



# REDMOND

## Transportation System Plan

### Final Technical Memorandum #4

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Date: April 12, 2018  
To: Project Management Team  
From: Julia Kuhn, PE, Matt Kittelson, PE, Miranda Barrus, & Jacqueline Gulczynski  
Subject: Existing Conditions Analysis

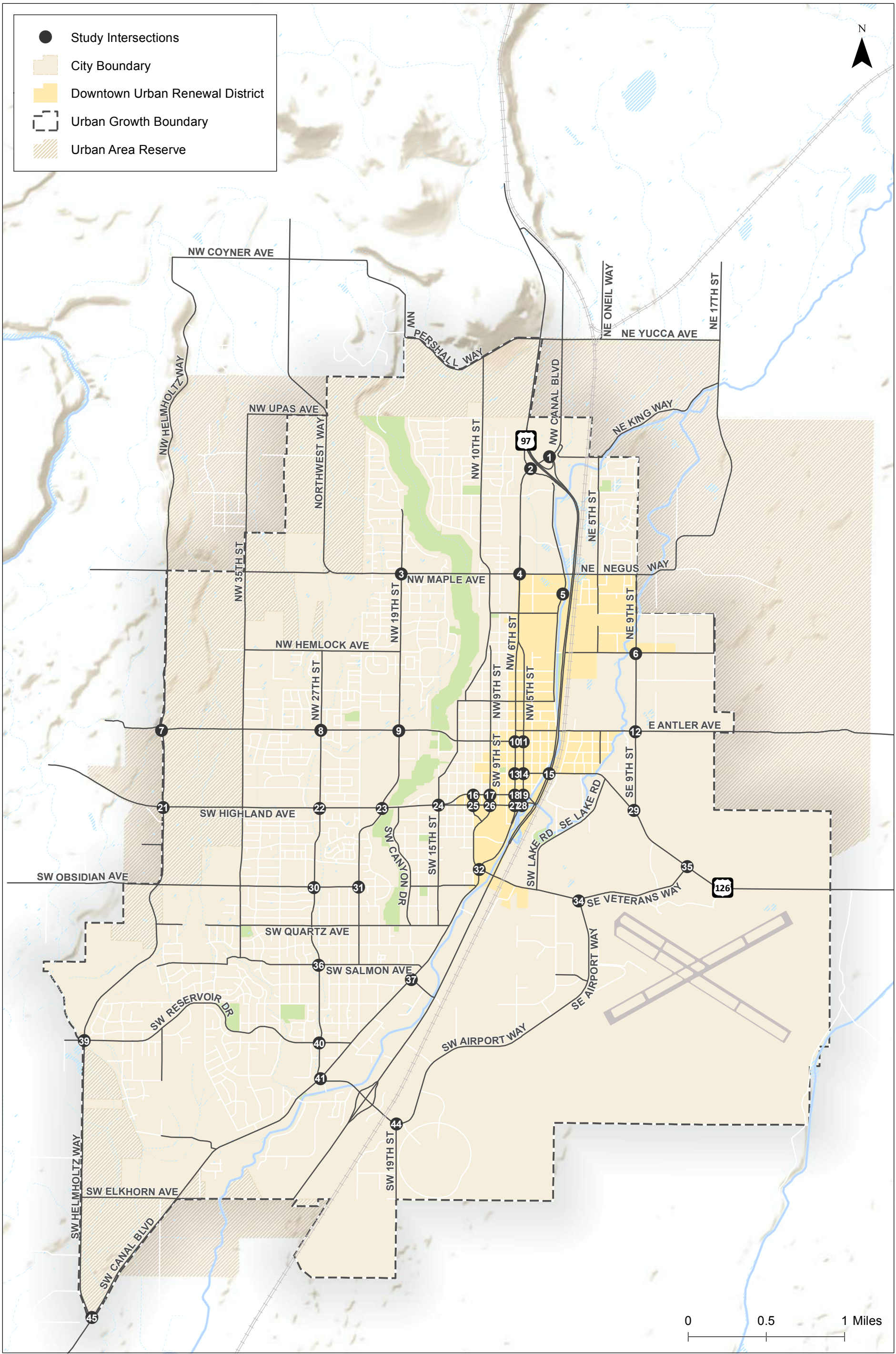
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This memorandum summarizes the transportation inventory and identification of existing needs in support of the Redmond Transportation System Plan (TSP) Update. The majority of the inventory and analysis results are presented in figures and tables, with supplemental text provided to explain the illustrated information and more detailed information provided in the supporting appendices. The memorandum is organized into the following sections:

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### TSP STUDY AREA

The existing transportation needs, opportunities and constraints reflect an inventory of the multimodal transportation system characteristics conducted in the Spring and Fall of 2017. This inventory included all major transportation-related facilities and services within the City of Redmond Urban Growth Boundary (UGB). Key roadway features, traffic and safety conditions at forty five intersections and seven roadway segments, bicycle facilities, pedestrian facilities, transit service, and air, rail and pipeline facilities are analyzed. The transportation facilities within the UGB are shown in Figure 1. The intersections and segments are summarized in Appendix A.



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**Study Area**  
**Redmond, Oregon**

**Figure**  
**1**

Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Intl

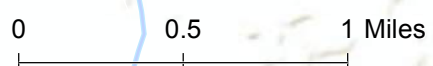
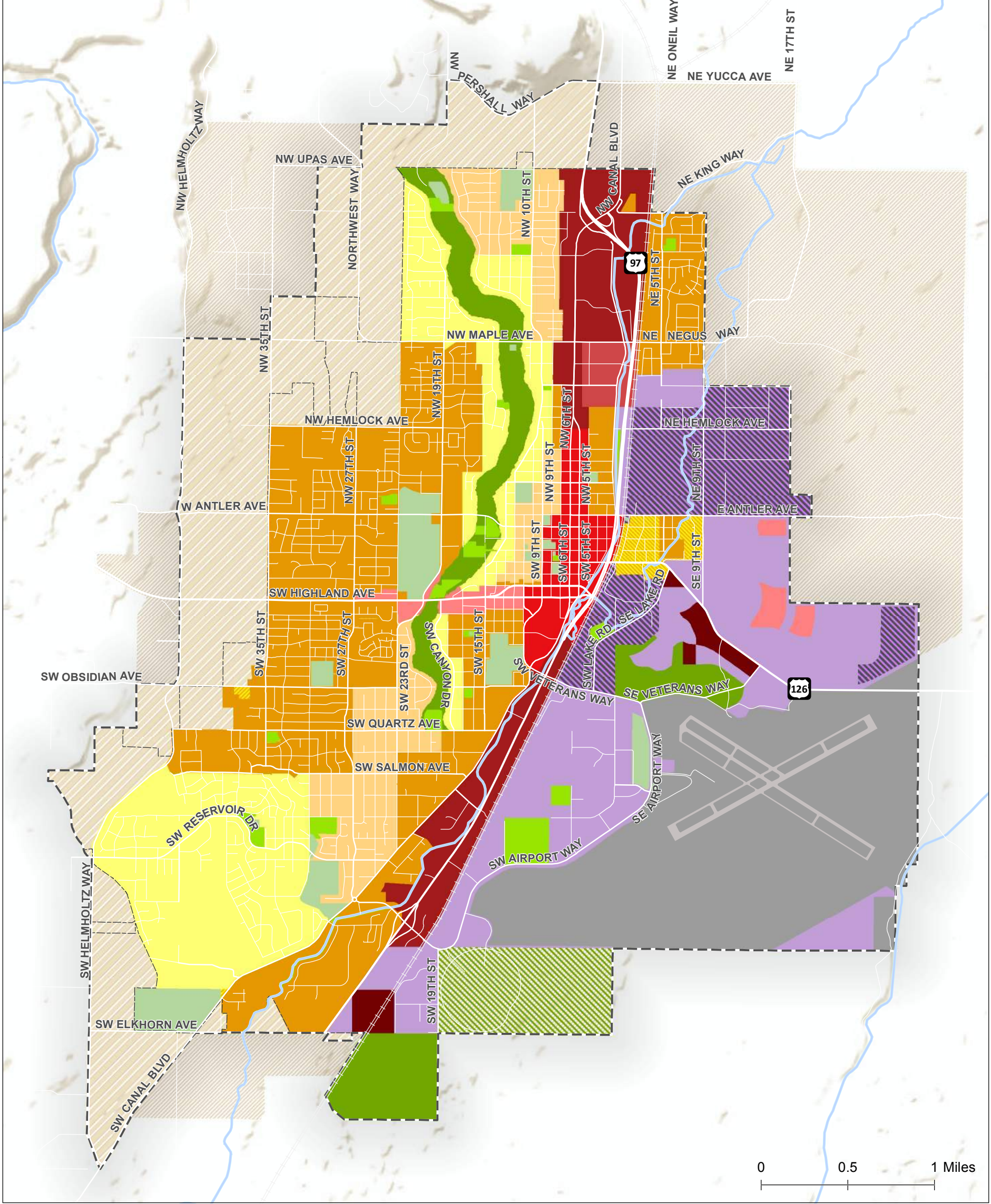
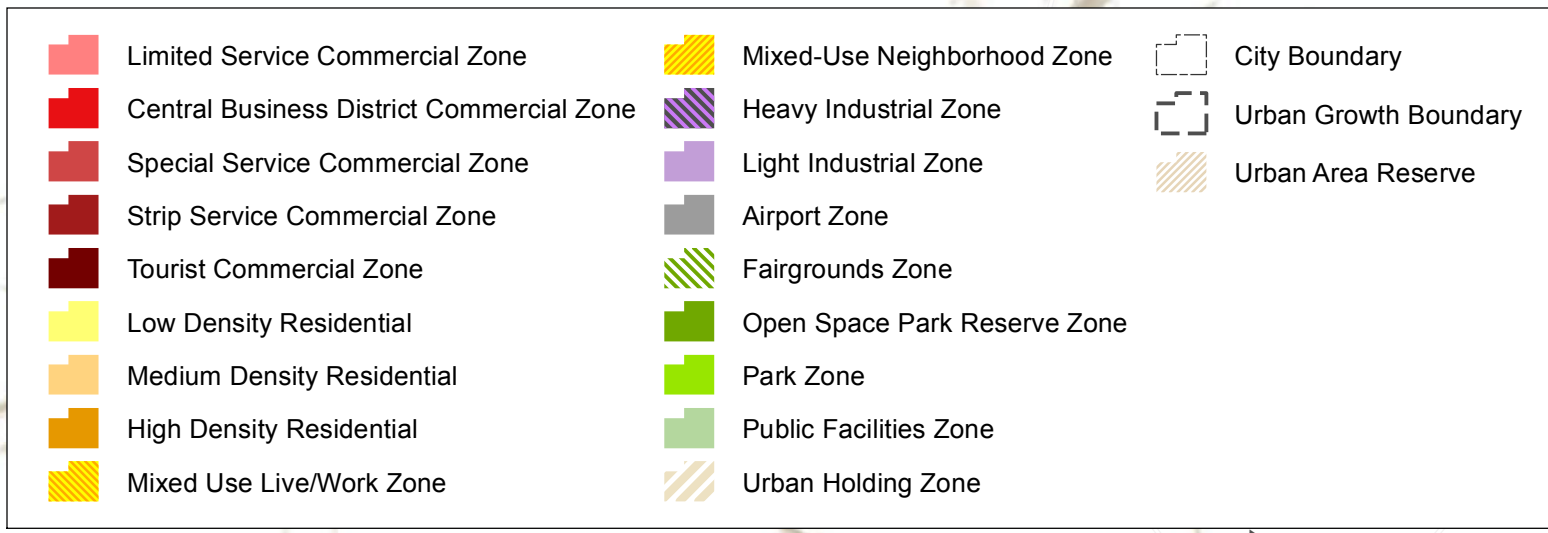
## Land Use and Population

To help inform the analysis of year 2040 transportation system needs, existing land use patterns, economic development opportunities and population and job forecasts were inventoried. This information can also help the community and project team develop future alternatives that address transportation system deficiencies, capture the City's vision for an enhanced multimodal network, and identify the projects, programs and policies needed to support economic development in the city and region in a manner consistent with the existing Comprehensive Plan and Zoning. For illustrative purposes for this memorandum, the City's current zoning map is shown in Figure 2.

## Key Activity Centers

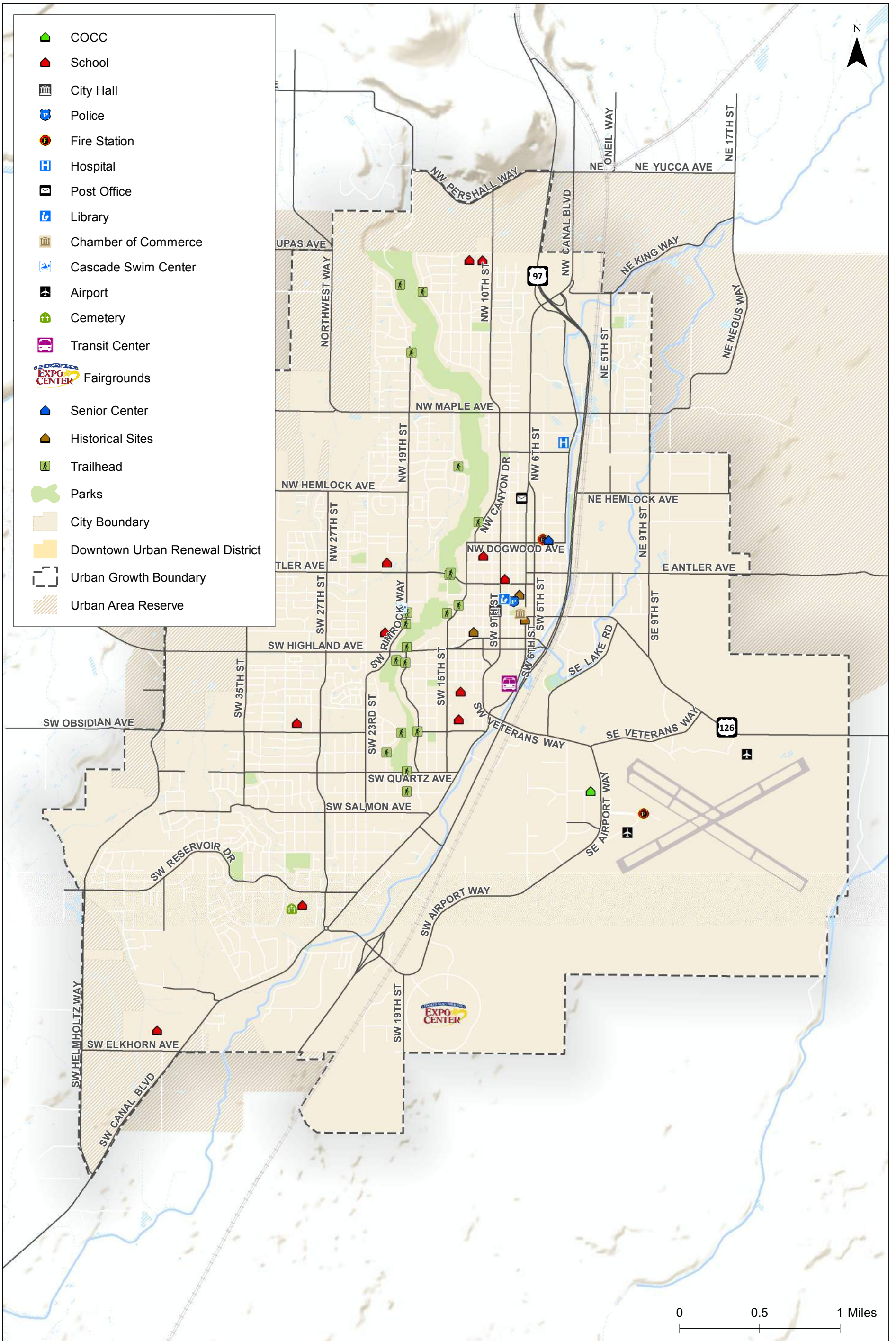
Providing pedestrian, bicycle, transit and vehicular connections to and between key activity centers and destinations is a key goal in achieving the City's Comprehensive Plan vision. Examples of these priority areas are illustrated in Figure 3.

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**Zoning  
Redmond, Oregon**

**Figure  
2**



Activity Centers  
Redmond, Oregon

Figure  
3



## Population Inventory

According to the Population Research Center at Portland State University (PSU), the coordinated year 2015 population estimate for the Redmond Urban Growth Boundary (UGB) is 27,715 people. Redmond represents approximately 16 percent of Deschutes County’s total population. Tables 1-4 identify information related to the coordinated population forecasts within the County through the year 2040.

**Table 1: Deschutes County Projected Population**

Population	2015	2020	2025	2030	2035	2040
Deschutes County	170,605	186,068	206,338	226,410	249,037	267,797
Bend UGB	85,737	97,699	109,546	121,091	132,209	143,596
<b>Redmond UGB</b>	<b>27,715</b>	<b>30,334</b>	<b>33,282</b>	<b>36,486</b>	<b>39,812</b>	<b>43,399</b>
La Pine UGB	1,687	1,924	2,263	2,625	3,014	3,432
Sisters UGB	2,315	2,960	3,431	3,903	4,375	4,847
Outside UGBs	53,151	57,816	62,305	66,309	69,627	72,523

**Table 2. Deschutes County Projected Population Growth**

Population Growth (Annual)	2015	2020	2025	2030	2035	2040
Deschutes County	-	2.23%	2.00%	1.78%	1.55%	1.45%
Bend UGB	-	2.61%	2.29%	2.00%	1.76%	1.65%
<b>Redmond UGB</b>	-	<b>1.81%</b>	<b>1.85%</b>	<b>1.84%</b>	<b>1.74%</b>	<b>1.73%</b>
La Pine UGB	-	2.63%	3.25%	2.97%	2.76%	2.60%
Sisters UGB	-	4.92%	2.95%	2.58%	2.28%	2.05%
Outside UGBs	-	1.68%	1.50%	1.25%	0.98%	0.82%

**Table 3. Percent Population of County**

Population	2015	2020	2025	2030	2035	2040
Bend UGB	50%	51%	52%	53%	53%	54%
<b>Redmond UGB</b>	<b>16%</b>	<b>16%</b>	<b>16%</b>	<b>16%</b>	<b>16%</b>	<b>16%</b>
La Pine UGB	1%	1%	1%	1%	1%	1%
Sisters UGB	1%	2%	2%	2%	2%	2%
Outside UGBs	31%	30%	30%	29%	28%	27%

**Table 4. Percent Projected Growth of County**

Percent Growth of County	2015	2020	2025	2030	2035	2040
Bend UGB	-	59%	59%	59%	60%	61%
<b>Redmond UGB</b>	-	<b>13%</b>	<b>15%</b>	<b>16%</b>	<b>18%</b>	<b>19%</b>
La Pine UGB	-	1%	2%	2%	2%	2%
Sisters UGB	-	3%	2%	2%	3%	3%
Outside UGBs	-	23%	22%	20%	18%	15%

Note: 2015-2065 population projections source: Population Research Center, PSU ([www.pdx.edu/prc/region-1-documents](http://www.pdx.edu/prc/region-1-documents))

## Demographics and Disadvantaged Populations

The City’s transportation system should be designed and operated with the needs and safety of all travelers in mind, including people of all ages and abilities, especially the most vulnerable. To help shape the future bicycle, pedestrian, transit and street system plans, the City has assembled

information related to key geographic areas serving the minority, elderly, disabled, youth and low-income residents. Each of these key population segments are identified in detail in the figures provided in Appendix B.

As illustrated in Appendix B, there are a number of key corridors and areas for consideration for the future TSP alternatives evaluation, such as:

- The residential areas generally to the south of Highland Avenue and Veterans Way are home to more than 10 percent non-English speakers. Providing for transportation choices to single occupancy vehicle travel and for easy-to-understand wayfinding information in these areas should be further evaluated;
- The city is home to a diverse population of people of all ages. The elderly population (often considered more vulnerable when evaluating transportation mode choice options) is spread throughout the city but several senior living centers and senior communities are located on the west side of US 97, particularly outside the city limits and in the southwest area of the city; providing comfortable sidewalks and future transit options in this area, in particular, needs to be further reviewed;
- The residential areas generally to the south of NE Hemlock and to the east of NW 6<sup>th</sup> and S Canal Boulevard are home to more than 30 percent disabled residents. The evaluation of transit service to this area, in particular, will need further consideration as part of the TSP to ensure options are provided to single occupancy vehicle travel;
- The youth population resides in neighborhoods throughout the city, with no significant grouping in any particular geographic area; as such, providing bicycle and connectivity between neighborhoods throughout the city and schools and parks will be a priority for the TSP; and,
- The city is home to a population with a diverse range of incomes and a fairly high percentage of low income residents. As noted in the above bullets, the evaluation of future transit service options will be of particular importance to providing choices to this segment of the population.

## ROADWAY SYSTEM INVENTORY

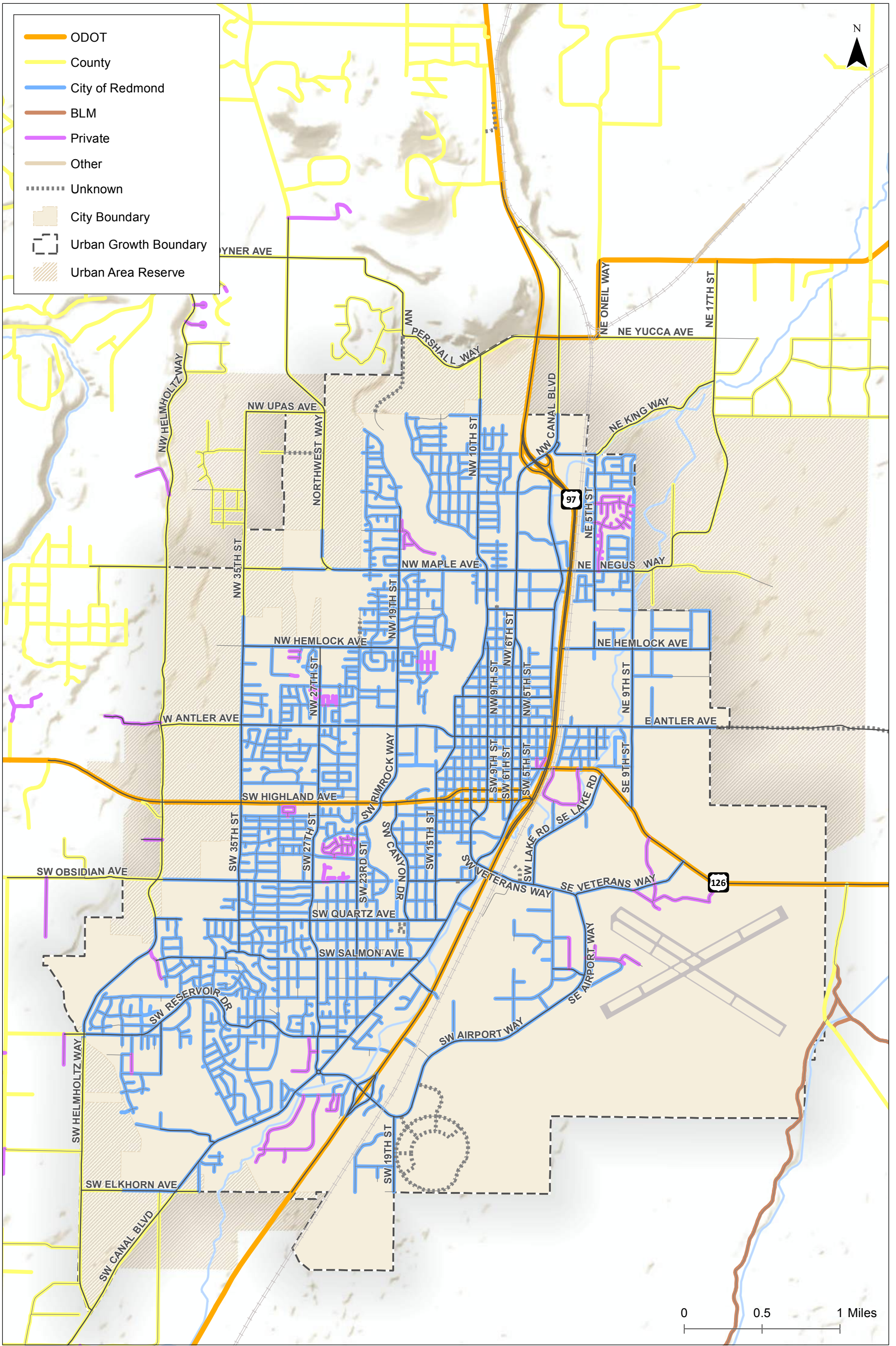
The evolution of the City's arterial, collector and local streets has been shaped, in large part, by the presence of the railroad, US 97, OR 126, several significant canals and drainage sheds, and Roberts Field. The street system is an important conveyance of personal travel, freight, public transit, and emergency response.

The City, County, and ODOT organize the streets into a functional classification based on a hierarchy of multimodal mobility and access to, through and between different land use types. The TSP inventory focused on those streets classified as collectors and arterials. The TSP does not address specific local

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street needs. Primary arterial and collector streets, their characteristics, and existing operational performance and safety are summarized below. The Redmond roadway jurisdiction map is shown in Figure 4.





