No	FALSE	FALSE		NO CODE	NO CODE
1574923	2014 8P	Deschutes County	FDX	OTHR-IMP	PDO	DAY I	NONE Ye	Yes	Yes	6/21/2014 FIX OBJ	GARDRAIL	PDO DRY	CLR	INTER	No	FALSE	FALSE		OTHR-IMP	
1598773	2014 11A	Deschutes County KNOTT RD SCALE HOUSE RD	FIX	OTHER	PDO		UNKNOWN Ye	No	No	11/15/2014 FIX OBJ	SLIPPERY	PDO SNO	CLD	STRGHT	T No	FALSE	FALSE		OTHER	
1616490	2015 SP	Deschutes County BAKER RD POCAHONTAS LN Deschutes County	ANGL	NO-YIELD F AVOID	Possible Injury	DAY I	UNKNOWN No	Yes	No	4/23/2015 BIKE		INJ DRY	CLD	INTER	No	FALSE	FALSE	PSNGR CAR	NO-YIELD F AVOID	NO CODE
1010490	2016 3P 2018 9A	Deschutes County Deschutes County KNOTT RD SCALE HOUSE RD	REAR NCOL	F AVOID TOD-FAST	Possible Injury Possible Injury	DAY I	UNKNOWN NO UNKNOWN Ye	No.	Yes	7/8/2016 S-STRGHT 1/16/2018 OVERTURN	SLIPPERY	INI DRY	CLR	STRGHT	I No	FALSE FALSE	FALSE		F AVOID TOO-FAST	NO CODE
1657858	2018 98	Deschutes County Deschutes County	REAR	FAVOID	PDO	DARK	UNKNOWN No	No.	Yes	1/8/2017 S-STRGHT	MAIN EOP	PDO ICE	SNO		T No.	FALSE	FALSE		NO CODE	NO CODE
1657858 1775517 1724592		Bend BEND PKY CHINA HAT RD	FDX	TOO-FAST	PDO		STOP SIGN Ye	No	Yes	2/4/2018 FIX OBJ	STOPSIGN	PDO DRY	CLR	STRGHT	T No	TRUE	FALSE		NO CODE	
1657858 1775517 1724592	2017 10P 2018 8P		OTH	OTHER	PDO		UNKNOWN No	No	No	4/27/2015 ANIMAL	DEER ELK	PDO DRY	CLR	STRGHT	T No	FALSE	FALSE		OTHER	
1657858 1775517 1724592 1812559 1637375	2018 8P 2015 9P	Deschutes County BAKER RD CINDER BUTTE RD																		NO CODE
1657858 1775517 1724592 1812559 1637375 1639194	2018 8P 2015 9P 2015 4P	Deschutes County BAKER RD APACHE RD	TURN	IMP-TURN	PDO	DAY	UNKNOWN No	NO NO	160	2/12/2015 S-1TURN		PDO DRY	CLR	STRGHT	T No	FALSE	FALSE		IMP-TURN	NO CODE
1657858 1775517 1724592 1812559 1637375 1639194 1766895	2018 8P 2015 9P 2015 4P 2017 9P	Deschutes County BAKER RD APACHE RD Deschutes County	TURN	IMP-TURN OTHER	PDO PDO		UNKNOWN No	No No	Yes	9/26/2017 ANIMAL	DEER ELK	PDO DRY	CLR CLR	STRGHT	T No	FALSE	FALSE		NO CODE	
1657858 1775517 1724592 1812559 1637375 1639194 1766895 1779273	2018 8P 2015 9P 2015 4P 2017 9P 2018 9P	Deschutes County BAKER RD APACHE RD Deschutes County Deschutes County KNOTT RD	TURN OTH REAR	OTHER TOO-CLOS	PDO PDO Possible Injury Possible Injury	DARK 5	UNKNOWN NO STOP SIGN NO	No Yes	Yes No	9/26/2017 ANIMAL 2/25/2018 S-1STOP	SLIPPERY	INI SNO	CLR CLR SNO	STRGHT W INTER	T No T No No	FALSE FALSE	FALSE FALSE	PSNGR CAR	NO CODE TOO-CLOS	NO CODE
1657858 1775517 1724592 1812559 1637375 1639194 1766895	2018 8P 2015 9P 2015 4P 2017 9P	Deschutes County BAKER RD APACHE RD Deschutes County	TURN	IMP-TURN OTHER	PDO PDO Possible Injury Possible Injury PDO	DARK S	UNKNOWN No	No Yes No No	Yes No No Yes	9/26/2017 ANIMAL			CLR CLR SNG SNG CLR	STRGHT W INTER	Γ Νο Γ Νο Γ Νο Γ Νο Γ Νο	FALSE	FALSE	PSNGR CAR PSNGR CAR	NO CODE	

General & Site Information	
Analyst:	DKS
Agency/Company:	ODOT
Date:	1/12/2021
Project Name:	Baker Road IAMP