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Roadway Jurisdiction  
Redmond, Oregon

Figure  
4

Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Int

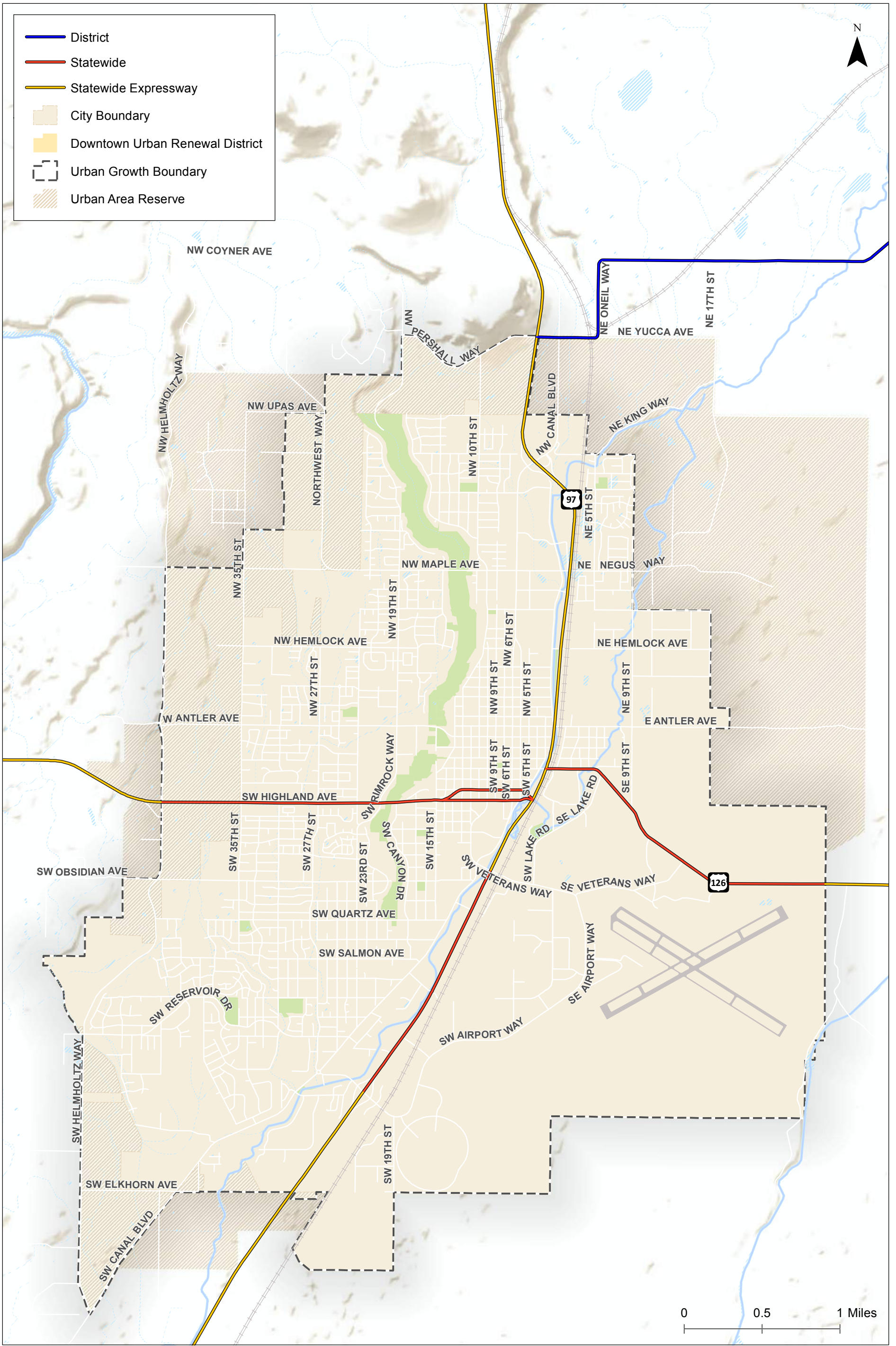
### State Roadways

The state highways connect the city’s residents, employees, and visitors with other areas in Central Oregon as well as through the state. These highways also provide connections between areas within the city and at the same time, can present a barrier to walking and cycling. In addition, per the Oregon Resilience Plan, US 97 is a Tier I, Phase I Lifeline Route that would serve as a critical statewide route in the event of a catastrophic emergency, such as a Cascadia Subduction Zone earthquake.

Figure 5 shows the ODOT Highway Plan functional classification for state facilities in Redmond. Table 5 summarizes the characteristics of each of these facilities.

**Table 5: Redmond State Highway Characteristics**

Route Name	Facility Extents	Posted Speed Limit (mph)	Number of Lanes	Travel Lane Width	Minimum ROW Available
OR 126	Entire Section within City Limits	25-55, depending on location	2-5	11-12 feet	60 feet
US 97	Entire Section within City Limits	40-55 mph, depending on location	5-7 (some areas center medians where others have center left lanes)	11-12 feet	98 feet



OHP Highway Classification and Expressways  
Redmond, Oregon

Figure  
5

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### County Roadways

The County has jurisdiction over 9.1 miles of roadways that within the UGB but outside of city limits.

Table 6 gives a brief description of the County’s functional classification descriptions that apply to streets within Redmond.

**Table 6: Deschutes County Functional Classification**

Functional Classification	Description	Example Roadway Applied To
Principal Arterial	Statewide highways that serve major activity centers in an urban area. Carry the highest portion of traffic entering, leaving, and bypassing the urban area.	State Highways
Arterial	Distributes vehicles to areas without penetrating specific neighborhoods. Provides services within urban area at a lower mobility.	Helmholtz Way
Collector	Primarily serves residential neighborhoods, commercial districts and industrial areas to distribute trips to their final destinations.	Quartz Avenue Extension, Elkhorn Avenue
Local	Lowest level of travel mobility to provide access to individual properties and developments.	Antler Avenue

Source: Deschutes County Transportation System Plan (2012)

### City of Redmond Roadways

City residents, employees, and visitors are served by more than 162 miles of roadways that facilitate both local and regional connectivity. The majority of the city-owned and -operated streets are paved with asphalt or concrete. Table 7 gives a brief description of the City’s street classifications in accordance with the functional role they serve within the city’s transportation system whereas Table 8 provides design standards related to how each of the roadways are intended to “look and feel” to the users. Figure 6 illustrates the functional classification of each roadway within the city.

**Table 7: City of Redmond Functional Classification**

Functional Classification	Description
Arterial	Long roadways serving high volume of traffic intended to connect the city. Typically spaced about one mile apart to deter regional use of collector and local roadways. Access is intentionally controlled to improve the flow of through traffic.
Major Collector	Roadways commonly 0.5 to 1.0 miles in length that provides access and circulation to residential, commercial, and industrial areas. Distribute trips to and from the regional network to the local network.
Minor Collector	As known as neighborhood routes, the main function of a minor collector is to provide connectivity from local streets to collectors and arterials. These roadways have more traffic than local roadways but may have traffic calming measures to retain neighborhood characteristics.
Local	Solely provide access to immediate adjacent land uses.

Source: Redmond Transportation System Plan (2008)

**Table 8: Redmond Functional Classification Standards**

Functional Classification	Cross Section	Minimum ROW <sup>1</sup>	Min. Pavement Width	Bike Lane	Sidewalks	On-Street Parking
Minor Arterial	5 lanes	100 feet	72 feet	6 feet	7 feet	No
Minor Arterial	3 lanes	100 feet	48 feet	6 feet	7 feet	No
Major Collector	2 lanes	80 feet	36 feet	6 feet	5 feet	No
Minor Collector	2 lanes	60 feet	36 feet	Shared	5 feet	Both Sides (8 ft)
Collector (Industrial)	2 lanes	80 feet	38 feet	6 feet	5 feet	No
Local (Industrial)	2 lanes	60 feet	38 feet	Shared	5 feet	Optional
Local (Residential)	2 lanes	60 feet	28/32 feet <sup>2</sup>	Shared	5 feet	Both Sides (unstriped)

<sup>1</sup> ROW = Right-of-way

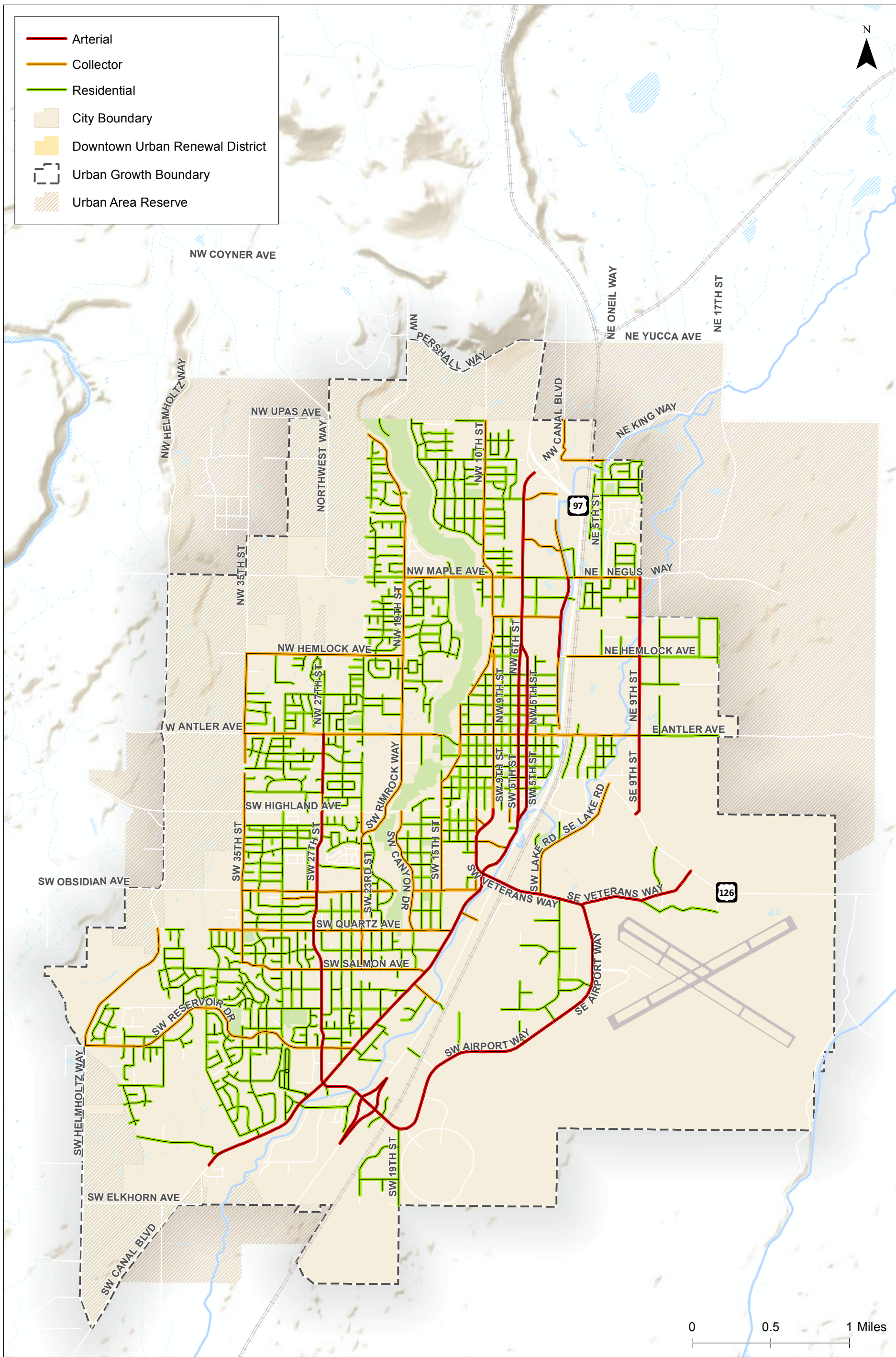
<sup>2</sup> Local 1: 32' in 50' ROW (with 5' utility easements)

Local 2: 28' in 40' ROW (with 10' utility easements-used in conjunction with alleys adjacent to single family homes only)

The inventory also includes an assessment of current pavement conditions of city streets based on information obtained from the Redmond Geographic Information System (GIS). Figure 7 illustrates a pavement condition index based on the quality of city roadways. As shown, there is a high portion of poor to fair pavement conditions concentrated in the downtown district and throughout many areas of the city.

**Signalized Intersections**

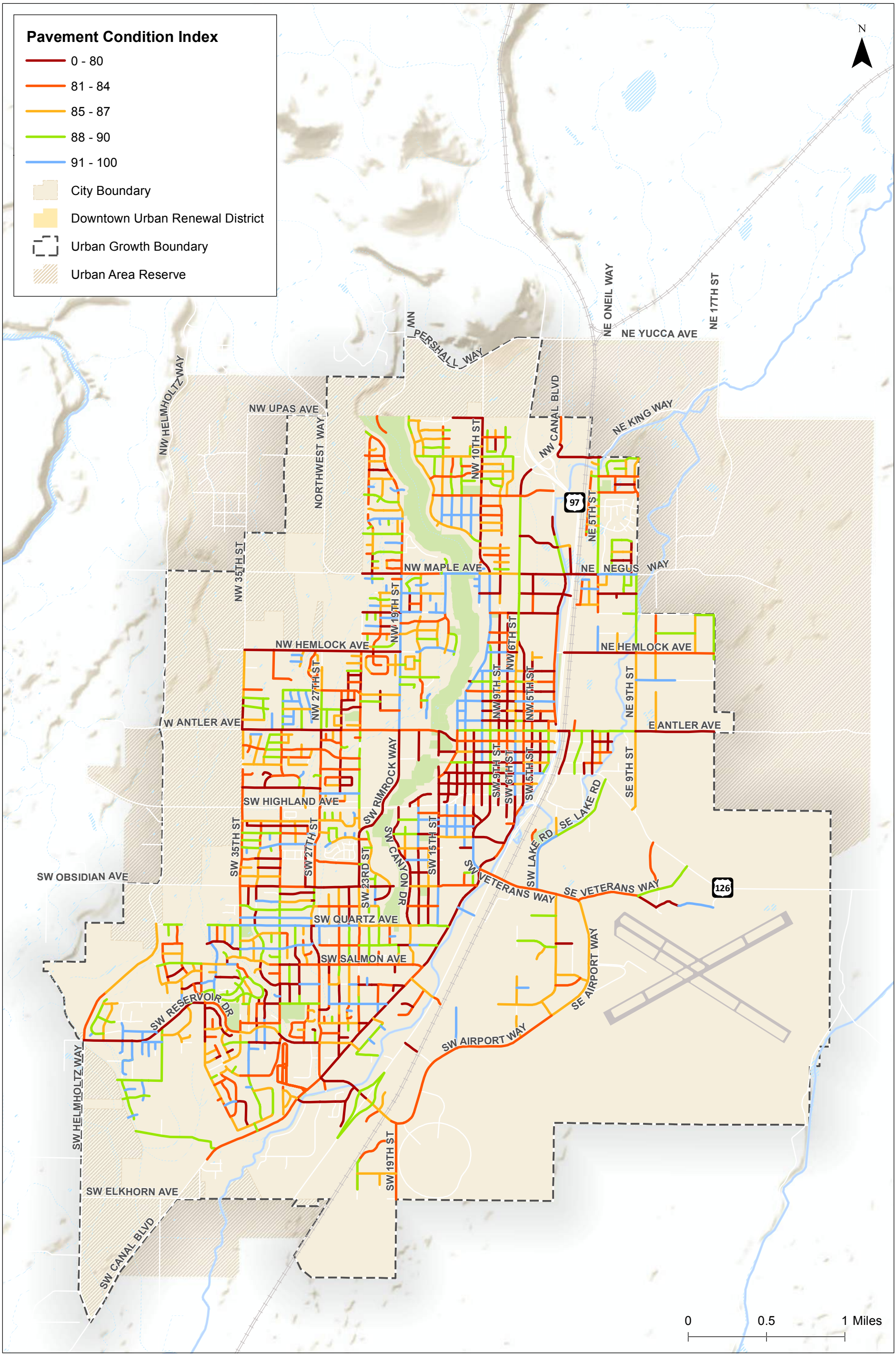
Within the UGB, ODOT has ownership of the signalized intersections along OR 126 and US 97 and the City owns all other signals, though ODOT typically maintains the signals. Figure 8 shows the signalized intersections within the UGB and indicates ownership. A majority of the signalized intersections are located within and near the downtown area.



Redmond Functional Roadway Classifications  
Redmond, Oregon

Figure  
6



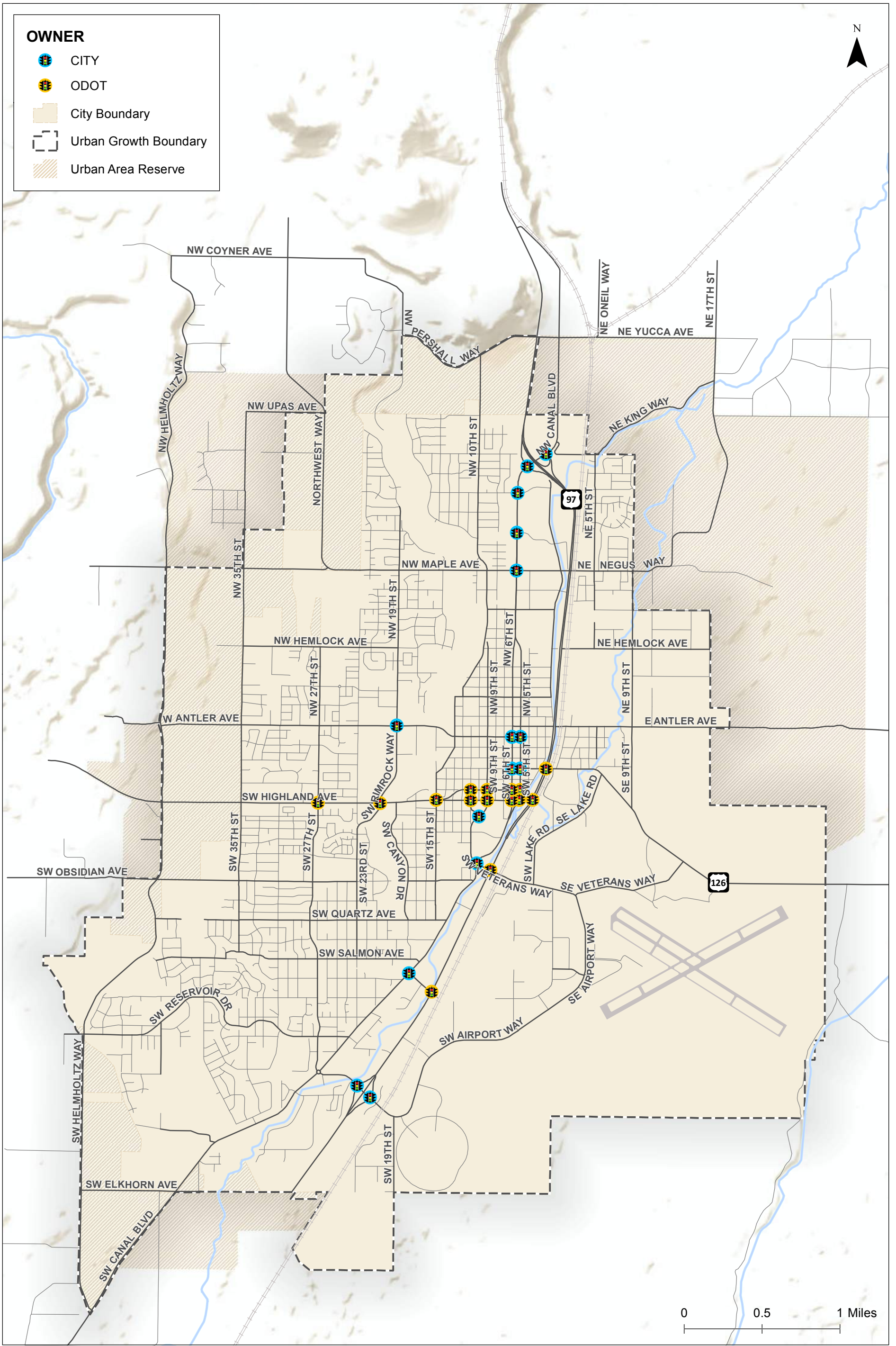


**Existing Pavement Conditions  
Redmond, Oregon**

**Figure  
7**

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Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Int



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Signalized Intersections  
Redmond, Oregon

Figure  
8

Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Int



## ACCESS SPACING AND ACCESS MANAGEMENT

Providing adequate access to streets, land uses, and key destinations is a critical part of operating and planning for an effective transportation system for all users. ODOT, the County, and the City all maintain standards to help balance the needs for both “through travelers” (including freight and public transportation) as well as serving the needs of area residents, employees and visitors. The following subsections identify current standards for streets within Redmond.

### State Highways

ODOT specifies access management spacing standards in the Oregon Highway Plan (OHP) and OAR 734-051-4020(8). The applicable access management spacing standards for state facilities within the Redmond UGB are summarized in Table 9. These standards are based on the 2015 AADT (Annual Average Daily Traffic volume), posted speed limit, and functional classification.

**Table 9: ODOT Access Management Spacing Standards for Highway Segments**

Route Name	Facility Extents	Facility Designation	2015 AADT	Posted Speed Limit (mph)	Access Spacing Standard (feet)
OR 126	Entire Section within UGB	Statewide Freight Route	>5,000	25/30/35/45/55	350/500 (for 30 & 35 mph)/800/1320
US 97	Entire Section within UGB	Statewide Freight Route; Expressway designation from North UGB to Veteran’s Way	>5,000	40/45/50/55	800 (for 40 and 45 mph)/1100/1320
O’Neil Highway	Entire Section without UGB	District Highway	<5,000	35	250/360/425/650 (30/40/50/55)

AADT = Average Annual Daily Traffic

MPH = miles per hour

Source: Oregon Highway Plan, Appendix C Revisions to Address Senate Bill 264 (2011) Table 14

### City of Redmond & Deschutes County Streets

The City of Redmond’s access management spacing standards are summarized in Table 10 and vary based on functional classification. In cases where physical constraints or characteristics limit the ability to achieve the access spacing standards, the City of Redmond retains the right to grant an access spacing variance. Within the UGB, Deschutes County applies the City’s access management standards as well.

**Table 10: Redmond Minimum Intersection Spacing Standards**

Functional Classifications	Minimum Spacing <sup>1</sup> between Driveways	Minimum Spacing between Intersections	Maximum Spacing between Intersections
Major Arterial	800 feet	½ mile	1 mile
Minor Arterial (Downtown)	165 feet	330 feet	660 feet
Minor Arterial (Other Areas)	330 feet	¼ mile	½ mile
Major Collector	165 feet	330 feet	660 feet
Minor Collector	80 feet	330 feet	660 feet
Industrial Collector	165 feet	330 feet	1,320 feet
Local Industrial	Access to each lot	330 feet	1,320 feet
Local Residential	Access to each lot	330 feet	660 feet

<sup>1</sup> Minimum spacing intended for future development.

## EXISTING INTERSECTION AND STREET OPERATIONS

As part of the inventory, existing operations at 45 key intersections were compared to the established performance standards. This analysis can help identify where strategic capital improvements can be focused within the existing system as well as where new roadways may be needed to serve future economic development and associated multimodal travel.

### Analysis Methodology and Performance Standards

All operations analysis described herein are in conformance with State, County, and City methodologies. More details on the analysis methodology can be found in Appendix C.

The operational results for the intersections and segments were compared with applicable City, State and/or County performance standards to identify existing deficiencies. These standards are shown in Table 11. ODOT defines intersection performance standards by “mobility targets” that are represented by a volume-to-capacity ratio. The City defines performance standards by “level-of-service”, which is a rating from A to F to describe the experience of the user.

### Redmond South US 97 Corridor Plan

ODOT and the City of Redmond are engaged in an ongoing evaluation of the US 97 corridor between Glacier/Highland/OR 126 in the north and to just beyond the Redmond UGB in the south. Because of the in-depth analysis being conducted as part of that effort, this TSP update will incorporate findings from that project’s study area into this analysis as it becomes available.

**Table 11: Study Intersection Control and Mobility Target**

Study Int. #	Intersection	Classification/ Jurisdiction	Intersection Control	Performance Standard
1	NW Canal Blvd/ US 97 NB Ramps	ODOT	Signalized	v/c<0.85
2	NW Canal Blvd/ US 97 SB Ramps	ODOT	Signalized	v/c<0.85
3	NW Maple Ave/ NW 19th St	City	Unsignalized	LOS E, v/c<0.90
4	NW Maple Ave/ NW 6th St	City	Signalized	LOS E
5	NW Larch Ave/ NW Canal Blvd	City	Unsignalized	LOS E, v/c<0.90
6	NE Hemlock Ave/ NE 9th St	City	Unsignalized	LOS E, v/c<0.90
7	W Antler Ave/ SW Helmholtz Way	City	Unsignalized	LOS E, v/c<0.90
8	W Antler Ave/ SW 27th St	City	Signalized	LOS E
9	W Antler Ave/ SW Rimrock Way	City	Signalized	LOS E
10	SW Black Butte Blvd/ SW 6th St	City	Signalized	LOS E
11	SW Black Butte Blvd/ SW 5th St	City	Signalized	LOS E
12	E Antler Ave/ NE 9th St	City	Unsignalized	LOS E, v/c<0.90
13	SW Evergreen Ave/ SW 6th St	City	Signalized	LOS E
14	SW Evergreen Ave/ SW 5th St	City	Signalized	LOS E
15	SW Evergreen Ave/ US 97	ODOT	Signalized	Alternative Mobility Target
16	OR 126 (SW Glacier Ave)/ SW 11th St	ODOT	Signalized	v/c<0.85
17	OR 126 (SW Glacier Ave)/ SW 9th St	ODOT	Signalized	v/c<0.85
18	OR 126 (SW Glacier Ave)/ SW 6th St	ODOT	Signalized	v/c<0.85
19	OR 126 (SW Glacier Ave)/ SW 5th St	ODOT	Signalized	v/c<0.85
20	OR 126 (SW Glacier/Highland Ave)/ US 97	ODOT	Signalized	v/c<0.80
21	OR 126 (SW Highland Ave) / SW Helmholtz Way	ODOT	Unsignalized	v/c<0.80
22	OR 126 (SW Highland Ave)/ SW 27th St	ODOT	Signalized	v/c<0.80
23	OR 126 (SW Highland Ave)/ SW Rimrock Way	ODOT	Signalized	v/c<0.80
24	OR 126 (SW Highland Ave)/ SW 15th St	ODOT	Signalized	v/c<0.85
25	OR 126 (SW Highland Ave)/ SW 11th St	ODOT	Signalized	v/c<0.85
26	OR 126 (SW Highland Ave)/ SW 9th St	ODOT	Signalized	v/c<0.85
27	OR 126 (SW Highland Ave)/ SW 6th St	ODOT	Signalized	v/c<0.85
28	OR 126 (SW Highland Ave)/ SW 5th St	ODOT	Signalized	v/c<0.85
29	OR 126/ SE 9th St (McCaffrey Rd)	ODOT	Unsignalized	v/c<0.80
30	SW Obsidian Ave/ SW 27th St	City	Unsignalized	LOS E, v/c<0.90
31	SW Obsidian Ave/ SW 23rd St	City	Unsignalized	LOS E, v/c<0.90
32	SW Veterans Way/ SW Canal Blvd	City	Signalized	LOS E
33	SW Veterans Way/ US 97	ODOT	Signalized	v/c<0.80
34	SW Veterans Way/ SE Airport Way	City	Unsignalized	LOS E, v/c<0.90
35	SW Veterans Way/ OR 126	ODOT	Unsignalized	Alternative Mobility Target
36	SW Salmon Ave/ SW 27th St	City	Unsignalized	LOS E, v/c<0.90
37	SW Odem Medo Way/ SW Canal Blvd	City	Signalized	LOS E
38	SW Odem Medo Way/ US 97	ODOT	Signalized	v/c<0.80

Study Int. #	Intersection	Classification/ Jurisdiction	Intersection Control	Performance Standard
39	SW Wickiup Ave/ SW 51st St (SW Helmholtz Way)	City	Unsignalized	LOS E, v/c<0.90
40	SW Wickiup Ave (Forked Horn Rd)/ SW 27th St	City	Unsignalized	LOS E, v/c<0.90
41	SW Canal Blvd/ SW 27th St	City	Unsignalized	LOS E, v/c<0.90
42	SW Yew Ave/ US 97 SB Ramps	ODOT	Signalized	v/c<0.80
43	SE Airport Way/ US 97 NB Ramps	ODOT	Signalized	v/c<0.80
44	SE Airport Way/ SW 19th St	City	Unsignalized	LOS E, v/c<0.90
45	S Canal Blvd / SW Helmholtz Way	City	Unsignalized	LOS E, v/c<0.90

As shown in Table 11, ODOT and the City have adopted alternative mobility targets at the Evergreen Avenue/US 97 and Veterans Way/OR 126 intersections. These alternative targets are documented in Intergovernmental Agreement Number 28621 and established for the Senate Bill 1544 lands. As allowed by ODOT policy, the following steps were taken to establish the targets at these locations:

- Identify all feasible improvements (based on reasonable expectations of funding likely through the planning horizon).
- If the intersection meets the mobility target with improvements, no changes are needed.
- If the intersection is greater than the mobility target but less than a v/c ratio of 1.0, establish the standard based on the projected performance.
- Identify whether the overall hour (versus the 15-minute peak) can remain below a v/c ratio of 1.0.
- Consider the average annual v/c ratio rather than the 30th highest design hour.
- Consider an alternative analysis period (such as second highest hour).
- All changes to highway mobility targets need to request adoption from the OTC.

### Roadway Segment Analyses

To help identify future needs along key corridors in the city, the existing volume-to-capacity ratio of six roadway segments was calculated. Table 12 summarizes the measured peak period traffic volumes, as recorded in Spring 2017, and the resultant volume-to-capacity ratio. As shown, this analysis revealed that all of the corridors operate under capacity and in accordance with agency performance expectations with the exception of both directions of OR 126 to the east of 35<sup>th</sup> Street. As part of the needs analysis, corridor alternatives that consider the travel needs of Redmond’s residents, employees and visitors as well as regional and state travel in vicinity of the western portion of OR 126 should be considered.

**Table 12: Study Segment Analysis Results**

Roadway Segment	2017 Daily Traffic Volumes	Peak Hour from 2017 Traffic Counts	Peak Hour Traffic Volumes	Capacity Estimate (vphpl)	Calculated V/C Ratio
US 97, south of Yew Avenue, NB	<i>Included in Redmond South US 97 Corridor Plan</i>				
US 97, south of Yew Avenue, SB	<i>Included in Redmond South US 97 Corridor Plan</i>				
US 97 south of Highland Avenue, NB	<i>Included in Redmond South US 97 Corridor Plan</i>				
US 97 south of Highland Avenue, SB	<i>Included in Redmond South US 97 Corridor Plan</i>				
US 97 north of Canal Boulevard, NB	12,378	4:30-5:30PM	1,256	1,700	0.38
US 97 north of Canal Boulevard, SB	12,250	3:45-4:45PM	1,067	1,700	0.32
OR 126 east of 35 <sup>th</sup> Street, EB	6,608	4:45-5:45PM	643	1,700	0.41
OR 126 east of 35 <sup>th</sup> Street, WB	6,765	4:15-5:15PM	822	1,700	0.49
OR 126 west of Veterans Way, EB	3,721	3:30-4:30PM	348	1,700	0.21
OR 126 west of Veterans Way, WB	3,559	4:00-5:00PM	359	1,700	0.22
Canal Blvd north of Badger Avenue, NB	3,507	5:00-6:00PM	423	700	0.62
Canal Blvd north of Badger Avenue, NB	2,986	6:45-7:45AM	390	700	0.57

Note: Vehicles per hour per plan (vphpl)

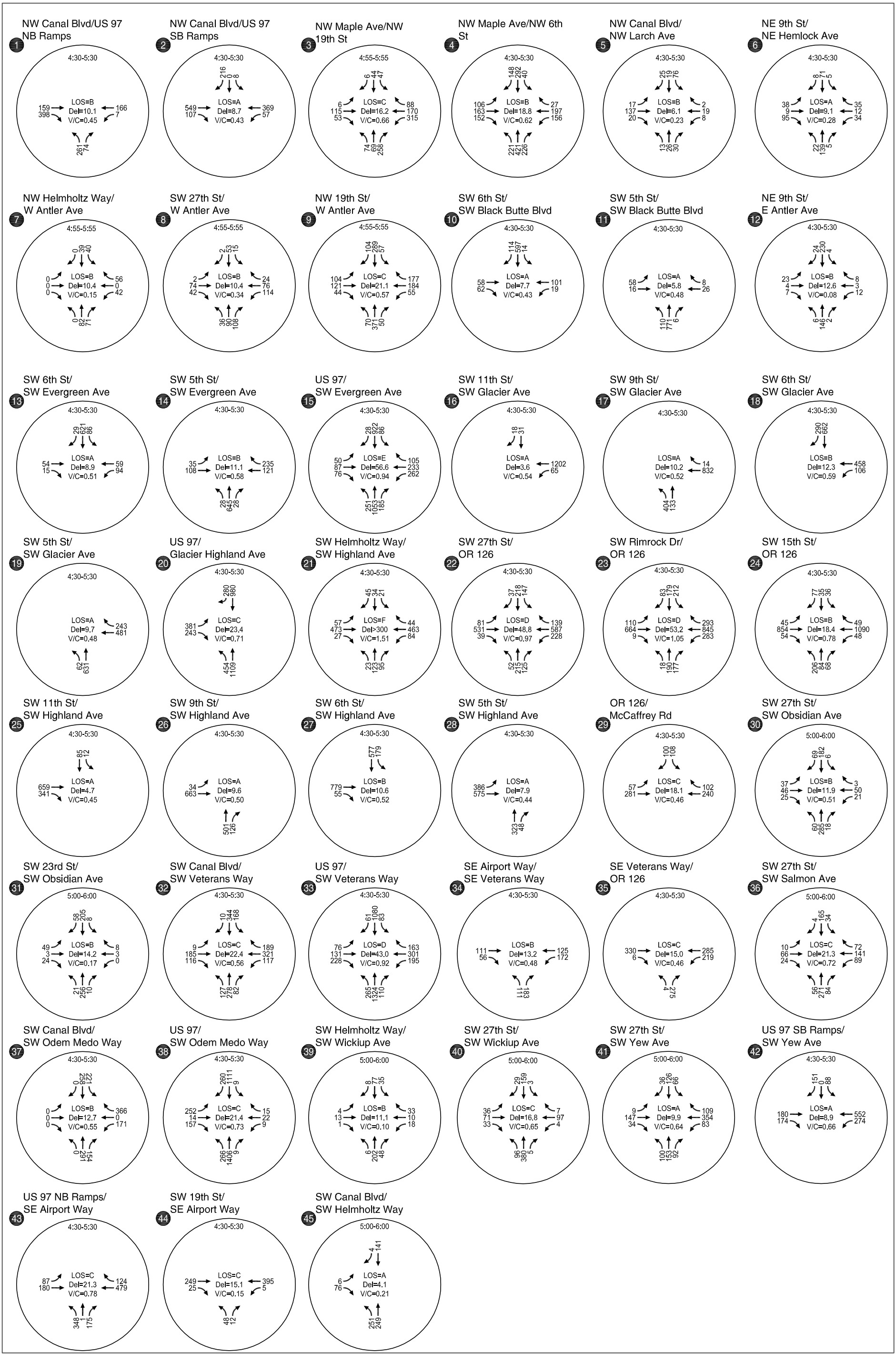
### Intersection Traffic Operations Analysis Results

To understand where investments in traffic signals or roundabouts may be merited, as well as consideration of alternative performance standards, the intersection operations at 45 locations within the city were evaluated. Details on this analysis are provided in Appendix F. Figure 9 illustrates the existing peak hour traffic volumes and lane configurations and Figure 10 illustrates the results of the peak hour intersection operations. As shown, three locations do not meet state mobility targets, including:

1. OR 126 (SW Highland Ave) at SW Helmholtz Way
2. OR 126 (SW Highland Ave) at SW 27<sup>th</sup> St
3. OR 126 (SW Highland Ave) at SW Rimrock Way

These intersections are within the roadway segment of OR 126 also shown to exceed performance targets.

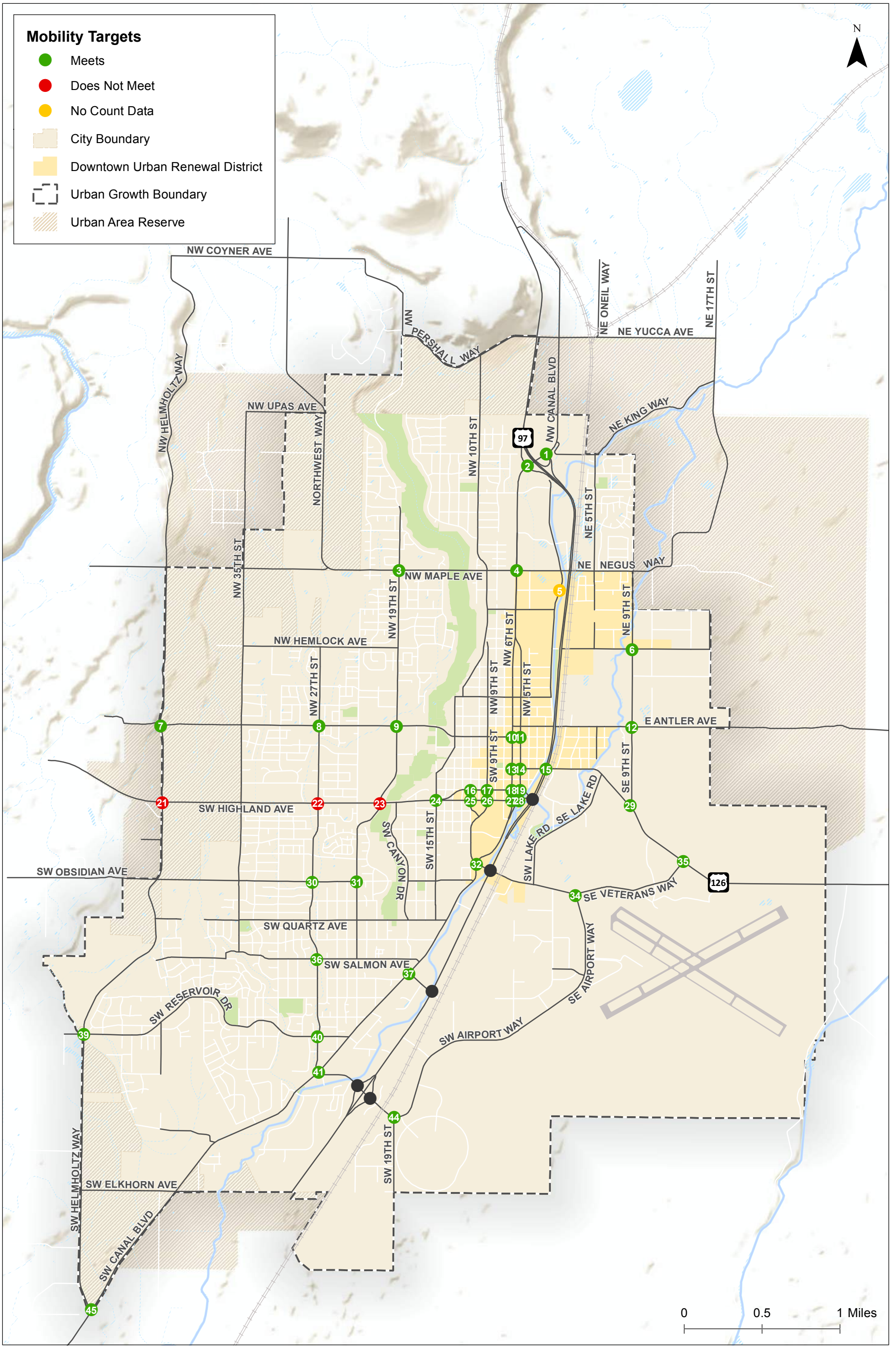
Appendix F also contains detailed information about intersection queuing under existing conditions. This information will also help to inform future corridor and intersection needs. As shown in the appendix, US 97 and SW Evergreen currently experience long queues during the peak hour.



Intersection Peak Hours, Peak Hour Volumes, and Lane Configurations Redmond, Oregon

Figure 9

H:\171720 - Redmond Transportation System Planning\figs\1720\_figures.dwg Apr 04, 2018 - 4:21pm - mbarnas Layout Tab Existing 2017 TMCs



Existing Conditions (2017) Intersection Operational Analysis  
Redmond, Oregon

Figure  
10

H:\1717720 - Redmond Transportation System Planning\Study Intersections\_MKB.mxd - mbarnus - 11:23 AM 10/23/2017



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## HISTORIC CRASH ANALYSIS

Reported crash data was analyzed at all the 45 key intersections in effort to identify patterns and trends that may indicate an opportunity to reduce crash frequency and severity. The data was obtained from ODOT for the five-year period from January 1, 2011 through December 31, 2015 and includes information about crash location, type, weather, roadway surface conditions, traffic control, and vehicle information. A summary of reported crashes by study segment is provided in Appendix G.

Figures 11 – 13 provide details on the location and type of crashes recorded during the most recent five-year period. As shown, six fatalities, three of which involved pedestrians, occurred during the analysis period. Five of the six fatalities and all of the reported bicycle and pedestrian crashes occurred on the collectors or arterials. Appendix H includes a table that summarizes the location, type, severity, and number of crashes that were reported at the study intersections.

### Fatal Crashes Discussion

During this period, there were six fatal crashes, five of which occurred on a major roadway (collector or arterial). One of the crashes occurred approximately a quarter of a mile south of Canal Boulevard on US 97. This collision happened during icy roadway conditions in February of 2012 when a vehicle crossed over the median and crashed into an oncoming vehicle. Two fatalities and several injuries resulted from the crash.

There were three nighttime pedestrian related fatalities that occurred during the study period: one at the intersection of Canal Boulevard/Odem Medo Way, one just north of Yew Avenue on US 97, and one at NW 6<sup>th</sup> Street/Kingwood Avenue. In two scenarios the pedestrians were wearing dark clothing and were reportedly illegally in the roadway. Alcohol was indicated in two of the pedestrian fatalities.

The remaining two collisions involved a motorcycle animal crash and a sideswipe-overtaking crash. The motorcycle crash occurred on NW Poplar Avenue and alcohol was indicated in the crash report. The sideswipe crash occurred on US 97 just south of Yew Avenue. The crash report indicated a vehicle improperly changed lanes and overtook another vehicle.

Half of the fatal crashes were pedestrian related and half of the fatal crashes occurred on US 97, however, there does not appear to be a trend for fatal crashes associated with location, crash type, time of day, or weather conditions.

### Statewide Crash Performance Standards

Table 13 identifies the study intersections that exceed ODOT crash performance standards and the study intersection locations identified in the table are shown in Figure 14. Appendices I - K provide additional information and a summary of key observations at study intersections and study segments.

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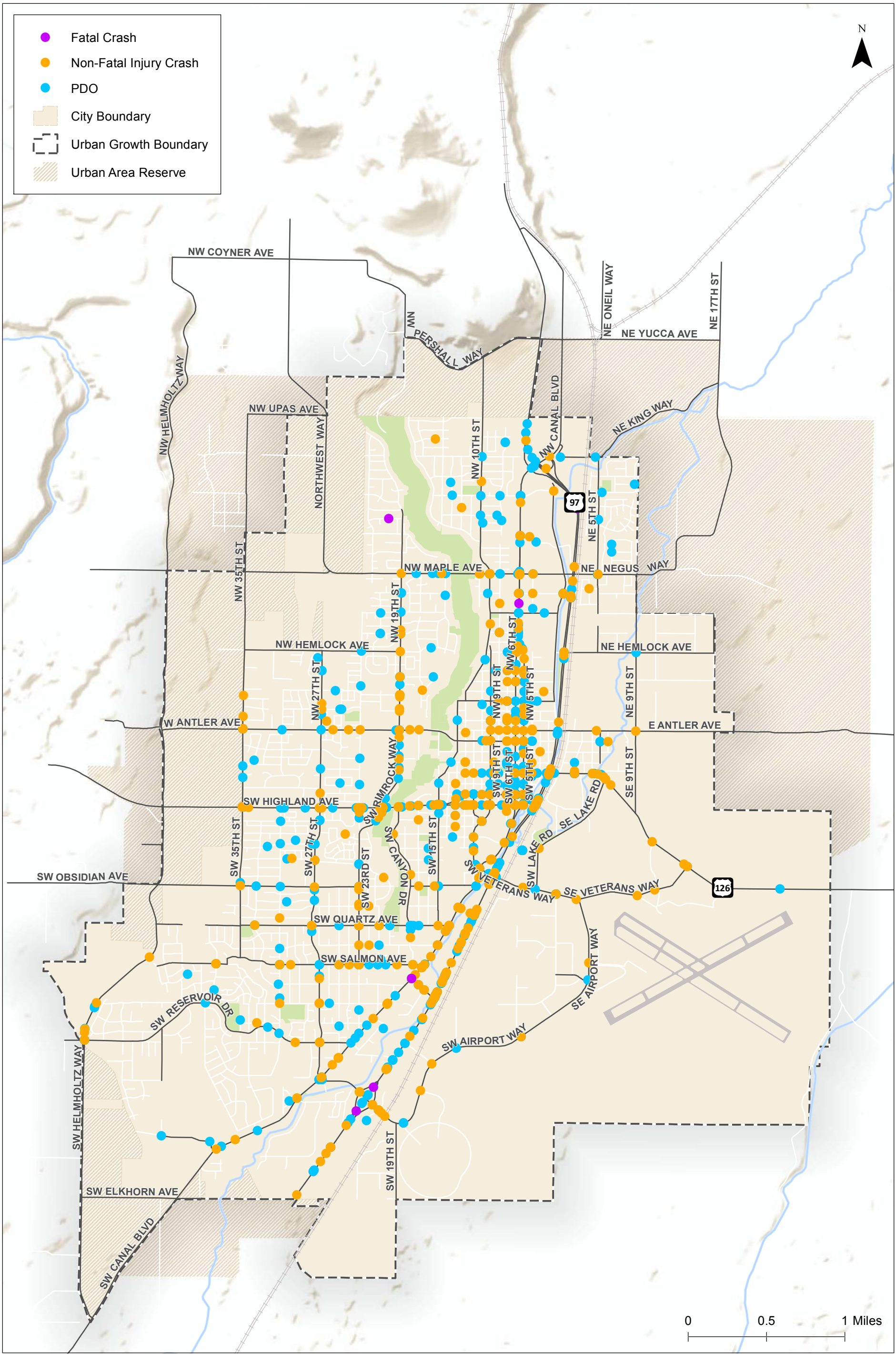


**Table 13. Summary of Study Intersections that Exceed ODOT Crash Performance Standards**

Intersection	90 <sup>th</sup> Percentile Crash Rate	Critical Crash Rate	Top 85% SPIS Site
NW Maple Ave/NW 6 <sup>th</sup> St	Does not Exceed	Exceeds	Does not Exceed
NW Larch Ave/NW Canal Blvd	Exceeds	Exceeds	Does not Exceed
SW Evergreen Ave/US 97	Does not Exceed	Does not Exceed	Exceeds
OR 126 (SW Glacier Ave)/SW 6 <sup>th</sup> St	Exceeds	Exceeds	Exceeds
OR 126 (SW Glacier Ave)/SW 5 <sup>th</sup> St	Does not Exceed	Does not Exceed	Exceeds
OR 126 (SW Glacier/Highland Ave)/US 97	Exceeds	Does not Exceed	Does not Exceed
OR 126 (SW Highland Ave)/SW Rimrock Way	Does not Exceed	Exceeds	Does not Exceed
OR 126 (SW Highland Ave)/SW 5 <sup>th</sup> St	Does not Exceed	Does not Exceed	Exceeds
OR 126 (SW Highland Ave)/SW 6 <sup>th</sup> St	Exceeds	Exceeds	Exceeds
SW Salmon Ave/SW 27 <sup>th</sup> St	Exceeds	Do not Exceed	Does not Exceed
SW Wickiup Ave/SW Helmholtz Way	Exceeds	Exceeds	Does not Exceed
SW Canal Blvd/SW 27 <sup>th</sup> St	Exceeds	Exceeds	Does not Exceed
S Canal Blvd/SW Helmholtz Way	Exceeds	Exceeds	Does not Exceed

### Key Trends and Findings

Table 13 and the corresponding figures show nearly half of the intersections identified as exceeding the ODOT crash performance standards are occurring along the OR 126 corridor. This corridor is the highest east-west connection throughout the city and experiences a high level of demand. The majority of the study intersections along OR 126 are signalized intersections. There are a high proportion of rear-end, turning movement, and angle crashes at these intersections; typical of in urban environment. All locations will be evaluated as part of the future needs analysis to determine if safety treatments may be implemented to help reduce crash risks or crash frequency/severity.