Intersection Crash Data												
	Intersection											
Intersection	Type	2014	2015	2016	2017	2018	Total	Intersection				
Baker Rd/Apache Rd	Urban 3ST	0	1	1	1	0	3	1				
Baker Rd/Cinder Butte Rd	Urban 4ST	0	3	2	1	3	9	2				
Baker Rd/Baker Ct	Urban 3ST	0	2	2	4	3	11	3				
Baker Rd/Knott Rd/US 97 SB Ramps	Urban 3ST	1	3	1	3	2	10	4				
Knott Rd/US 97 NB Ramps	Urban 4ST	3	1	4	2	3	13	5				
Knott Rd/Scale House Rd	Urban 3ST	0	0	0	1	0	1	6				
Knott Rd/China Hat Rd	Urban 4ST	0	3	0	4	2	9	7				
China Hat Rd/Parrel IRd	Urban 3ST	0	0	0	1	0	1	8				
US 97/China Hat Rd/Ponderosa Rd	Urban 4ST	1	2	2	4	3	12	9				
US 97/Rocking Horse Rd	Urban 3ST	0	1	0	0	0	1	10				
-							0	11				
							0	12				
							0	13				
							0	14				
							0	15				
							0	16				
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							0					
				_			0					
							0					
	Total	5	16	12	21	16	70					

Intersection Population Type Crash Rate											
Average Crash Rate per intersection type											
	Sum of Sum of 5- Rate										
Intersection Pop. Type	Crashes	year MEV	Pop.	INT in Pop							
Rural 3SG	0	0									
Rural 3ST	0	0									
Rural 4SG	0	0									
Rural 4ST	0	0									
Urban 3ST	27	133	0.2025	6							
Urban 3SG	0	0									
Urban 4ST	43	110	0.3914	4							
Urban 4SG	0	0									

Intersection	AADT Entering		Crash Total	Intersection Population Type	Intersection Crash Rate		Critical Rate	Over Critical	APM Exhibit 4-1 Mean Crash Rate	Statewide Critical Rate	Over Statewide Critical	APM Exhibit 4-1 90th Percentile Rate	Over 90th
Baker Rd/Apache Rd	5,700	10.4	3	Urban 3ST	0.288	0.20	0.480	Under	0.131	0.364	Under	0.293	Under
Baker Rd/Cinder Butte Rd	11,500	21.0	9	Urban 4ST	0.429	APM Exhibit 4-			0.198	0.382	Over	0.408	Over
Baker Rd/Baker Ct	11,500	21.0	11	Urban 3ST	0.524	0.203	0.388	Over	0.131	0.285	Over	0.293	Over
Baker Rd/Knott Rd/US 97 SB Ramps	17,600	32.1	10	Urban 3ST	0.311	0.203	0.349	Under	0.131	0.252	Over	0.293	Over
Knott Rd/US 97 NB Ramps	12,000	21.9	13	Urban 4ST	0.594	APM Exhibit 4-			0.198	0.377	Over	0.408	Over
Knott Rd/Scale House Rd	8,800	16.1	1	Urban 3ST	0.062	0.203	0.418	Under	0.131	0.311	Under	0.293	Under
Knott Rd/China Hat Rd	10,000	18.3	9	Urban 4ST	0.493	APM Exhibit 4-			0.198	0.397	Over	0.408	Over
China Hat Rd/Parrel IRd	2,750	5.0	1	Urban 3ST	0.199	0.203	0.633	Under	0.131	0.496	Under	0.293	Under
US 97/China Hat Rd/Ponderosa Rd	26,700	48.7	12	Urban 4ST	0.246	APM Exhibit 4-			0.198	0.313	Under	0.408	Under
US 97/Rocking Horse Rd	26,700	48.7	1	Urban 3ST	0.021	0.203	0.319	Under	0.131	0.227	Under	0.293	Under

POSITIVE EXCESS PROPORTION OF CRASHES

Int	Angle	Back	Bike	Fix	Head	NonCol	OTH	Park	Ped	SS-M	SS-O	Turn	Rear
Baker	R (0	0	0	0	0	0	0	0	0	0	0	0	0.185
Baker	R 0	0	0	0	0	0	0	0	0	0	0	0.333	0.333
Baker	R (0	0	0	0	0	0	0	0	0	0	0	0.212	0
Baker	R (0	0	0	0	0	0	0	0	0	0	0	0	0.119
Knott F	R(0	0	0	0.154	0	0	0	0	0	0	0	0.385	0.462
Knott F	R(0	0	0	0	0	0	0	0	0	0	0	0	0
Knott I	RC 0.444	0	0	0	0	0	0	0	0	0	0	0.333	0.222
China I	H 0	0	0	0	0	0	0	0	0	0	0	0	0
	C 0	0	0	0	0	0	0	0	0	0	0	0.250	0.500
	R O	0	0	0	0	0	0	0	0	0	0	0	0

FAIL IF POS EX PROP >0.1

Int	Angle	Back	Bike	Fix	Head	NonCol	ОТН	Park	Ped	SS-M	SS-O	Turn	Rear
Baker Rd/Apache Rd													FAIL
Baker Rd/Cinder Butte Rd													
Baker Rd/Baker Ct												FAIL	
Baker Rd/Knott Rd/US 97 SB Ramps													FAIL
Knott Rd/US 97 NB Ramps													
Knott Rd/Scale House Rd													
Knott Rd/China Hat Rd													
China Hat Rd/Parrell Rd													
US 97/China Hat/Ponderosa Rd													
JS 97/Rocking Horse Rd													