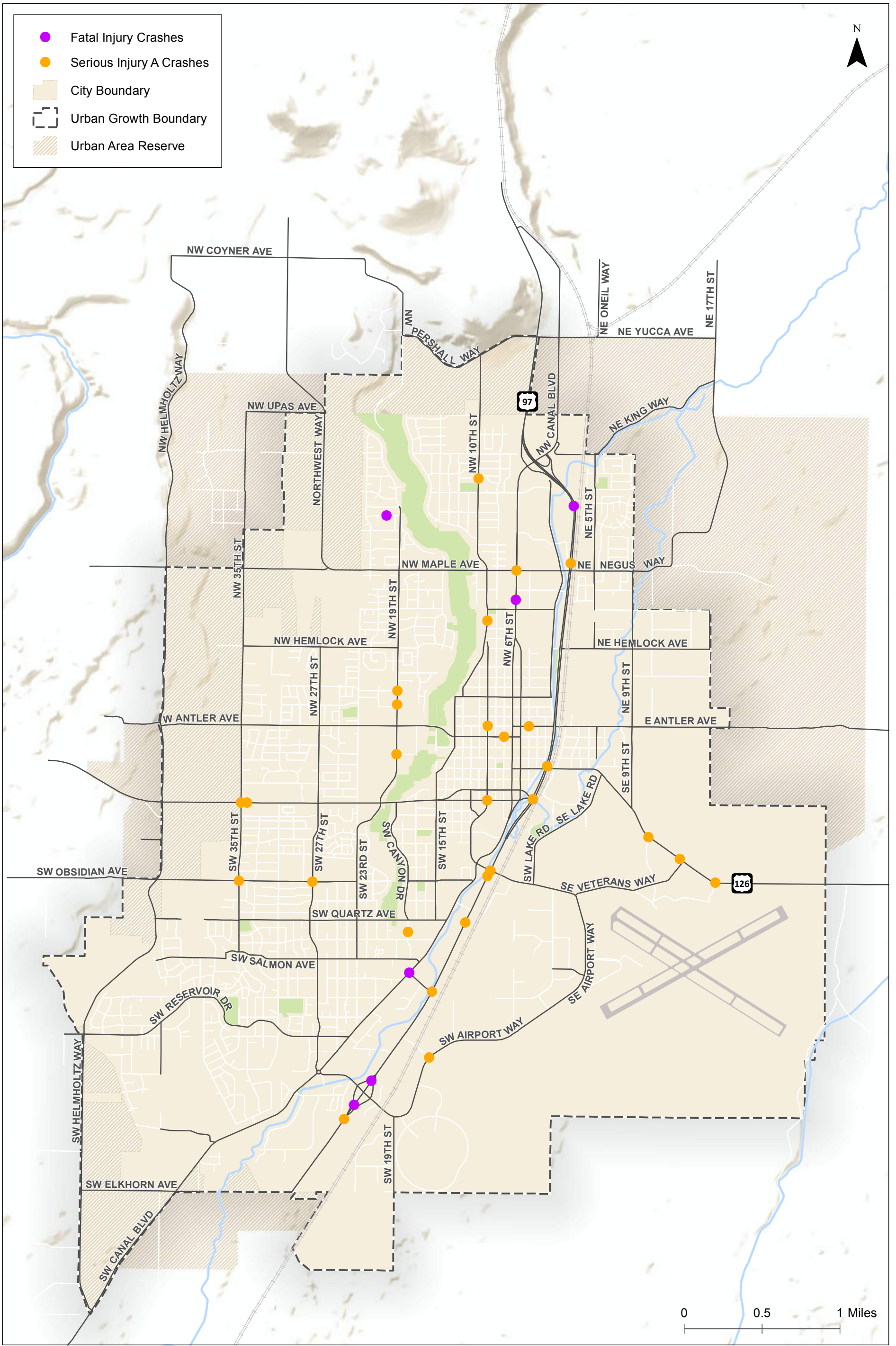
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2011-2015 Crashes by Severity  
Redmond, Oregon

Figure  
11

Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Int



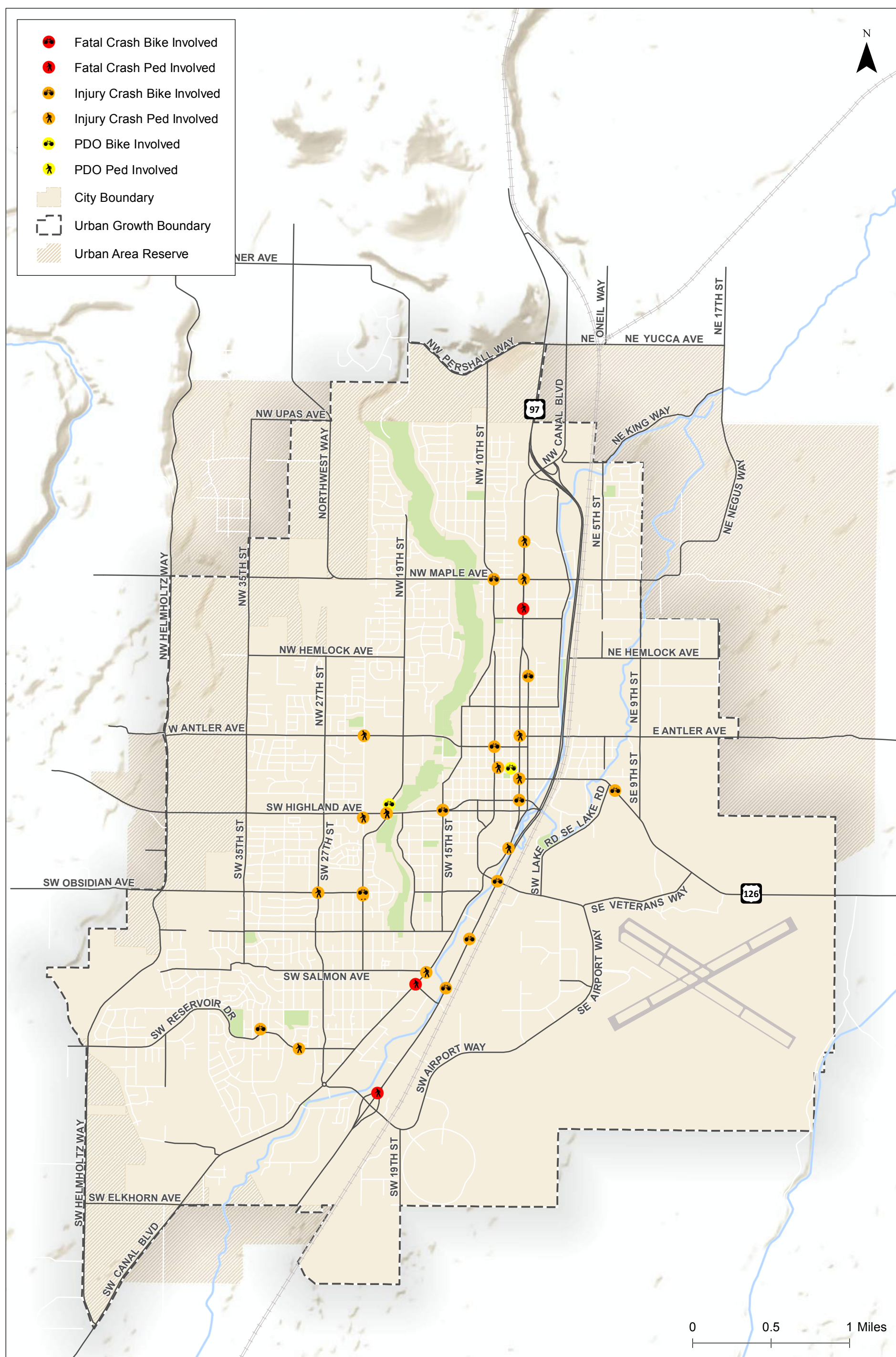
H:\1717720 - Redmond Transportation System Planning\Crashes Fatal Severe Injury only Map.mxd - mbarrus - 11:35 AM 10/23/2017



**Fatal and Serious Injury Crashes  
Redmond, Oregon**

**Figure  
12**

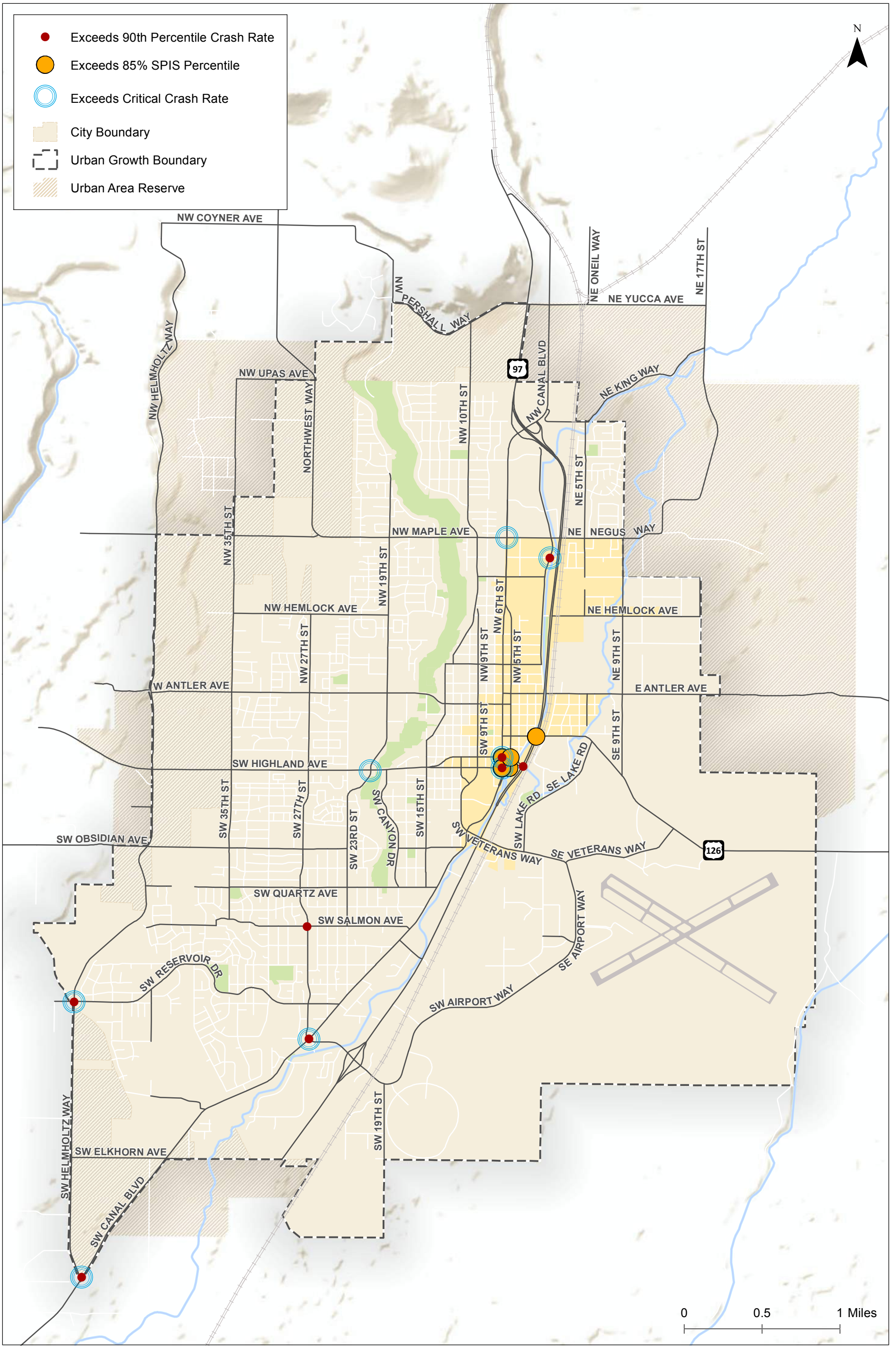
Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Int



**Bicycle and Pedestrian 2011-2015 Crashes by Severity  
Redmond, Oregon**

**Figure  
13**





H:\1717720 - Redmond Transportation System Planning\Crash Rates Per Intersection.mxd - mbarius - 11:51 AM 10/23/2017



Statewide Crash Performance Standards  
Redmond, Oregon

Figure  
14

Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Intl

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## ACTIVE TRANSPORTATION ANALYSIS

### Pedestrian System

The City's sidewalk and multi-use pathways contribute to support an economically vital, healthy and equitable community. Area residents enjoy the Dry Canyon Trail system for recreation as well as to provide access to several parks, community facilities and the Redmond High School.

Figure 15 illustrates the location of sidewalks and the trail system. The figure also includes the location of ADA accessible ramps throughout the city. As shown, many of the streets north of OR 126 have sidewalks whereas a number of gaps in the sidewalk system are present to the south. As future alternatives are considered, the potential to prioritize sidewalks that connect neighborhoods with key destinations in the city will be analyzed. The findings of the ongoing Redmond Neighborhood Revitalization Plan will also be incorporated into the TSP Update to help inform priority locations.

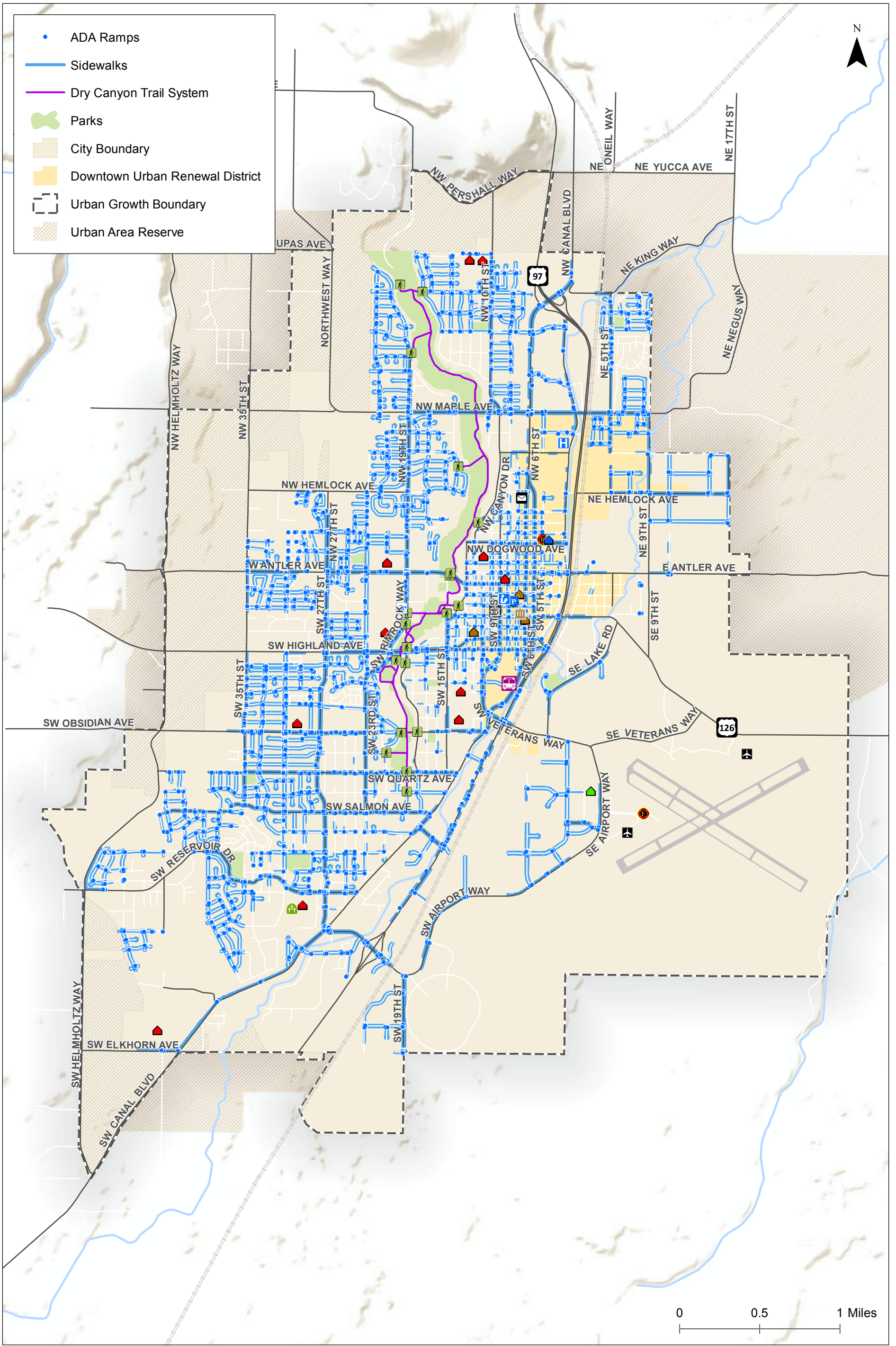
### *American With Disabilities Act (ADA) Access Plan*

Figure 16 shows the network of ADA routes throughout the UGB, as identified by other City planning efforts. The routes highlight locations where sidewalk and ramps meet ADA standards, do not meet ADA standards, or are non-existent. Much of the street network has sidewalk and ramps and many of those facilities meet ADA standards. The City does not maintain information on pedestrian push buttons. There are sections within the UGB, primarily surrounding the downtown region, where the sidewalk and ramps need to be improved and where they need to be installed.

### Pedestrian Level of Stress

Pedestrian "Level of Traffic Stress" (PLTS) is a measure often used as part of planning projects to communicate the level of comfort pedestrians experience while using specific facilities. The PLTS takes into account the presence and condition of sidewalks and ADA ramps, the nature of crossings, and the characteristics of the adjacent roadway. The City's Neighborhood Revitalization Project rated several key pedestrian facilities in the city and identified the following deficiencies:

- Citywide sidewalk coverage is largely limited and incomplete.
  - The majority of city sidewalks are classified as PLTS 3 (medium stress).
  - The only low stress facilities (PLTS 1) throughout the city are separate multiuse paths such as the Dry Canyon Trail.
  - Overall, the high stress scores citywide are predominately a result of sidewalk width and condition. Other characteristics affecting the scores included proximity to high speed vehicle corridors, curb ramp conditions and high-stress crossings.
-



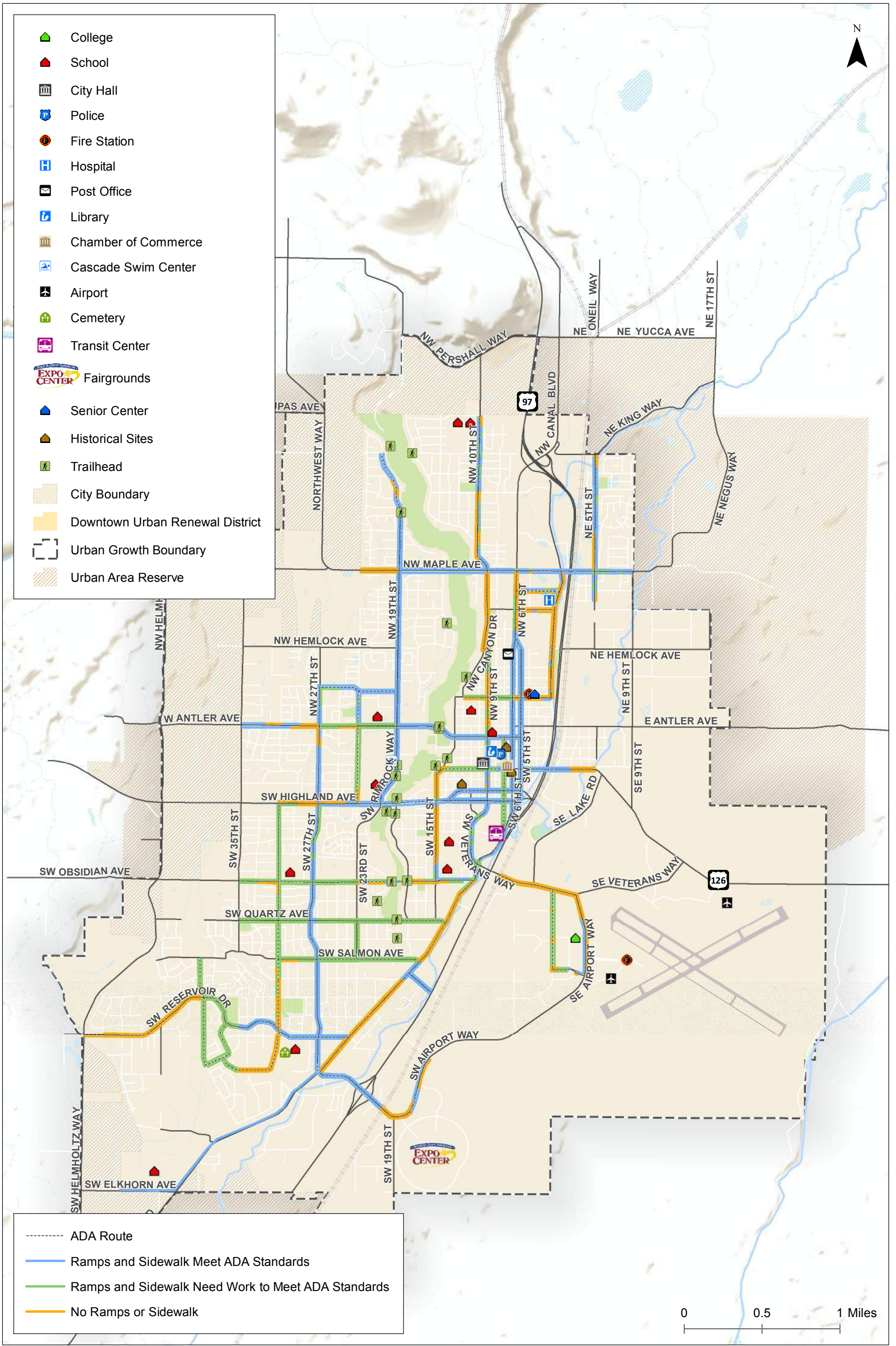
Existing Pedestrian Facilities  
Redmond, Oregon

Figure  
15

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Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Int



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ADA Access Plan Redmond, Oregon

Figure 16

Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Int



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## Bicycle System

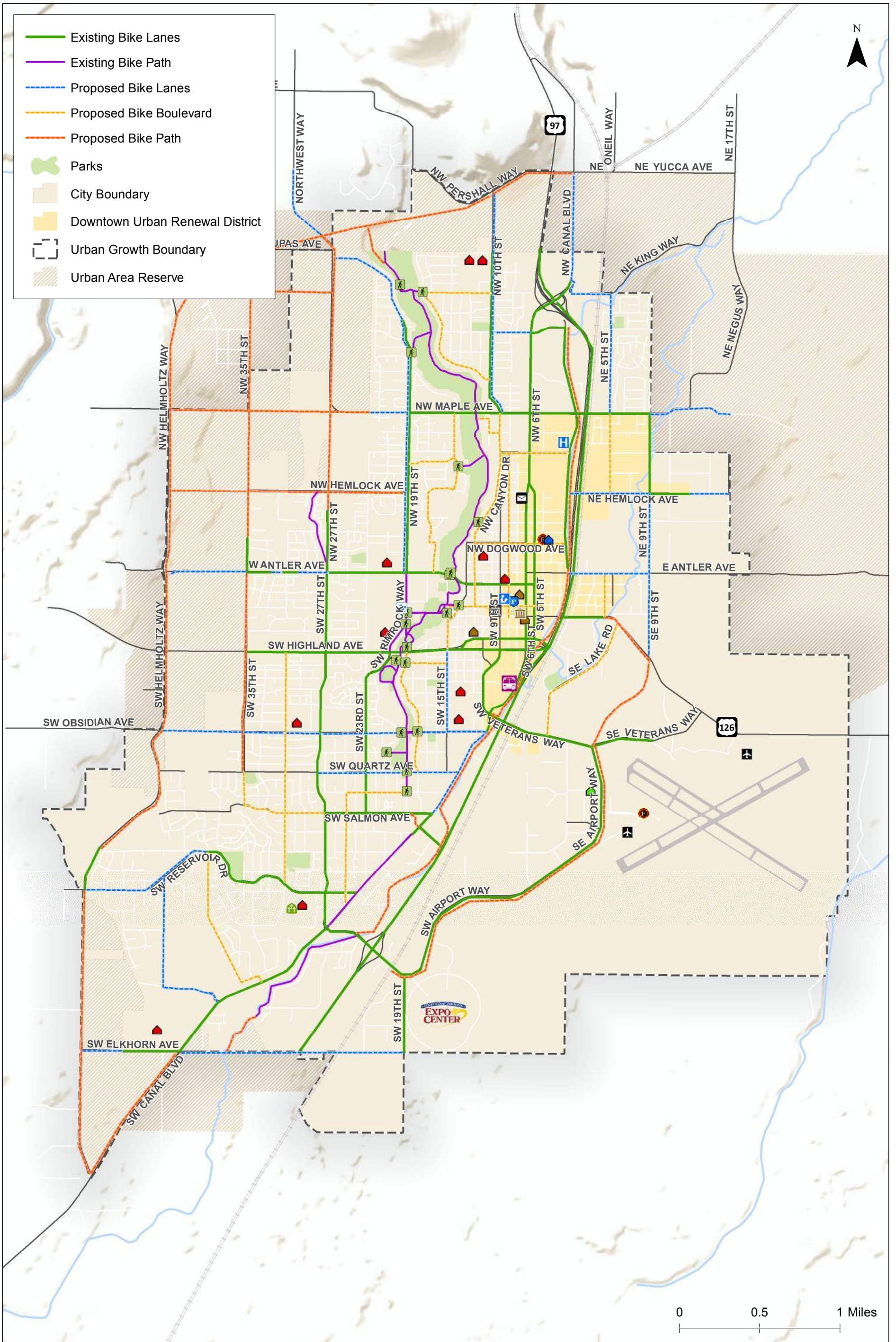
Today, two types of bicycle facilities are generally provided along key streets within the city, including:

- **Shared Roadway** – On a shared roadway, bicyclists and motorists share the same travel lanes. A motorist will usually have to cross over into the adjacent travel lane to pass a bicyclist. Shared roadways are common on neighborhood streets and on low volume rural roads and highways and may, or may not, include “sharrows” (pavement marking that indicate the shared use of the roadway).
- **Dedicated bike Facilities** – Some roadways dedicate a portion of the roadway (or off-street location) for preferential use by bicyclists. These type of facilities are used to provide high-quality, low-stress riding experiences and are appropriate for roadways that carry higher traffic volumes and speeds than local streets and minor/neighborhood collector streets. Dedicated bike facilities can be constructed as bike lanes, buffered bike lanes, cycle tracks and separated pathways, and must always be well-marked to call attention to their preferential use by bicyclists.

Today, the City primarily has a limited number of on-street bike lanes and off-street pathways. The City is also planning to implement Bicycle Boulevards in the future, in which the typical operation of a local street is modified to function as a through street for bicyclist while maintaining local access for motor vehicles. Traffic calming devices reduce motor vehicle speeds and through trips and traffic controls limit the potential for conflicts between bicyclists and motorists.

As shown in Figure 17, most of the collector streets within the city are planned to include bike lanes or bike boulevards in the future but very few do today. As part of future alternatives, the need for additional bike facilities to support commuting, recreational and personal travel will be identified.

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Existing and Planned Bicycle Facilities  
Redmond, Oregon

Figure  
17



## Bicycle Level of Traffic Stress

ODOT uses a “Bicycle Level of Traffic Stress” to help communities prioritize future investments in bike facilities for users of all ages and abilities. This analytical approach is based on the premise that as much as 60 percent of the population is “interested, but concerned” about cycling as a mode of transportation. The City’s Neighborhood Revitalization Project used this methodology to identify the following deficiencies:

- Neighborhood communities provide a low-stress environment for bicycles, but are generally isolated by high-stress collector and arterial roadways
- Nearly all higher order roadways that provide continuous north-south and east-west connectivity scored as LTS 3 (medium stress) or LTS 4 (high stress)
- Where on-street bike lanes are provided, high posted speeds often reduce the benefit of the dedicated bike facility
- The eastern portion of the city has large areas connected by low stress bicycle environments
- The western portion of the city has frequent instances of high stress roadways acting as barriers between destinations and residential areas
- The Dry Canyon Trail provides a low stress north-south facility through the city, but has limited east-west crossings, causing significant out of direction travel for east-west travelers

These findings will help to identify potential key areas of bicycle priority projects as part of the TSP update.

## Public Transit System

According to the *2013 Central Oregon Regional Transit Master Plan*, approximately 57% of Redmond’s population consists of demographic groups related to age, disabilities and income that typically rely on public transportation in other communities. Within the City of Redmond, less than one percent of the population (0.4%) utilizes public transportation. Today, the city is served by “dial-a-ride” demand response service and community connector shuttles but does not have fixed route transit. The local dial-a-ride and community connector shuttles are operated through Cascades East Transit (CET) with funding from several state and federal sources. The community connector service provides weekday service between Redmond and other Central Oregon cities. Redmond residents also have access to the Central Oregon Breeze, which provides a transit route from Central Oregon to the Portland area.

In 2013, 41% of riders using the local bus were traveling to work. The remaining riders were traveling for reasons related to medical needs, school, shopping, and “other” trips, which primarily consist of connections to community connector shuttles. These shuttles include:

- Prineville – Redmond: six round trips per day;
- Madras – Redmond: five round trips per day;

- Sisters – Redmond: three round trips per day;
- Redmond – Bend: eight round trips per day.

Of the four, the Redmond-Bend shuttle serves the highest ridership.

## BRIDGE CONDITIONS

The City's UGB contains 11 bridges owned and maintained by various agencies<sup>1</sup>. These locations are identified in Figure 18. A more detailed listing of the bridge identification numbers and owners/maintainers is provided in Appendix L.

A bridge sufficiency rating is calculated by the Federal Highway Administration (FHWA) based on factors such as condition, materials, load capacity, and geometry (i.e., dimensions). FHWA uses the rating as a tool to prioritize the allocation of funds for bridge repairs. In general, bridges with a sufficiency rating of less than 50 (on a scale of 0 to 100) are given priority. In reviewing the ratings, it is important to note that a low rating may be an indication of an older bridge that is narrow and not designed to the same width or height clearance of today's standards; a low sufficiency rating does not necessarily indicate a structural issue.

According to the 2016 ODOT Bridge Condition Report, there are no bridges in the Redmond UGB with sufficiency ratings below 50 or classified as "structurally deficient."

## RAIL SYSTEM

The BNSF Railway and Union Pacific Railroad are significant drivers of economic opportunity for Redmond. The two companies share use of track through Redmond although in recent years UP has relied upon BNSF to serve customers on UP's behalf. Nevertheless, the ability of Redmond freight shippers and receivers to use either carrier is a competitive privilege infrequently found elsewhere. The rail line interfaces with the Redmond community between US 97 and the industrial area near the airport, which is near OR 126 and southeast of the Redmond city core. The freight-only line, directly east of US 97 and running parallel to the highway through Redmond, is a segment of an interstate route between the Pacific Northwest and California. As such, freight trains running over the line carry a wide variety of commodities.

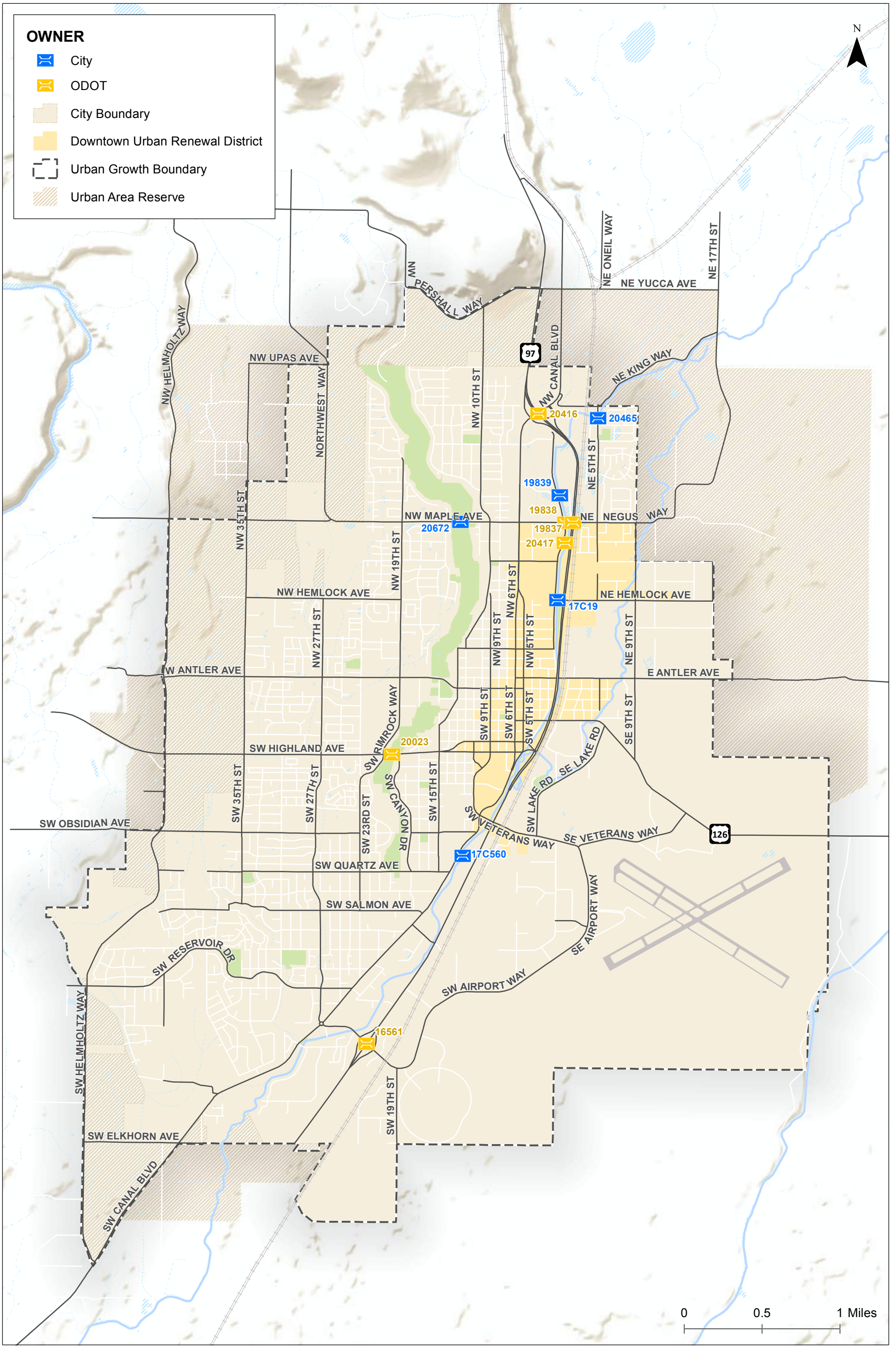
Just northeast of Redmond the City of Prineville Railway maintains a connection with BNSF and UP at Prineville Jct. Municipally-owned since construction in 1918, this 18-mile short line links Prineville to the national rail system. In 2014 the short line completed a 13-acre bulk transfer facility at Prineville Jct., featuring 5,000 feet of track equipped with facilities for unloading both liquid and dry bulk commodities. A boiler was recently added for heating tank cars with steam or hot water to improve the

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<sup>1</sup> Source: ODOT Transgis, <https://gis.odot.state.or.us/transgis/>

viscosity of certain liquids for transfer from rail to truck. The facility is paved and recently an office was established there with a full-time staff person. Commodities off-loaded have included hazardous chemicals, seasonal golf course sand, dried distillers grains and magnesium chloride used by the Department of Transportation as a road deicer.

Today, there are seven at-grade crossings of the railroad within the city. Figure 19 shows the existing railroad facilities in the Redmond UGB.



**OWNER**

- City
- ODOT
- City Boundary
- Downtown Urban Renewal District
- Urban Growth Boundary
- Urban Area Reserve



0 0.5 1 Miles

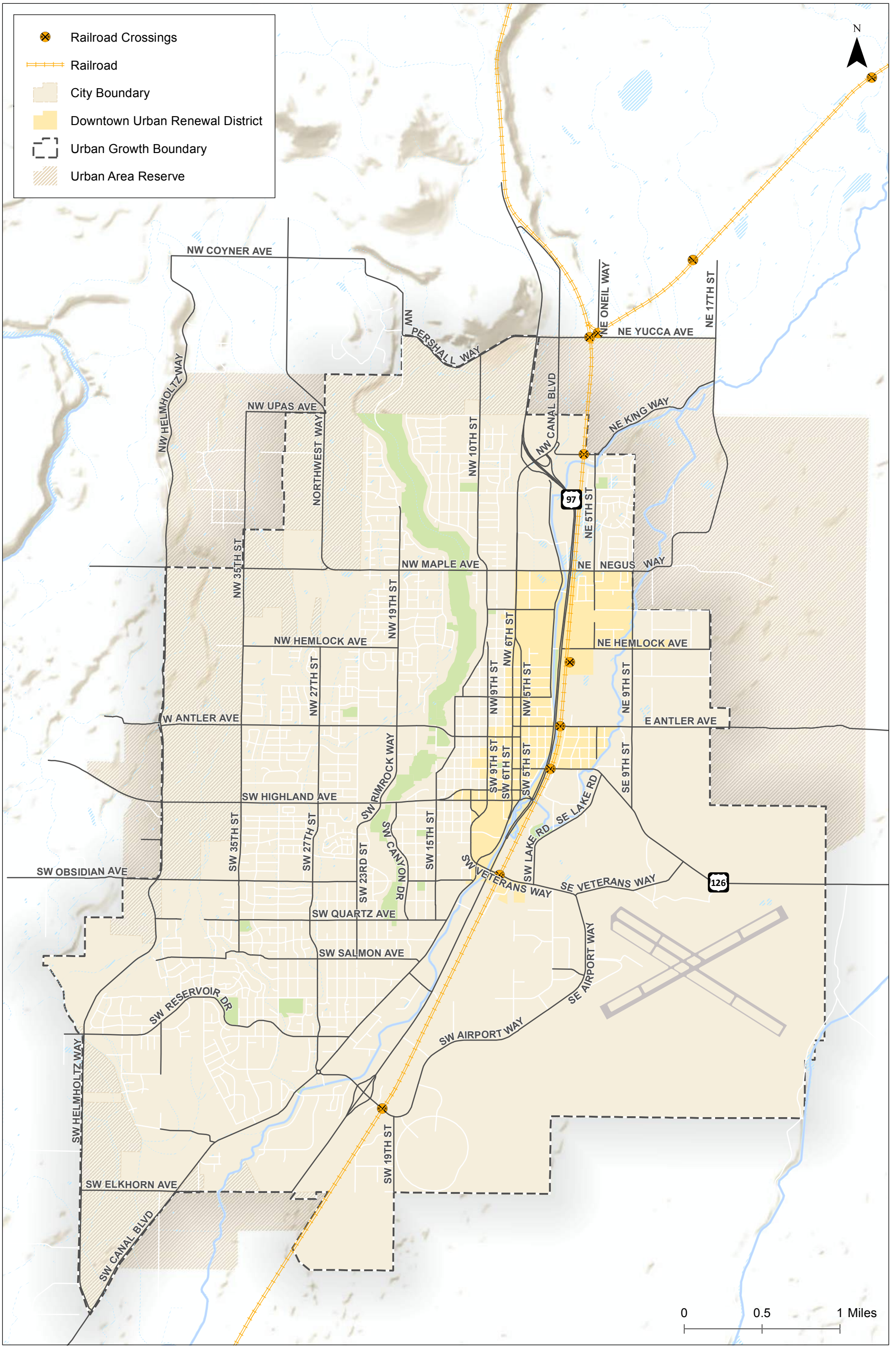


**Bridge Inventory  
Redmond, Oregon**

**Figure  
18**

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Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Intl



**Railroad Facilities  
Redmond, Oregon**

**Figure  
19**

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Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Int

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## AIR TRANSPORTATION SYSTEM

The City of Redmond owns and operates Redmond Municipal Airport/Roberts Field for the tri-county area. It is located two miles southeast of downtown Redmond and provides passenger and commercial service, air cargo and general aviation. The airport has two asphalt paved runways – 7,040 by 150 feet and 7,006 by 100 feet. The facility is designated as Category I (Commercial Service Airport) according to the *Oregon Aviation Plan* and the *Redmond Municipal Airport Master Plan*. The *Oregon Aviation Plan* defines Category I airports as airports that “support some level of scheduled commercial airline service in addition to a full range of general aviation aircraft.” The flight destinations can be domestic and international.

Airport development is governed by its own Master Plan, which is currently being updated. This TSP will incorporate the findings of that update, including offsite transportation improvements necessary to support future growth at the airport.

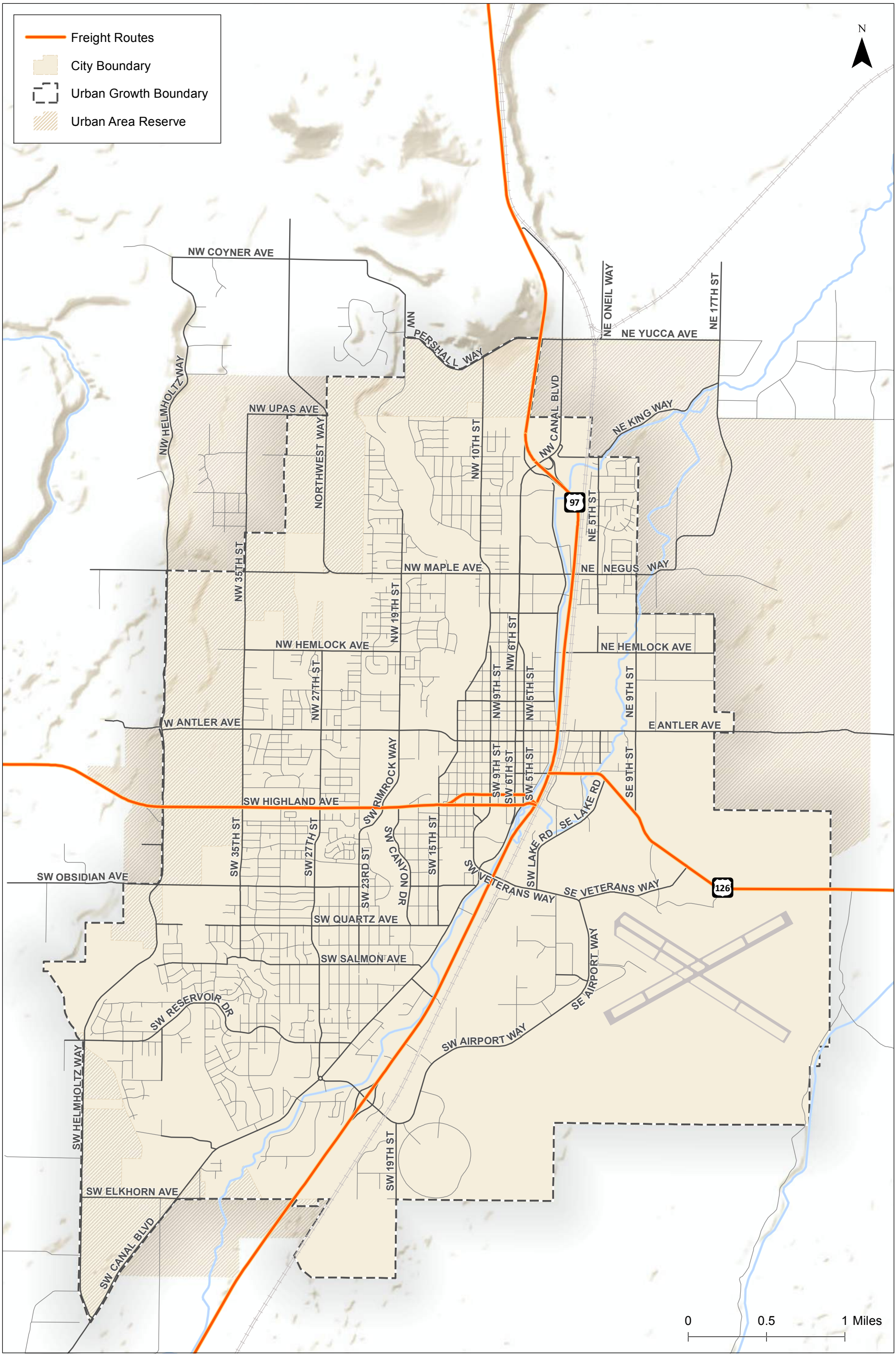
## FREIGHT GENERATORS

Redmond contains sections of two freight routes. Figure 20 depicts the freight routes in the city. Both highways, US 97 and OR 126, are part of the State Highway Freight System and are federally designated Truck Routes. US 97 is also designated as a strategic corridor in the *Oregon Freight Plan*.

Freight is a critical component of the Redmond and regional economy. Several significant employers within Redmond rely on freight access, particularly within the eastern area of the city. Also, large areas of land on the east side are zoned for industrial uses, which will likely increase the demand for freight access in the area of town in the future.

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Freight Routes  
Redmond, Oregon

Figure  
20

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Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Int

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## SUMMARY OF EXISTING CONDITIONS

The assessment of the existing transportation system conditions and the transportation network inventory identified the following:

- Approximately 57% of Redmond’s population consists of demographic groups related to age, disabilities and income that typically rely on public transportation in other communities; however, less than one percent of the population (0.4%) utilizes public transportation.
  - Three study intersections locations do not meet state mobility targets, including:
    - OR 126 (SW Highland Ave) at SW Helmholtz Way
    - OR 126 (SW Highland Ave) at SW 27<sup>th</sup> St
    - OR 126 (SW Highland Ave) at SW Rimrock Way
  - OR 126 east of 35th Street in the westbound direction exceeds segment capacity during the PM peak hour.
  - No operational deficiencies were identified on the local Redmond system.
  - The South Redmond US 97 Corridor Plan is identifying safety and operation conditions on US 97 and Canal Boulevard between Veterans Way and the southern UGB. This TSP update will incorporate finding and recommendations from that study as they become available.
  - Six fatal crashes occurred in the Redmond UGB from 2011-2015. Five of these crashes occurred on a major roadway facility and three fatal crashes involved a pedestrian.
  - Thirteen intersections exceed the at least one of the ODOT crash performance standards nearly half of which are along the OR 126 corridor.
  - The City’s Neighborhood Revitalization Project identified deficiencies in the bicycle and pedestrian network that can be used to help inform upcoming TSP efforts.
    - Nearly all higher order roadways that provide continuous north-south and east-west connectivity scored as LTS 3 (medium stress) or LTS 4 (high stress).
    - Citywide sidewalk coverage is largely limited and incomplete.
  - No bridges in the Redmond UGB were identified as having a low sufficiency rating or classified as “structurally deficient/distressed”.
  - Freight access, particularly on the east side of town, is a critical component of the Redmond economy.
-

## Appendix A – Study Intersections

## Midweek 4-hour (2-6PM) Intersection Counts

Study Intersection	East-West Road Name	North-South Road Name
1	NW Canal Blvd	US 97 NB Ramps
2	NW Canal Blvd	US 97 SB Ramps
3	NW Maple Ave	NW 19th St
4	NW Maple Ave	NW 6th St
5	NW Larch Ave	NW Canal Blvd
6	NE Hemlock Ave	NE 9th St
7	W Antler Ave	SW Helmholtz Way
8	W Antler Ave	SW 27th St
9	W Antler Ave	SW Rimrock Way
10	SW Black Butte Blvd	SW 6th St
11	SW Black Butte Blvd	SW 5th St
12	E Antler Ave	NE 9th St
13	SW Evergreen Ave	SW 6th St
14	SW Evergreen Ave	SW 5th St
15	SW Evergreen Ave	US 97
16	OR 126 (SW Glacier Ave)	SW 11th St
17	OR 126 (SW Glacier Ave)	SW 9th St
18	OR 126 (SW Glacier Ave)	SW 6th St
19	OR 126 (SW Glacier Ave)	SW 5th St
20	OR 126 (SW Glacier/Highland Ave)	US 97
21	OR 126 (SW Highland Ave)	SW Helmholtz Way
22	OR 126 (SW Highland Ave)	SW 27th St
23	OR 126 (SW Highland Ave)	SW Rimrock Way
24	OR 126 (SW Highland Ave)	SW 15th St
25	OR 126 (SW Highland Ave)	SW 11th St
26	OR 126 (SW Highland Ave)	SW 9th St
27	OR 126 (SW Highland Ave)	SW 6th St
28	OR 126 (SW Highland Ave)	SW 5th St
29	OR 126	SE 9th St (McCaffrey Rd)
30	SW Obsidian Ave	SW 27th St
31	SW Obsidian Ave	SW 23rd St
32	SW Veterans Way	SW Canal Blvd
33	SW Veterans Way	US 97
34	SW Veterans Way	SE Airport Way
35	OR 126	SW Veterans Way
36	SW Salmon Ave	SW 27th St
37	SW Odem Medo Way	SW Canal Blvd
38	SW Odem Medo Way	US 97
39	Harry Rd/SW Wickiup Ave	SW 51st St (SW Helmholtz Way)
40	SW Wickiup Ave/Forked Horn Rd	SW 27th St
41	SW 27th St	SW Canal Blvd
42	SW Yew Ave	US 97 SB Ramps
43	SE Airport Way	US 97 NB Ramps
44	SE Airport Way	SW 19th St
45	SW Helmholtz Way	S Canal Blvd

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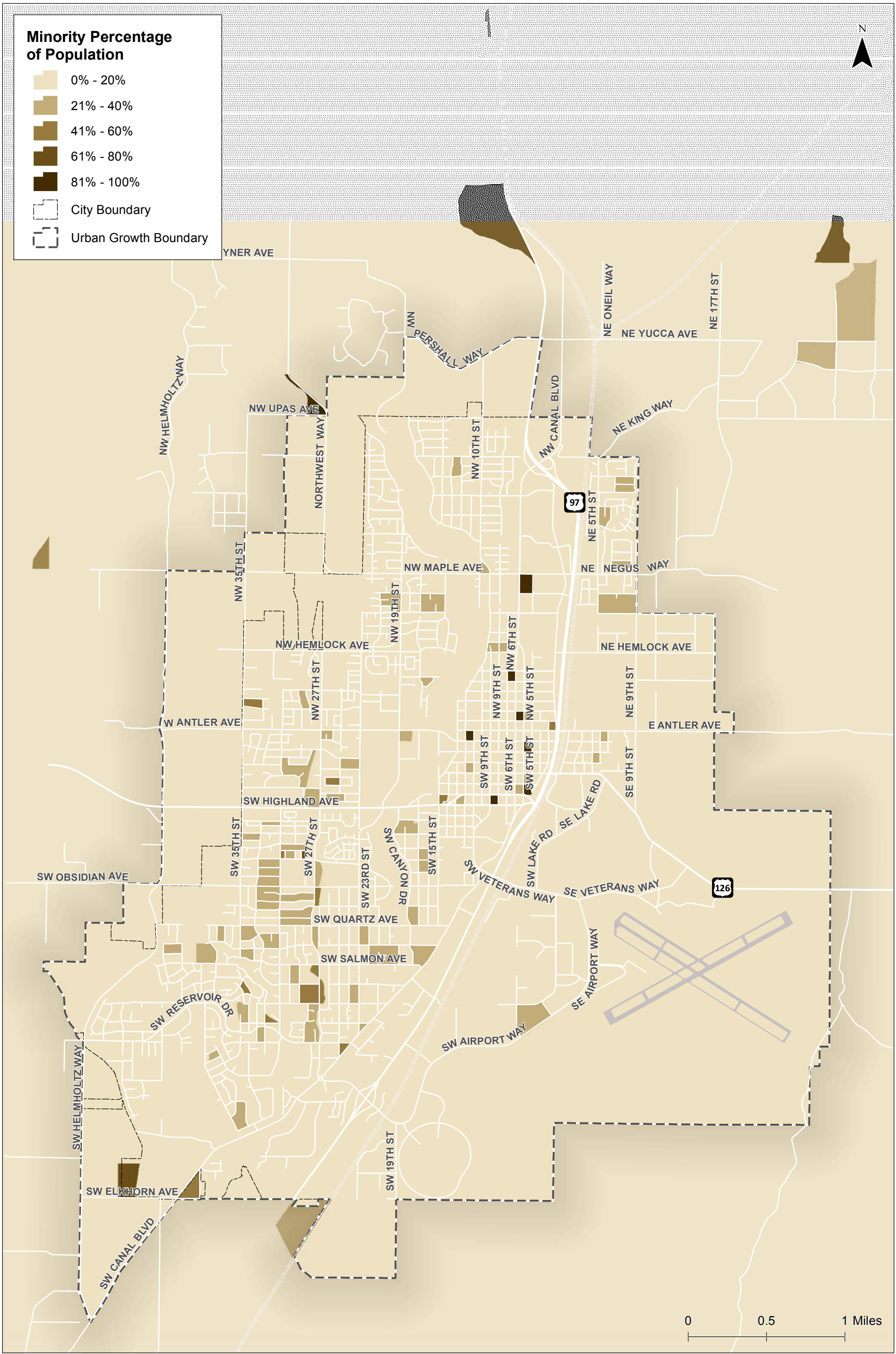
## 48-Hour Tube Segment Counts

Study Segment	Segment Mainline and Cross Street
1	US 97 near Yew Avenue
2	US 97 near Highland/Glacier
3	US 97 near Canal Boulevard
4	OR 126 near SW 35 <sup>th</sup> Street
5	OR 126 near Veterans Way
6	Canal Boulevard near Badger Avenue

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Appendix B –  
Demographic Figures

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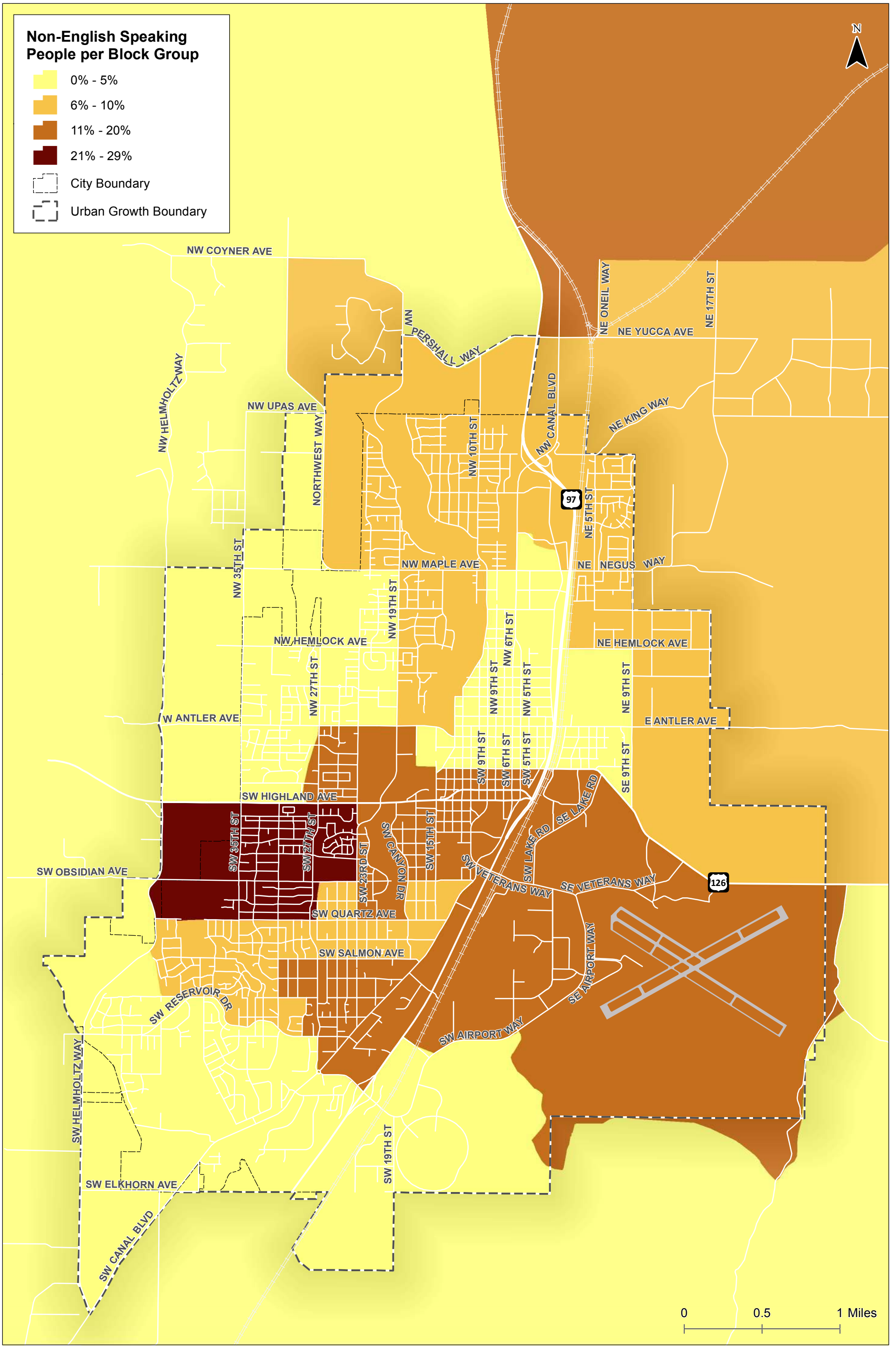
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**Minority Population  
Redmond, Oregon**

**Figure  
B1**

Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Intl  
Data Source: US Census Table DEC\_10\_PL\_P1



**Non-English Speaking Population  
Redmond, Oregon**

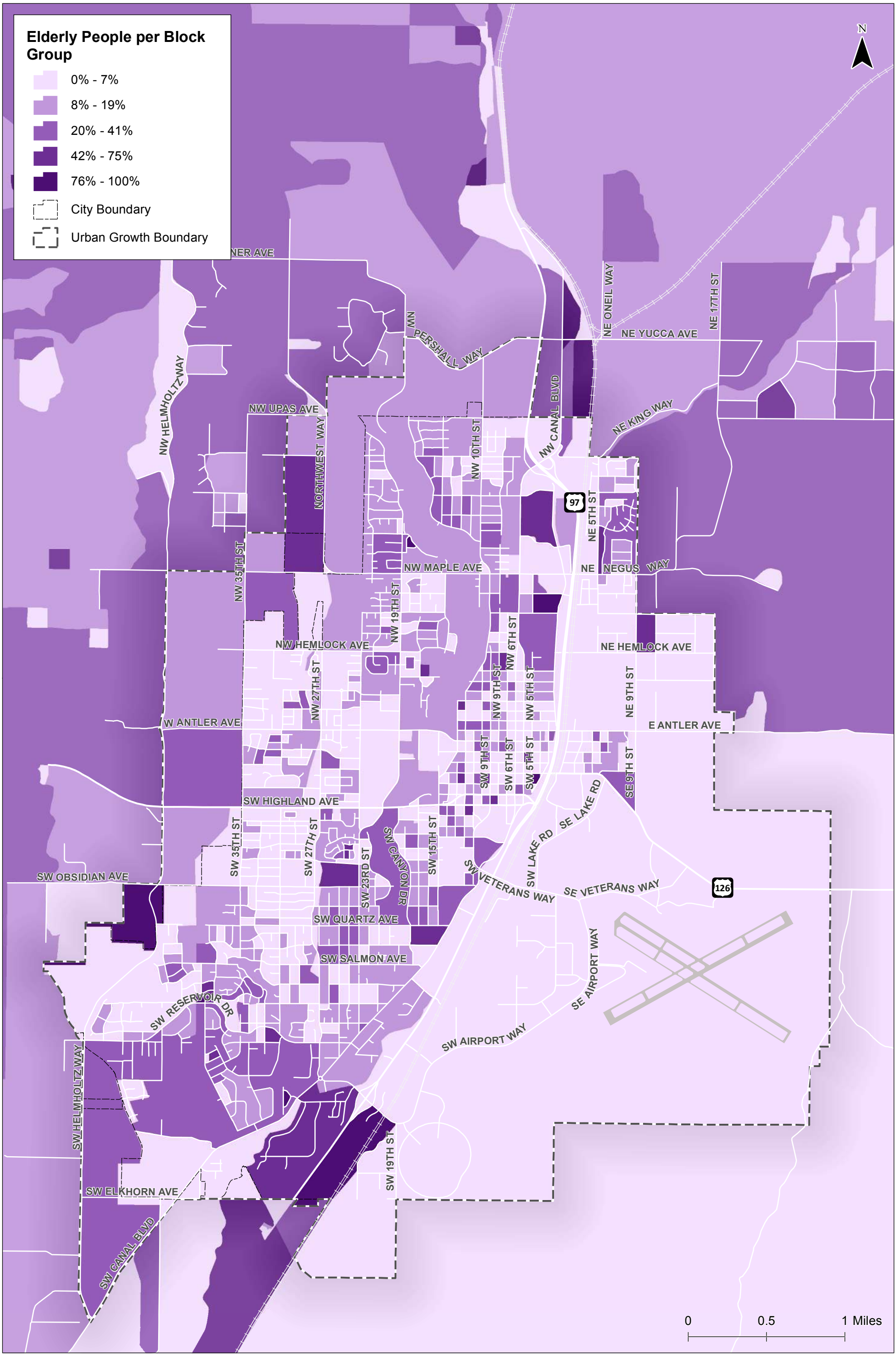
**Figure  
B2**



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Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Intl  
Data Source: US Census Table ACS\_15\_5YR\_B99163





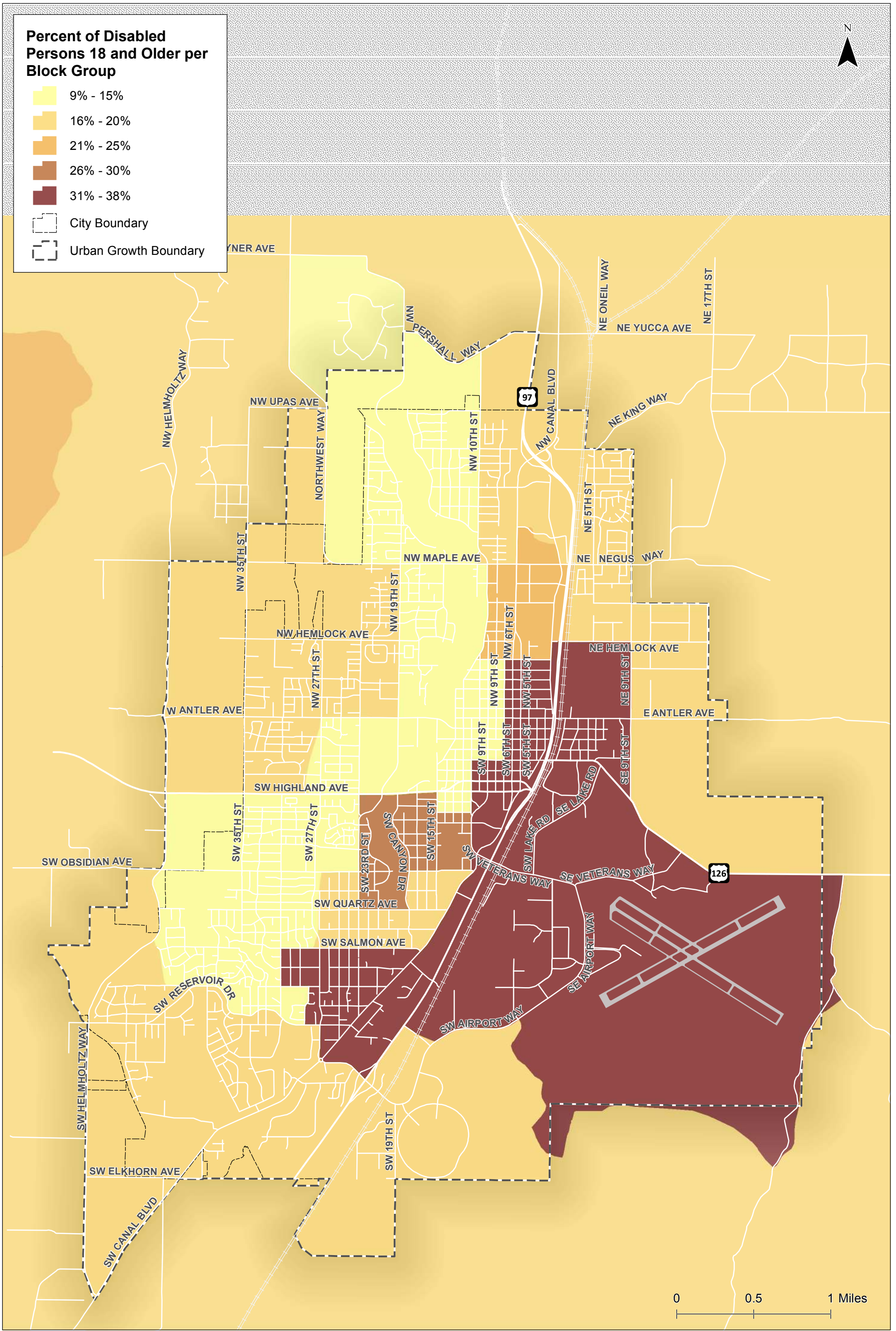
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**Elderly Population  
Redmond, Oregon**

**Figure  
B3**

Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Intl  
Data Source: US Census Table DEC\_10\_SF1\_P12

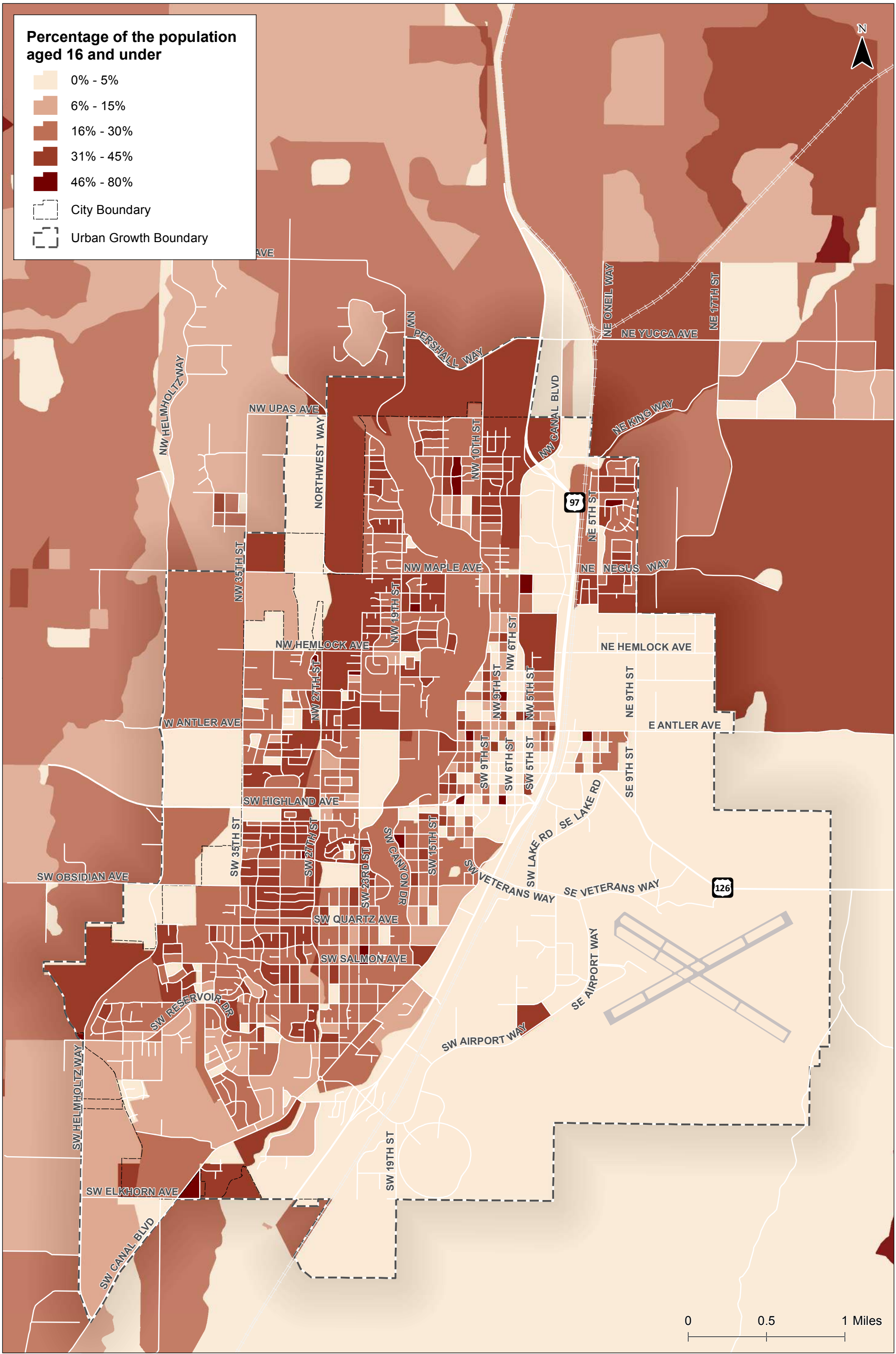


**Disabled Population  
Redmond, Oregon**

**Figure  
B4**

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Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Intl  
Data Source: US Census Table ACS\_15\_5YR\_C21007



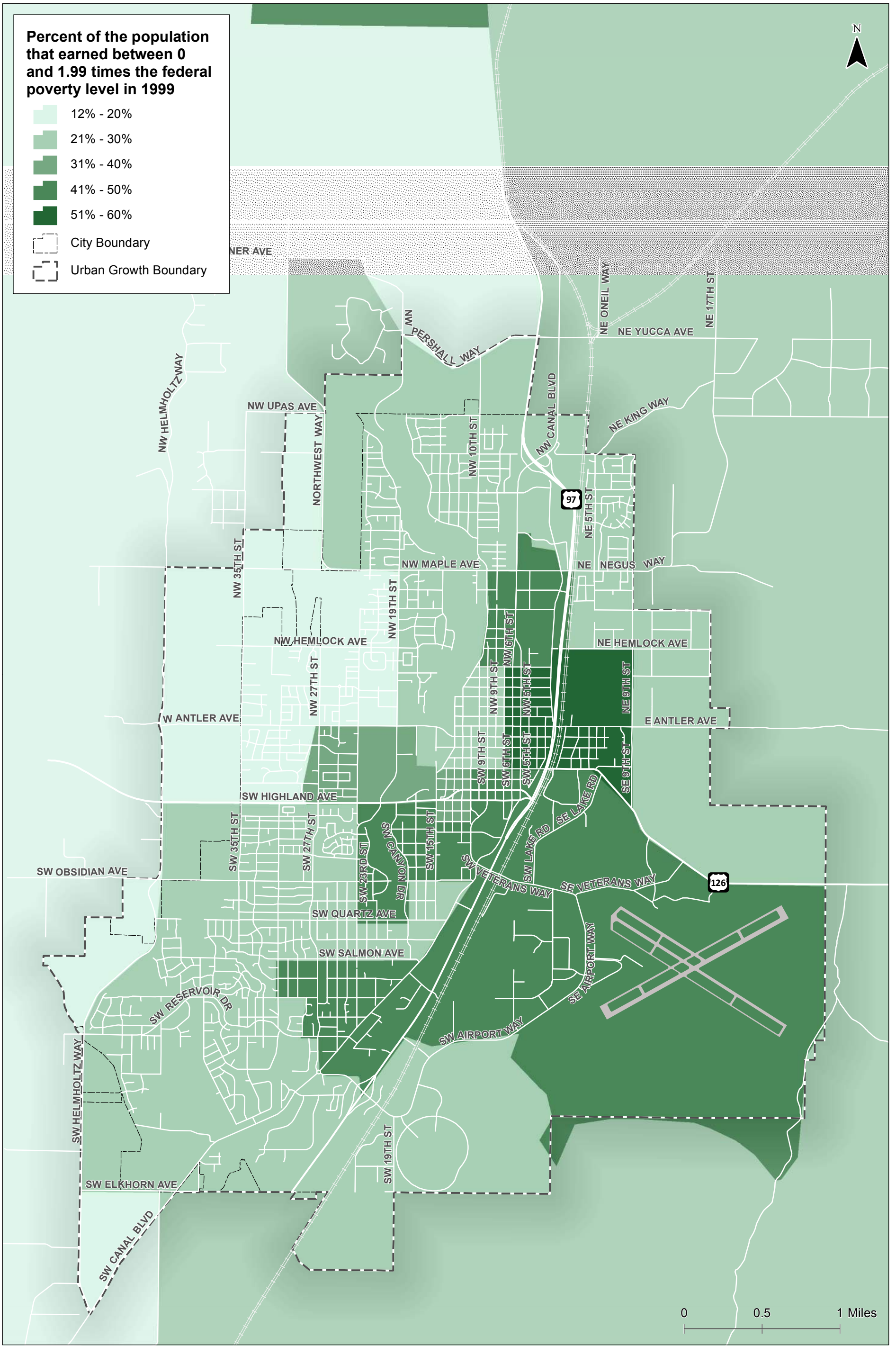
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**Youth Population  
Redmond, Oregon**

**Figure  
B5**

Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Intl  
Data Source: US Census Table DEC\_10\_SF1\_P12 & DEC\_10\_SF1\_P14



**Percent of the population that earned between 0 and 1.99 times the federal poverty level in 1999**

- 12% - 20%
- 21% - 30%
- 31% - 40%
- 41% - 50%
- 51% - 60%

- City Boundary
- Urban Growth Boundary

H11717720 - Redmond Transportation System Planning/Demo Low-income.mxd - mbarrus - 2:17 PM 10/9/2017



**Low-Income Population  
Redmond, Oregon**

**Figure  
B6**

Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Intl  
Data Source: US Census Table DEC\_00\_SF3\_P088

Appendix C –  
Methodology Memo

## FINAL Technical Memorandum #2

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Date: September 7, 2017 Project #:17720

To: Redmond TSP PMT

From: Julia Kuhn, PE, Matt Kittelson, PE and Jacqueline Gulczynski

Project: Redmond Transportation System Plan Update

Subject: Analysis Methodology and Assumptions Methodology

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This memorandum documents the methodology and key assumptions that we propose to use as part of the existing and future conditions analyses for the Redmond Transportation System Plan (TSP) Update. The methodologies included in this memorandum are based on guidance provided in the Oregon Department of Transportation (ODOT) *Transportation System Plan Guidelines (2008)* and the *Analysis Procedures Manual (APM)*, Versions 1 and 2 as they relate to the City of Redmond. This memorandum serves as the Consultant Task 2.3 Deliverable per the approved ODOT scope (PA #27456; WOC#66) for the TSP Update.

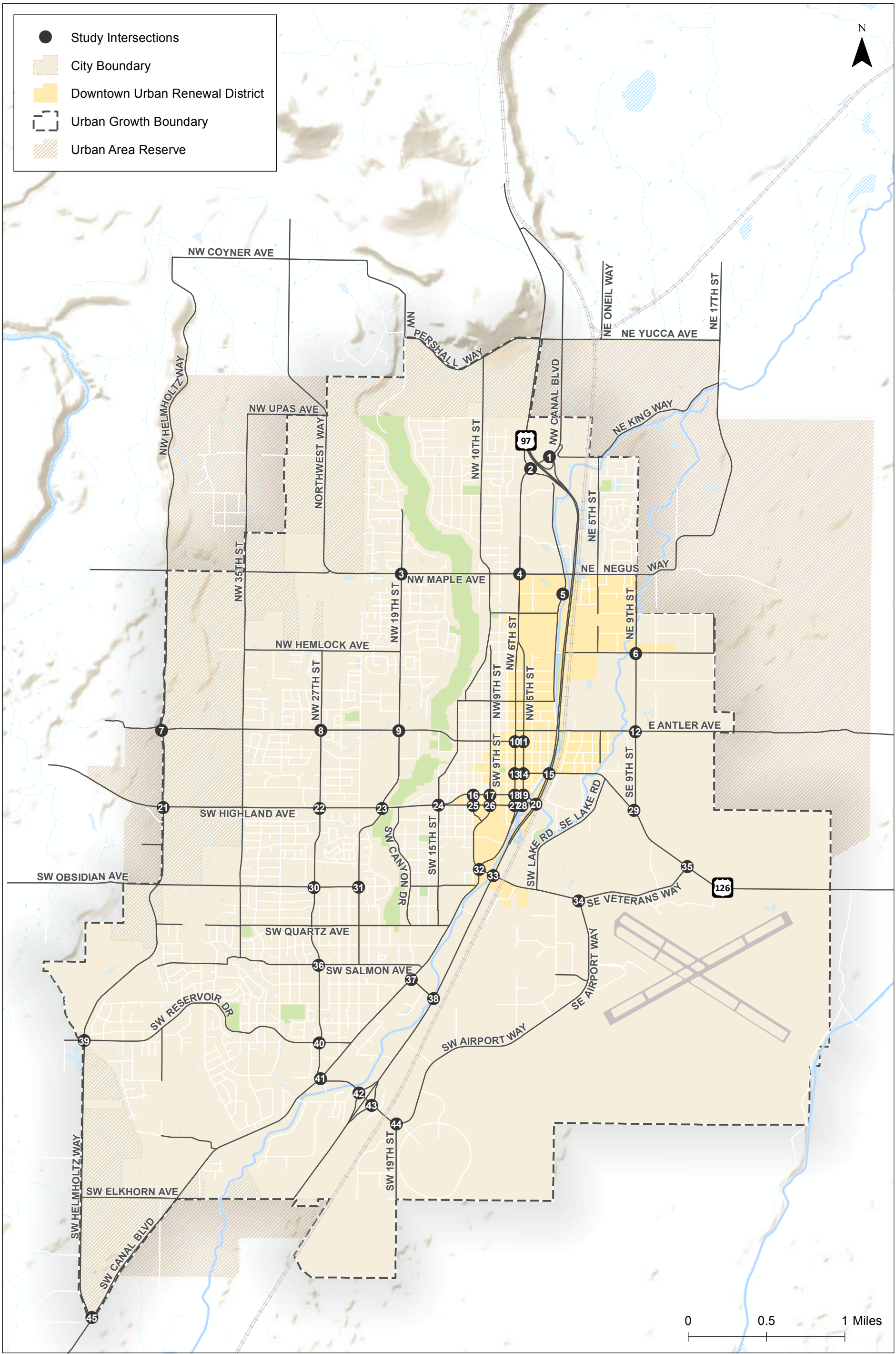
## STUDY INTERSECTIONS

Figure 1 identifies the locations where four-hour traffic counts (2:00-6:00 PM) were collected in April 2017 to help guide the TSP update. The counts were collected Tuesday, April 18<sup>th</sup> and Wednesday, April 19<sup>th</sup> and include vehicle turning movements, pedestrian volumes, bicycle volumes, truck volumes and passenger car volumes.

In addition to the turning movement counts, 48-hour tube counts were collected at the following locations in June 2017 while school was still in-session:

- US 97 south of Yew Avenue
- US 97 south of Highland Avenue
- US 97 north of Canal Boulevard
- OR 126 east of 35<sup>th</sup> Street
- OR 126 west of Veterans Way
- Canal Boulevard north of Badger Avenue

The data collected includes vehicle speed, classification, and total volume. Figure 1 illustrates the location of the identified study intersections. Both the turning movement counts and the tube counts were collected consistent with Task 3.1.B.1 of the ODOT scope. A list of the study intersections is provided in Appendix A.



Study Intersections  
Redmond, Oregon

Figure  
1

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## INTERSECTION OPERATIONAL STANDARDS

Per Task 3.1.B.2, we will present the following information for each study intersection, regardless of jurisdictional control:

- Volume-to-capacity (v/c) ratio;
- Level-of-service (LOS);
- Delay;
- 95<sup>th</sup> Percentile queuing (not-simulation based); and
- Turning movement counts.

This information will be provided in tables, figures, and/or technical appendices, but where possible will be provided in figures to give the general public a more clear and relatable understanding of the analysis results.

### ***ODOT Mobility Targets***

ODOT assess intersections operations based on established mobility targets (as defined by the volume-to-capacity (v/c) ratio). Table 6 of the *Oregon Highway Plan* (OHP) provides the mobility targets for facilities outside the Portland Metro area. The OHP targets will be used to evaluate existing and future no-build conditions. (Note that Highway Design Manual standards will be used to evaluate potential solutions in TM #7, Identification of Alternatives, unless alternative standards are established.) There are two state facilities within the City of Redmond: US 97 (The Dalles-California Highway) and OR 126 (Ochoco Highway). Both facilities are designated by the OHP as Statewide Freight Routes. US 97 is further classified as an expressway north of Veteran’s Way and south of Yew Avenue. US 26 is designated as an expressway west of Helmholtz and east of the city limits.

Table 1 includes the mobility targets for expressways and statewide freight routes based on the posted speed. Both US 97 and OR 126 bisect the city center, where the posted speed is below 45 miles per hour (mph). Action 1F.1 of the OHP states that:

*For unsignalized intersections, achieving the volume to capacity ratios in Tables 6 and 7 for the state highway approaches indicates that state mobility targets are being met. In order to maintain safe operation of the intersection, **non-state highway approaches** are expected to meet or not to exceed the volume to capacity ratios for District/Local Interest Roads in Table 6.(Emphasis added)*

These ratios are identified under the “Unsignalized” column in Table 1. The OHP acknowledges the unique characteristics of an interchange opposed to an intersection directly on the state facility. The OHP states that the maximum v/c ratio for the interchange ramp termini should be designated as 0.85 unless the intersection v/c ratio target is less than 0.85. In which case, the intersection v/c ratio should be applied to the interchange.



**Table 1. Volume to Capacity Ratio for State Freight Routes (US 97 and OR 126)**

	Speed (Miles Per Hour)	Signalized	Unsignalized
Freight Route on a Statewide Highway	<=35mph	0.85	0.95
	40mph	0.80	0.90
	>=45mph	0.80	0.90
Statewide Expressway	>=45mph	0.85	0.80

The City of Redmond has adopted a performance standard based on Level of Service. The City requires an intersection to operate at a Level of Service E or better during the peak 15 minute period of the peak hour. For unsignalized intersections with a low minor street volume, the City may presume the intersection to operate acceptably with a v/c ratio less than 0.90 and a 95<sup>th</sup> percentile queue of less than 4 vehicles during the peak hour.

Table 2 shows the intersection control and mobility targets for the study intersections.

**Table 2. Study Intersection Control and Mobility Target**

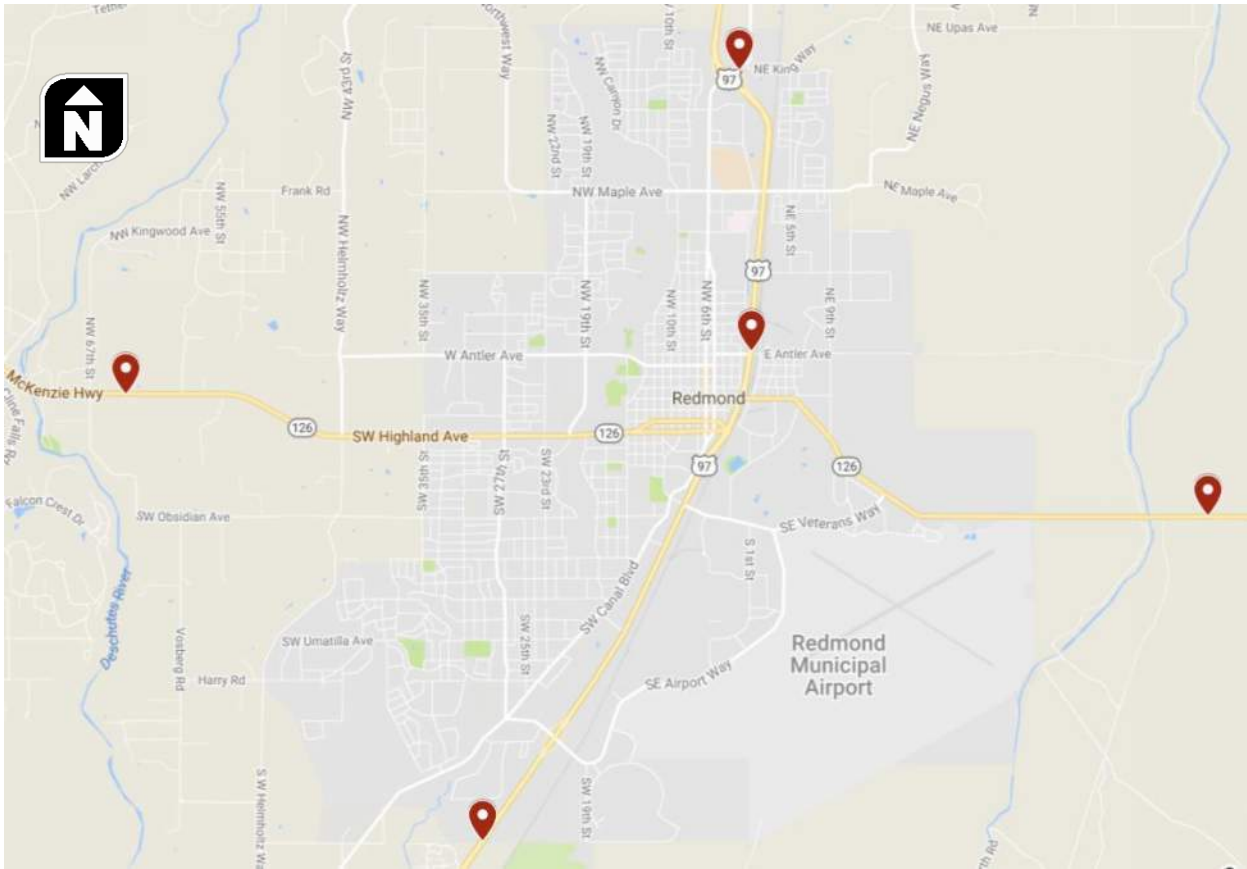
Study Int. #	Intersection	Classification/ Jurisdiction	Intersection Control	Mobility Target
1	NW Canal Blvd/ US 97 NB Ramps	ODOT	Signalized	v/c<0.85
2	NW Canal Blvd/ US 97 SB Ramps	ODOT	Signalized	v/c<0.85
3	NW Maple Ave/ NW 19th St	City	Unsignalized	LOS E, v/c<0.90
4	NW Maple Ave/ NW 6th St	City	Signalized	LOS E
5	NW Larch Ave/ NW Canal Blvd	City	Unsignalized	LOS E, v/c<0.90
6	NE Hemlock Ave/ NE 9th St	City	Unsignalized	LOS E, v/c<0.90
7	W Antler Ave/ SW Helmholtz Way	City	Unsignalized	LOS E, v/c<0.90
8	W Antler Ave/ SW 27th St	City	Signalized	LOS E
9	W Antler Ave/ SW Rimrock Way	City	Signalized	LOS E
10	SW Black Butte Blvd/ SW 6th St	City	Unsignalized	LOS E, v/c<0.90
11	SW Black Butte Blvd/ SW 5th St	City	Unsignalized	LOS E, v/c<0.90
12	E Antler Ave/ NE 9th St	City	Unsignalized	LOS E, v/c<0.90
13	SW Evergreen Ave/ SW 6th St	City	Signalized	LOS E
14	SW Evergreen Ave/ SW 5th St	City	Signalized	LOS E
15	SW Evergreen Ave/ US 97	ODOT	Signalized	Alternative Mobility Standard
16	OR 126 (SW Glacier Ave)/ SW 11th St	ODOT	Signalized	v/c<0.85
17	OR 126 (SW Glacier Ave)/ SW 9th St	ODOT	Signalized	v/c<0.85
18	OR 126 (SW Glacier Ave)/ SW 6th St	ODOT	Signalized	v/c<0.85
19	OR 126 (SW Glacier Ave)/ SW 5th St	ODOT	Signalized	v/c<0.85
20	OR 126 (SW Glacier/Highland Ave)/ US 97	ODOT	Signalized	v/c<0.85
21	OR 126 (SW Highland Ave) / SW Helmholtz Way	ODOT	Unsignalized	v/c<0.80/0.90
22	OR 126 (SW Highland Ave)/ SW 27th St	ODOT	Signalized	v/c<0.80

Study Int. #	Intersection	Classification/ Jurisdiction	Intersection Control	Mobility Target
23	OR 126 (SW Highland Ave)/ SW Rimrock Way	ODOT	Signalized	v/c<0.80
24	OR 126 (SW Highland Ave)/ SW 15th St	ODOT	Signalized	v/c<0.85
25	OR 126 (SW Highland Ave)/ SW 11th St	ODOT	Signalized	v/c<0.85
26	OR 126 (SW Highland Ave)/ SW 9th St	ODOT	Signalized	v/c<0.85
27	OR 126 (SW Highland Ave)/ SW 6th St	ODOT	Signalized	v/c<0.85
28	OR 126 (SW Highland Ave)/ SW 5th St	ODOT	Signalized	v/c<0.85
29	OR 126/ SE 9th St (McCaffrey Rd)	ODOT	Unsignalized	v/c<0.80
30	SW Obsidian Ave/ SW 27th St	City	Unsignalized	LOS E, v/c<0.90
31	SW Obsidian Ave/ SW 23rd St	City	Unsignalized	LOS E, v/c<0.90
32	SW Veterans Way/ SW Canal Blvd	City	Signalized	LOS E
33	SW Veterans Way/ US 97	ODOT	Signalized	v/c<0.80
34	SW Veterans Way/ SE Airport Way	City	Unsignalized	LOS E, v/c<0.90
35	SW Veterans Way/ OR 126	ODOT	Unsignalized	Alternative Mobility Standard
36	SW Salmon Ave/ SW 27th St	City	Unsignalized	LOS E, v/c<0.90
37	SW Odem Medo Way/ SW Canal Blvd	City	Signalized	LOS E
38	SW Odem Medo Way/ US 97	ODOT	Signalized	v/c<0.80
39	SW Wickiup Ave/ SW 51st St (SW Helmholtz Way)	City	Unsignalized	LOS E, v/c<0.90
40	SW Wickiup Ave(Forked Horn Rd)/ SW 27th St	City	Unsignalized	LOS E, v/c<0.90
41	SW Canal Blvd/ SW 27th St	City	Unsignalized	LOS E, v/c<0.90
42	SW Yew Ave/ US 97 SB Ramps	ODOT	Signalized	v/c<0.80
43	SE Airport Way/ US 97 NB Ramps	ODOT	Signalized	v/c<0.80
44	SE Airport Way/ SW 19th St	City	Unsignalized	LOS E, v/c<0.90
45	S Canal Blvd / SW Helmholtz Way	City	Unsignalized	LOS E, v/c<0.90

## SEASONAL ADJUSTMENT FACTOR

Per Task 3.1.B.1, we will adjust all traffic counts along the state routes to reflect 30<sup>th</sup> highest hour conditions. Version 2 of the APM identifies three methods for identifying seasonal adjustment factors for highway traffic volumes, of which the on-site Automatic Traffic Recorders (ATR) have been identified by ODOT as the most accurate method of use. There are five on-site ATR stations located within or near the Redmond city limits, as shown in Figure 2.

- ATR 09-020: Located on US 97, The Dalles-California Highway, Mile Post (MP) 124.40
- ATR 09-021: Located on OR 126, McKenzie Highway, MP 108.27
- ATR 09-022: Located on US 97, The Dalles-California Highway, MP 120.94
- ATR 09-023: Located on US 97, The Dalles-California Highway, MP 119.09
- ATR 07-002: Located on OR 126, McKenzie Highway, MP 3.23



**Figure 2. ATR Locations in and near City of Redmond**

### On-Site ATR Method

As stated within section 5.4.1 of the APM,

*“The On-Site ATR Method is used when an ATR is within or near the project area. If located outside of the project area, there should be no major intersections between the ATR and the project area, and it should be within a minimal distance so that the traffic characteristics are comparable”.*

Per the on-site ATR method, we calculated the applicable seasonal adjustment factors. These calculations are provided in Appendix B and summarized in Table 3.

**Table 3: On-Site ATR Method Seasonal Adjustment Method**

ATR Station	ATR Location	Seasonal Adjustment Factor	Applied Area
ATR 07-002	OR 126 0.35 miles west of Deschutes/Crook County line	1.10	OR 126 east of US 97
ATR 09-020	US 97 0.79 miles south of Yew Avenue	1.10	US 97 south of Highland Avenue
ATR 09-021	OR 126 1.38 miles west of SW Helmholtz Way	1.29	OR 126 west of US 97
ATR 09-022	US 97 0.04 miles north of Antler Avenue	1.13	Between Antler Avenue and Highland Avenue
ATR 09-023	US 97 0.57 miles south of O'Neil Highway	1.16	US 97 north of Antler Avenue

A significant number of study intersections in Redmond are located on state facilities. With five On-site ATR locations, seasonal adjustment factors were assigned based on proximity and roadway characteristics.

Table 4 summarizes ODOT intersections to be analyzed as part of the TSP and corresponding seasonal adjustment factors. As shown in Table 4, US 97 was used as the bisector on OR 126 to separate the seasonal adjustment factors on OR 126. Intersections on OR 126 west of US 97 apply the adjustment factor associated with ATR 09-021, and intersections east US 97 apply the seasonal adjustment factor associated with ATR 07-002. The seasonal adjustment factors at intersection along the US 97 corridor were applied based on location, average ADT, and roadway characteristics. No seasonal adjustment factors are proposed for intersections on the City of Redmond transportation system.

**Table 4. Summary of Intersection Standards and Adjustment Factors**

Study Int. #	Intersection	Classification/ Jurisdiction	Seasonal Adjustment Factor
1	NW Canal Blvd/ US 97 NB Ramps	ODOT	1.16
2	NW Canal Blvd/ US 97 SB Ramps	ODOT	1.16
15	SW Evergreen Ave/ US 97	ODOT	1.13
16	OR 126 (SW Glacier Ave)/ SW 11th St	ODOT	1.29
17	OR 126 (SW Glacier Ave)/ SW 9th St	ODOT	1.29
18	OR 126 (SW Glacier Ave)/ SW 6th St	ODOT	1.29
19	OR 126 (SW Glacier Ave)/ SW 5th St	ODOT	1.29
20	OR 126 (SW Glacier/Highland Ave)/ US 97	ODOT	1.29
21	OR 126 (SW Highland Ave) / SW Helmholtz Way	ODOT	1.29
22	OR 126 (SW Highland Ave)/ SW 27th St	ODOT	1.29
23	OR 126 (SW Highland Ave)/ SW Rimrock Way	ODOT	1.29
24	OR 126 (SW Highland Ave)/ SW 15th St	ODOT	1.29
25	OR 126 (SW Highland Ave)/ SW 11th St	ODOT	1.29
26	OR 126 (SW Highland Ave)/ SW 9th St	ODOT	1.29
27	OR 126 (SW Highland Ave)/ SW 6th St	ODOT	1.29
28	OR 126 (SW Highland Ave)/ SW 5th St	ODOT	1.29
29	OR 126/ SE 9th St (McCaffrey Rd)	ODOT	1.10
33	SW Veterans Way/ US 97	ODOT	1.10
35	SW Veterans Way/ OR 126	ODOT	1.10
38	SW Odem Medo Way/ US 97	ODOT	1.10
42	SW Yew Ave/ US 97 SB Ramps	ODOT	1.10
43	SE Airport Way/ US 97 NB Ramps	ODOT	1.10

## ANALYSIS MODEL PARAMETERS

The bullets below identify the proposed sources of data and methodologies to be used to analyze traffic conditions in Redmond. Analyses of all state facilities will be conducted according to the most-recent version of the APM, unless otherwise agreed upon by both ODOT’s Transportation Planning and Analysis Unit (TPAU) and the consultant team.

1. *Intersection/Roadway Geometry* (lane numbers and arrangements, cross-section elements, signal phasing, etc.) will be reviewed through aerial photography and confirmed through a field review. Available as-built data may also be used to verify existing roadway geometry. The analysis models will be built on scaled roadway line work from GIS or aerial photography in Synchro analysis software.
2. *Operational Data* (such as posted speeds, intersection control, parking, right-turn on red, etc.) will be field verified. Data will be reviewed during a field visit and supplemented by available GIS data, aerials, photos, and the ODOT Video Log.
3. *Peak Hour Factors (PHF)* will be calculated for each intersection and applied to the existing conditions analyses. Where applicable, corridor or regional PHFs may be developed. PHFs of 0.95 will be used for the future analysis for high-order facilities (arterials), with 0.90 applied to

medium-order facilities (collectors) and 0.85 applied to local roads. If the existing PHF is greater than these default future values, the existing PHF will be applied.

#### 4. Traffic Operations

- a. Highway Capacity Manual (HCM) methodology shall be used for intersection analyses of the design hour conditions. Signalized intersection analysis will be based on HCM methods. The existing and future no-build analysis will utilize Synchro software for all study intersections. Level-of-service, delay, and volume-to-capacity ratios will be reported at each of the study intersections regardless of roadway jurisdiction.
- b. Queuing analysis methodology will be based on Synchro 95<sup>th</sup> percentile queue lengths as appropriate; ODOT’s two-way stop-controlled intersection calculator tool will be used to estimate queue lengths for two-way stop-controlled intersections. Microsimulation is not proposed as part of the long-range planning effort.

## SYNCHRO INPUT ASSUMPTIONS

Synchro software will be used for the intersection analyses. This analysis will be consistent with the HCM procedures. Table 5 lists the proposed input parameters.

**Table 5. Synchro Operations Parameters/Assumptions**

Arterial Intersection Parameters	Existing Conditions
Peak Hour Factor	From traffic counts
Conflicting Bikes and Pedestrian per Hour	From traffic counts, as available
Ideal Saturation Flow Rate (for all movements)	1,750 passenger cars per hour green per lane
Lane Width	12 feet unless field observations suggest otherwise
Percent Heavy Vehicles	From traffic counts by movement, as available
95th percentile vehicle queues	Synchro HCM summary output

## CRASH ANALYSES

Per Task 3.1.B.4, we will review most recent five years of crash data, as provided by ODOT, at the study intersections and study segments (where tube count data was collected). Any intersections or roadway segments that are identified as a Top 5% and 10% Safety Priority Index System (SPIS) site will be included in the crash data.

Intersection crash rates at each location will be compared to the 90<sup>th</sup> percentile rates and critical crash rates, per the APM. Crash rates will also be compared to the ODOT Crash Tables II and IV severe injury and fatal crash rates. Any locations where the rates are exceeded, we will identify potential countermeasures using the ODOT All Roads Transportation Safety (ARTS) crash reduction factors.

## FORECAST YEAR VOLUME DEVELOPMENT

To assist in the development of traffic volumes for the Future Scenario Conditions (per Task 4 of the scope), we will obtain 2040 Bend Redmond travel demand data from ODOT's Transportation Planning Analysis Unit (TPAU). The model output data will be post-processed using NCHRP Report 255 methodologies.

## ACTIVE TRANSPORTATION ANALYSIS

Per Task 3.1.B.3, the scope of work, we will identify existing gaps in the sidewalks, bicycle network, and transit network along the city's collector and arterial roadways. The Bicycle Level of Traffic Stress (LTS) and pedestrian methodology will reference the Redmond Neighborhood Revitalization Plan as it has recently been completed as part of that project.

Quantitative and qualitative analysis of active transportation facilities be performed consistent with APM version 2 and include:

1. Qualitative (multimodal) assessment for transit modes;
2. A qualitative assessment of transit service and identification of underserved areas.
3. Gaps in intermodal connectivity.

## NEXT STEPS

We look forward to your review of the assumptions and parameters to be used as part of the Redmond TSP Existing and Future conditions analyses.

## Appendix A- Study Intersections



**Study Intersection Locations**

Study Intersection	East-West Road Name	North-South Road Name
1	NW Canal Blvd	US 97 NB Ramps
2	NW Canal Blvd	US 97 SB Ramps
3	NW Maple Ave	NW 19th St
4	NW Maple Ave	NW 6th St
5	NW Larch Ave	NW Canal Blvd
6	NE Hemlock Ave	NE 9th St
7	W Antler Ave	SW Helmholtz Way
8	W Antler Ave	SW 27th St
9	W Antler Ave	SW Rimrock Way
10	SW Black Butte Blvd	SW 6th St
11	SW Black Butte Blvd	SW 5th St
12	E Antler Ave	NE 9th St
13	SW Evergreen Ave	SW 6th St
14	SW Evergreen Ave	SW 5th St
15	SW Evergreen Ave	US 97
16	OR 126 (SW Glacier Ave)	SW 11th St
17	OR 126 (SW Glacier Ave)	SW 9th St
18	OR 126 (SW Glacier Ave)	SW 6th St
19	OR 126 (SW Glacier Ave)	SW 5th St
20	OR 126 (SW Glacier/Highland Ave)	US 97
21	OR 126 (SW Highland Ave)	SW Helmholtz Way
22	OR 126 (SW Highland Ave)	SW 27th St
23	OR 126 (SW Highland Ave)	SW Rimrock Way
24	OR 126 (SW Highland Ave)	SW 15th St
25	OR 126 (SW Highland Ave)	SW 11th St
26	OR 126 (SW Highland Ave)	SW 9th St
27	OR 126 (SW Highland Ave)	SW 6th St
28	OR 126 (SW Highland Ave)	SW 5th St
29	OR 126	SE 9th St (McCaffrey Rd)
30	SW Obsidian Ave	SW 27th St
31	SW Obsidian Ave	SW 23rd St
32	SW Veterans Way	SW Canal Blvd
33	SW Veterans Way	US 97
34	SW Veterans Way	SE Airport Way
35	SW Veterans Way	OR 126
36	SW Salmon Ave	SW 27th St
37	SW Odem Medo Way	SW Canal Blvd
38	SW Odem Medo Way	US 97
39	Harry Rd/SW Wickiup Ave	SW 51st St (SW Helmholtz Way)
40	SW Wickiup Ave/Forked Horn Rd	SW 27th St
41	SW Canal Blvd	SW 27th St
42	SW Yew Ave	US 97 SB Ramps
43	SE Airport Way	US 97 NB Ramps
44	SE Airport Way	SW 19th St
45	S Canal Blvd	SW Helmholtz Way

## Appendix B – Seasonal Adjustment Factor Data

ODOT ATR 09-020, US97; MP 124.39; THE DALLES-CALIFORNIA HIGHWAY NO. 4; 0.79 mile south of Yew Avenue												
Year	15-Jan	15-Feb	15-Mar	15-Apr	15-May	15-Jun	15-Jul	15-Aug	15-Sep	15-Oct	15-Nov	15-Dec
2015	92	98	102	108	108	115	122	116	113	113	101	102
2014	97	96	104	105	107	117	120	119	112	112	101	97
2013	92	100	102	107	108	114	115	117	111	111	104	100
2012	92	99	99	107	110	116	112	119	112	110	104	97
2011	99	99	103	107	109	113	115	117	109	108	102	101
Average	93.7	98.7	102.3	107.0	108.3	115.0	116.7	117.7	111.7	111.0	102.3	99.3
Count Adj	1.26	1.19	1.15	1.10	1.09	1.02	1.01	1.00	1.05	1.06	1.15	1.18

ODOT ATR 09-021, OR126; MP 108.27; MCKENZIE HIGHWAY NO. 15; 1.38 miles west of S.W. Helmholtz Way (S.W. 43rd Street)												
Year	15-Jan	15-Feb	15-Mar	15-Apr	15-May	15-Jun	15-Jul	15-Aug	15-Sep	15-Oct	15-Nov	15-Dec
2015	79	83	92	97	105	118	122	116	109	103	86	86
2014	79	75	91	100	109	117	125	121	109	103	87	83
2013	81	78	84	95	104	114	123	119	113	100	92	88
2012	81	81	86	95	106	113	122	123	110	101	90	85
2011	82	81	87	95	104	114	124	122	110	103	88	86
Average	80.3	80.0	88.0	95.7	105.0	115.0	123.0	120.7	109.7	102.3	88.3	85.7
Count Adj	1.53	1.54	1.40	1.29	1.17	1.07	1.00	1.02	1.12	1.20	1.39	1.44

ODOT ATR 09-022, US97; MP 120.92; THE DALLES-CALIFORNIA HIGHWAY NO. 4; 0.04 mile north of S.W. Antler Avenue												
Year	15-Jan	15-Feb	15-Mar	15-Apr	15-May	15-Jun	15-Jul	15-Aug	15-Sep	15-Oct	15-Nov	15-Dec
2015	88	95	99	104	107	113	118	113	109	108	94	93
2014	90	88	100	106	110	114	118	116	110	108	94	90
2013	84	92	97	105	110	113	116	115	109	107	99	93
2012	87	92	94	102	107	112	115	116	108	106	100	93
2011	92	91	97	102	107	113	116	116	108	104	97	97
Average	88.3	91.7	97.7	103.7	108.0	113.0	116.7	115.7	108.7	107.0	96.7	93.0
Count Adj	1.32	1.27	1.19	1.13	1.08	1.03	1.00	1.01	1.07	1.09	1.21	1.25

ODOT ATR 09-023, US97; MP 119.09; THE DALLES-CALIFORNIA HIGHWAY NO. 4; 0.57 mile south of O'Neil Highway No. 370												
Year	15-Jan	15-Feb	15-Mar	15-Apr	15-May	15-Jun	15-Jul	15-Aug	15-Sep	15-Oct	15-Nov	15-Dec
2015	84	91	97	101	105	111	117	112	108	105	92	90
2014	85	84	97	103	108	113	117	115	109	105	91	87
2013	83	91	95	100	105	110	114	114	108	103	96	91
2012	84	90	92	99	105	111	115	116	109	103	96	89
2011	89	90	95	99	105	112	116	115	107	102	92	95
Average	84.3	90.3	95.7	100.0	105.0	111.3	116.0	114.7	108.3	103.7	93.3	90.0
Count Adj	1.38	1.28	1.21	1.16	1.10	1.04	1.00	1.01	1.07	1.12	1.24	1.29

ODOT ATR 07-002, OR126; MP 3.23; OCHOCO HIGHWAY NO. 41; 0.35 mile west of Deschutes-Crook County Line												
Year	15-Jan	15-Feb	15-Mar	15-Apr	15-May	15-Jun	15-Jul	15-Aug	15-Sep	15-Oct	15-Nov	15-Dec
2015	91	96	103	105	108	114	119	113	112	113	101	101
2014	90	91	98	107	109	114	118	117	113	112	103	97
2013	92	100	102	108	110	114	115	114	110	108	99	96
2012	90	90	93	105	109	116	118	119	112	114	106	95
2011	93	97	100	106	110	114	115	115	110	107	99	98
Average	91.0	94.7	100.0	106.0	109.3	114.0	117.0	115.3	111.3	111.0	101.0	97.0
Count Adj	1.29	1.24	1.17	1.10	1.07	1.03	1.00	1.01	1.05	1.05	1.16	1.21

  Peak month  
  Min/Max removed from average

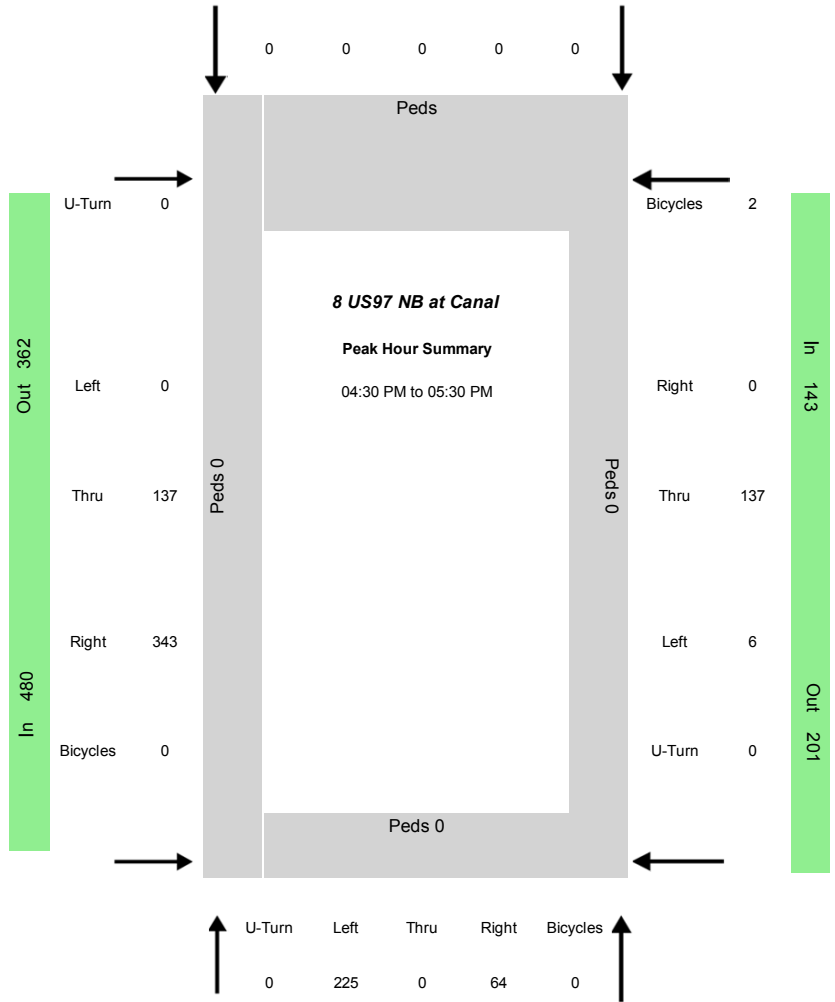
Appendix D – Traffic  
Counts



Data Provided by K-D-N.com 503-594-4224

N/S street	US-97 NB Ramps
E/W street	SW Canal Blvd
City, State	Redmond OR
Site Notes	
Location	44.301879 - -121.17016
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	8
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.92

Eastbound  
SW Canal Blvd  
Heavy Vehicle 1.9%



Heavy Vehicle 1.7%  
US-97 NB Ramps  
Northbound





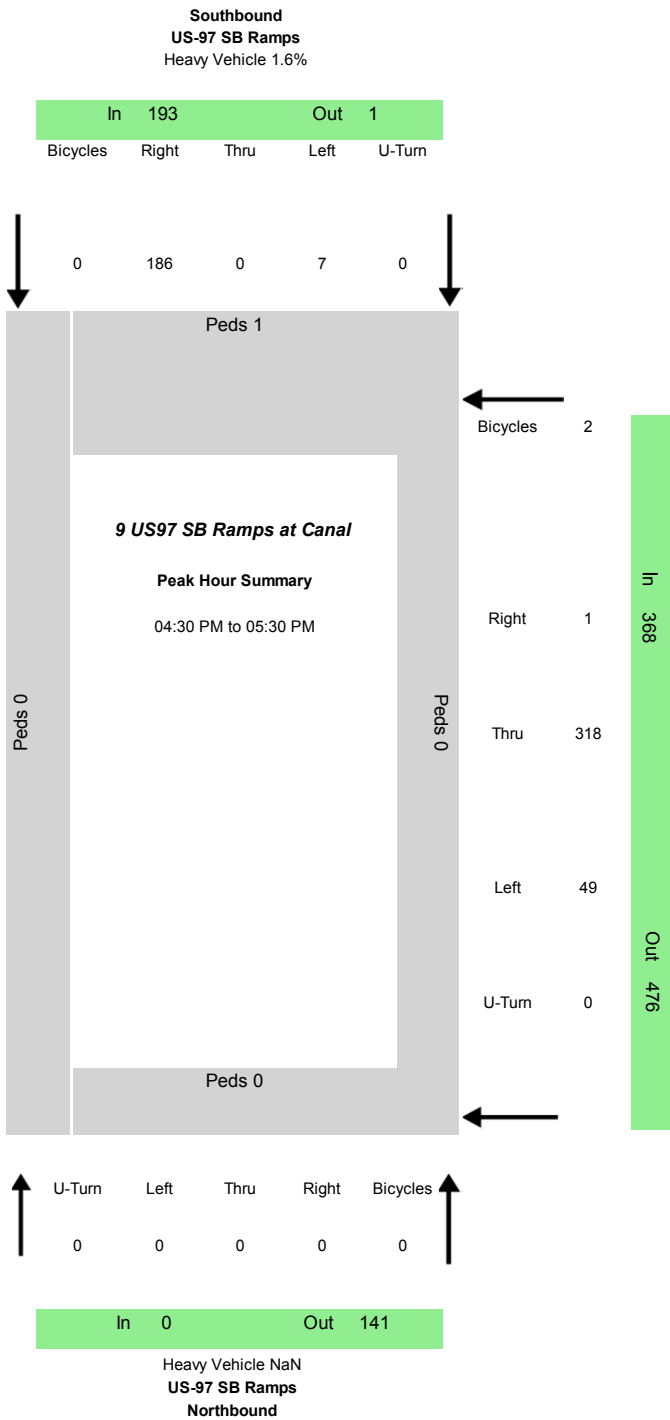
Data Provided by K-D-N.com 503-594-4224

N/S street	<b>US-97 SB Ramps</b>	
E/W street	<b>NW Canal Blvd</b>	
City, State	Redmond OR	
Site Notes		
Location	44.30071	-121.17246
Start Date	Tuesday, April 18, 2017	
Start Time	02:00:00 PM	
Weather		
Study ID #	9	
Peak Hour Start	04:30:00 PM	
Peak 15 Min Start	04:30:00 PM	
PHF (15-Min Int)	0.92	

Eastbound  
NW Canal Blvd  
Heavy Vehicle 1.2%

In 561  
Out 504

U-Turn 0  
Left 0  
Thru 469  
Right 92  
Bicycles 0



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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	0	0	0	7	0	186	0	0	469	92	0	49	318	1	0	0	193	561	368	141	1	504	476
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	#DIV/0!	1.6%	1.2%	1.4%	0.0%	0.0%	1.6%	1.5%
PHV- Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
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	2	0	0	0	2	0	1	0	0	1		
All Vehicle Volumes																							
Time	Northbound US-97 SB Ramps				Southbound US-97 SB Ramps				Eastbound NW Canal Blvd				Westbound NW Canal Blvd				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	0	0	0	0	0	1	17	0	0	37	5	0	4	17	0	0							
02:05:00 PM	0	0	0	0	0	0	15	0	0	32	7	0	2	24	0	0							
02:10:00 PM	0	0	0	0	2	0	19	0	0	32	7	0	6	13	0	0	240						
02:15:00 PM	0	0	0	0	0	0	13	0	0	34	7	0	3	16	0	0	232						
02:20:00 PM	0	0	0	0	0	0	17	0	0	31	11	0	6	10	0	0	227						
02:25:00 PM	0	0	0	0	0	0	10	0	0	29	4	0	4	17	0	0	212						
02:30:00 PM	0	0	0	0	0	0	15	0	0	24	12	0	2	14	0	0	206						
02:35:00 PM	0	0	0	0	0	0	16	0	0	30	3	0	1	14	0	0	195						
02:40:00 PM	0	0	0	0	1	0	21	0	0	26	9	0	5	14	0	0	207						
02:45:00 PM	0	0	0	0	0	0	23	0	0	28	7	0	7	28	0	0	233						
02:50:00 PM	0	0	0	0	1	0	12	0	0	32	5	0	1	20	0	0	240						
02:55:00 PM	0	0	0	0	0	0	18	0	0	39	6	0	1	29	0	0	257	916					
03:00:00 PM	0	0	0	0	0	0	13	0	0	44	4	0	4	17	0	0	246	917					
03:05:00 PM	0	0	0	0	0	0	16	0	0	36	10	0	11	21	0	0	269	931					
03:10:00 PM	0	0	0	0	0	0	12	0	0	35	9	0	4	39	0	0	275	951					
03:15:00 PM	0	0	0	0	1	0	16	0	0	35	6	0	5	27	0	0	283	968					
03:20:00 PM	0	0	0	0	0	0	17	0	0	45	12	0	4	15	0	0	282	986					
03:25:00 PM	0	0	0	0	0	0	17	0	0	27	3	0	1	23	0	0	254	993					
03:30:00 PM	0	0	0	0	1	0	27	0	0	28	8	0	4	37	0	0	269	1031					
03:35:00 PM	0	0	0	0	1	0	24	0	0	26	9	0	3	30	0	0	269	1060					
03:40:00 PM	0	0	0	0	2	0	19	0	0	25	8	0	2	20	0	0	274	1060					
03:45:00 PM	0	0	0	0	1	0	26	0	0	45	7	0	4	18	0	0	270	1068					
03:50:00 PM	0	0	0	0	0	0	22	0	0	33	10	0	2	23	0	0	267	1087					
03:55:00 PM	0	0	0	0	0	0	15	0	0	35	10	0	3	18	0	0	272	1075					
04:00:00 PM	0	0	0	0	0	1	19	0	0	26	8	0	6	29	0	0	260	1082					
04:05:00 PM	0	0	0	0	1	0	24	0	0	34	9	0	4	25	0	0	267	1085					
04:10:00 PM	0	0	0	0	0	0	27	0	0	22	4	0	6	28	0	0	273	1073					
04:15:00 PM	0	0	0	0	0	0	27	0	0	37	7	0	6	29	0	0	290	1089					
04:20:00 PM	0	0	0	0	0	0	23	0	0	36	10	0	3	22	0	0	287	1090					
04:25:00 PM	0	0	0	0	0	0	14	0	0	28	2	0	1	16	0	0	261	1080					
04:30:00 PM	0	0	0	0	0	0	16	0	0	45	10	0	2	26	0	0	254	1074					
04:35:00 PM	0	0	0	0	1	0	14	0	0	28	7	0	9	36	0	0	255	1076					
04:40:00 PM	0	0	0	0	1	0	19	0	0	48	8	0	2	32	1	0	305	1111					
04:45:00 PM	0	0	0	0	0	0	21	0	0	31	6	0	7	18	0	0	289	1093					
04:50:00 PM	0	0	0	0	0	0	15	0	0	35	9	0	4	28	0	0	285	1094					
04:55:00 PM	0	0	0	0	1	0	18	0	0	38	6	0	3	26	0	0	266	1105					
05:00:00 PM	0	0	0	0	0	0	16	0	0	34	9	0	2	31	0	0	275	1108					
05:05:00 PM	0	0	0	0	1	0	14	0	0	47	8	0	5	25	0	0	284	1111					
05:10:00 PM	0	0	0	0	0	0	12	0	0	44	11	0	1	20	0	0	280	1112					
05:15:00 PM	0	0	0	0	2	0	17	0	0	38	5	0	6	34	0	0	290	1108					
05:20:00 PM	0	0	0	0	0	0	11	0	0	38	9	0	2	18	0	0	268	1092					
05:25:00 PM	0	0	0	0	1	0	13	0	0	43	4	0	6	24	0	0	271	1122					
05:30:00 PM	0	0	0	0	1	0	24	0	0	38	6	0	5	23	0	0	266	1120					
05:35:00 PM	0	0	0	0	0	0	17	0	0	33	7	0	5	20	1	0	271	1108					
05:40:00 PM	0	0	0	0	0	0	15	0	0	29	10	0	5	20	0	0	259	1076					
05:45:00 PM	0	0	0	0	0	0	7	0	0	35	16	0	9	19	0	0	248	1079					
05:50:00 PM	0	0	0	0	0	0	18	0	0	46	6	0	2	24	0	0	261	1084					
05:55:00 PM	0	0	0	0	0	0	11	0	0	26	8	0	1	19	0	0	247	1057					





Southbound  
NW 19th St  
Heavy Vehicle 0.0%

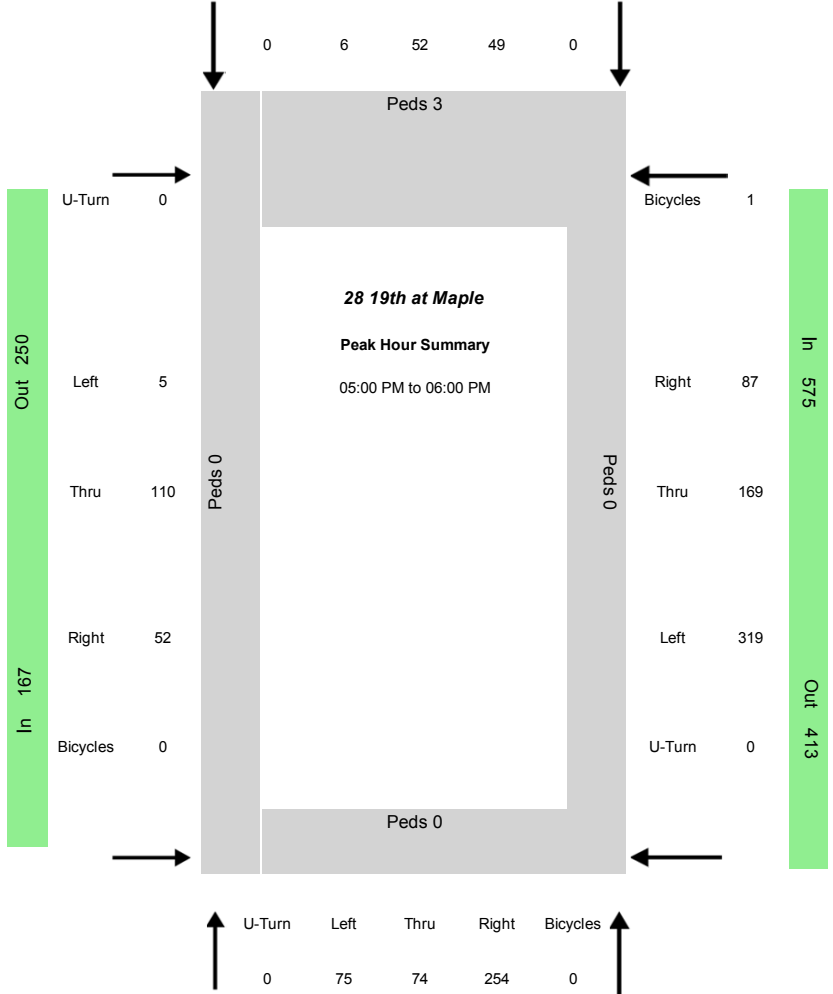
In	107	Out	166	
Bicycles	Right	Thru	Left	U-Turn

0	6	52	49	0
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Data Provided by K-D-N.com 503-594-4224	
N/S street	NW 19th St
E/W street	NW Maple Ave
City, State	Redmond OR
Site Notes	
Location	44.290964 - -121.189143
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	28
Peak Hour Start	05:00:00 PM
Peak 15 Min Start	05:45:00 PM
PHF (15-Min Int)	0.93

Eastbound  
NW Maple Ave  
Heavy Vehicle 1.2%

Westbound  
NW Maple Ave  
Heavy Vehicle 0.3%



In	403	Out	423
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Heavy Vehicle 0.7%  
NW 19th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
75	74	254	0	49	52	6	0	5	110	52	0	319	169	87	0	403	107	167	575	423	166	250	413
Percent Heavy Vehicles																							
0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.7%	0.0%	1.2%	0.3%	0.5%	0.0%	0.0%	1.2%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
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	1	0	0	1	0	3	0	0	3		
All Vehicle Volumes																							
Time	Northbound NW 19th St				Southbound NW 19th St				Eastbound NW Maple Ave				Westbound NW Maple Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn							
02:00:00 PM	6	1	20	0	2	1	0	0	1	11	2	0	14	10	0	0							
02:05:00 PM	3	3	22	0	6	0	0	0	1	9	2	0	9	9	4	0							
02:10:00 PM	4	3	23	0	5	3	1	0	0	11	2	0	8	15	5	0	216						
02:15:00 PM	11	2	18	0	4	4	1	0	0	7	4	0	14	6	4	0	223						
02:20:00 PM	3	1	21	0	5	6	0	0	0	9	6	0	14	12	4	0	236						
02:25:00 PM	1	2	18	0	4	2	1	0	1	5	7	0	33	9	11	0	250						
02:30:00 PM	0	2	8	0	1	5	0	0	0	6	7	0	23	16	4	0	247						
02:35:00 PM	1	7	25	0	3	3	0	0	0	6	3	0	12	12	5	0	243						
02:40:00 PM	7	7	25	0	3	1	0	0	1	6	6	0	19	7	7	0	238						
02:45:00 PM	6	4	27	0	7	2	2	0	0	10	2	0	21	13	5	0	265						
02:50:00 PM	6	4	28	0	1	4	0	0	0	9	5	0	16	11	6	0	278						
02:55:00 PM	7	4	27	0	3	1	1	0	0	8	5	0	24	7	3	0	279	983					
03:00:00 PM	5	2	26	0	4	3	0	0	2	6	8	0	21	12	4	0	273	1008					
03:05:00 PM	6	5	26	0	7	0	0	0	0	12	3	0	18	11	3	0	274	1031					
03:10:00 PM	8	3	22	0	1	2	0	0	0	11	2	0	24	12	7	0	276	1043					
03:15:00 PM	10	6	18	0	4	3	0	0	0	9	1	0	16	10	7	0	267	1052					
03:20:00 PM	3	7	31	0	5	3	0	0	4	8	4	0	15	15	5	0	276	1071					
03:25:00 PM	6	9	25	0	8	0	1	0	2	6	3	0	13	10	12	0	279	1072					
03:30:00 PM	2	3	24	0	6	2	0	0	1	9	3	0	11	13	10	0	279	1084					
03:35:00 PM	4	1	22	0	10	7	5	0	0	9	3	0	16	12	7	0	275	1103					
03:40:00 PM	4	4	12	0	4	6	1	0	0	10	3	0	20	11	4	0	259	1093					
03:45:00 PM	2	7	16	0	1	1	0	0	0	15	4	0	25	24	9	0	279	1098					
03:50:00 PM	3	5	19	0	2	0	0	0	0	6	6	0	33	9	8	0	274	1099					
03:55:00 PM	9	3	15	0	3	2	0	0	0	4	4	0	20	18	6	0	279	1093					
04:00:00 PM	5	1	15	0	3	1	0	0	0	6	7	0	27	11	5	0	256	1081					
04:05:00 PM	6	2	15	0	5	4	1	0	0	10	3	0	13	21	6	0	251	1076					
04:10:00 PM	1	3	21	0	7	1	0	0	1	7	6	0	18	13	5	0	250	1067					
04:15:00 PM	4	3	15	0	8	4	0	0	1	19	4	0	20	12	5	0	264	1078					
04:20:00 PM	6	8	19	0	2	2	0	0	1	9	6	0	24	15	9	0	279	1079					
04:25:00 PM	6	11	19	0	5	4	0	0	3	9	6	0	19	14	7	0	299	1087					
04:30:00 PM	3	8	30	0	4	8	0	0	1	14	8	0	10	10	8	0	308	1107					
04:35:00 PM	7	11	14	0	4	5	5	0	1	12	4	0	21	11	7	0	309	1113					
04:40:00 PM	7	3	11	0	1	5	0	0	0	5	4	0	22	9	3	0	276	1104					
04:45:00 PM	6	3	24	0	4	3	1	0	0	17	8	0	24	16	2	0	280	1108					
04:50:00 PM	3	7	28	0	4	5	0	0	1	10	6	0	22	16	6	0	286	1125					
04:55:00 PM	6	4	28	0	4	2	1	0	1	14	2	0	23	15	7	0	323	1148					
05:00:00 PM	4	6	28	0	5	4	0	0	0	9	5	0	27	14	7	0	324	1176					
05:05:00 PM	4	6	20	0	4	5	0	0	0	8	2	0	33	16	8	0	322	1196					
05:10:00 PM	7	5	16	0	3	4	0	0	0	5	4	0	28	21	6	0	314	1212					
05:15:00 PM	6	4	21	0	5	3	0	0	2	9	5	0	26	14	9	0	309	1221					
05:20:00 PM	8	4	18	0	5	5	2	0	0	11	3	0	14	14	12	0	299	1216					
05:25:00 PM	4	10	13	0	5	1	0	0	2	3	4	0	35	15	4	0	296	1209					
05:30:00 PM	12	7	22	0	4	0	2	0	1	10	6	0	23	13	8	0	300	1213					
05:35:00 PM	5	7	19	0	2	4	0	0	0	7	3	0	19	19	4	0	293	1200					
05:40:00 PM	4	8	26	0	7	2	0	0	0	12	8	0	27	8	8	0	307	1240					
05:45:00 PM	4	1	22	0	1	7	1	0	0	11	7	0	30	13	10	0	306	1239					
05:50:00 PM	10	7	25	0	2	7	0	0	0	16	4	0	30	8	5	0	331	1245					
05:55:00 PM	7	9	24	0	6	10	1	0	0	9	1	0	27	14	6	0	335	1252					



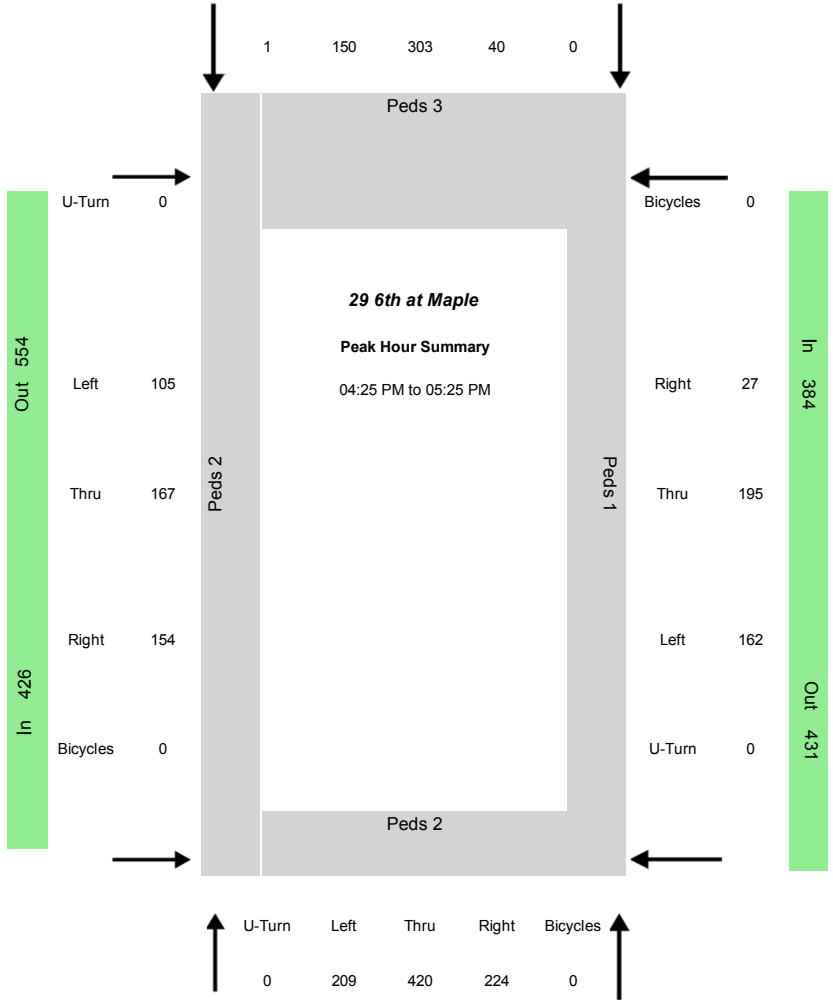
Southbound  
NW 6th St  
Heavy Vehicle 2.0%

In 494		Out 552		
Bicycles	Right	Thru	Left	U-Turn

Data Provided by K-D-N.com 503-594-4224	
N/S street	NW 6th St
E/W street	NW Maple Ave
City, State	Redmond OR
Site Notes	
Location	44.291026 - -121.173973
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	29
Peak Hour Start	04:25:00 PM
Peak 15 Min Start	04:55:00 PM
PHF (15-Min Int)	0.91

Eastbound  
NW Maple Ave  
Heavy Vehicle 1.6%

Westbound  
NW Maple Ave  
Heavy Vehicle 1.0%



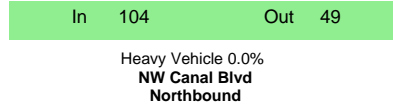
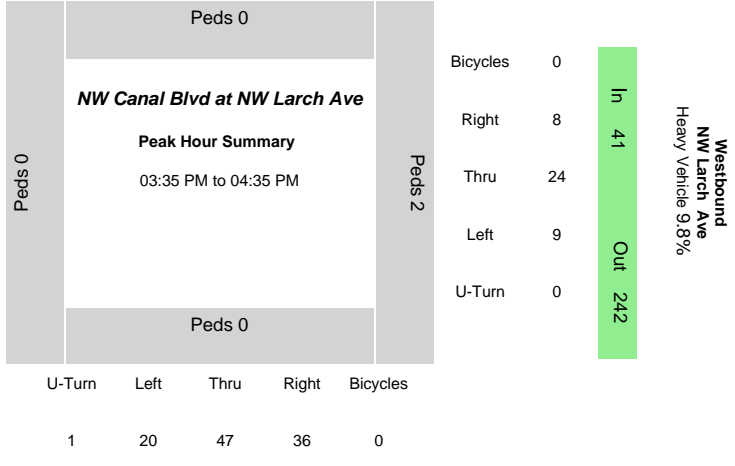
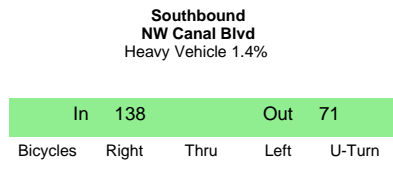
In 853		Out 619		
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Heavy Vehicle 0.5%  
NW 6th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
209	420	224	0	40	303	150	0	105	167	154	0	162	195	27	0	853	493	426	384	619	552	554	431
Percent Heavy Vehicles																							
1.0%	0.5%	0.0%	0.0%	10.0%	1.3%	1.3%	0.0%	3.8%	0.6%	1.3%	0.0%	0.0%	2.1%	0.0%	0.0%	0.5%	2.0%	1.6%	1.0%	1.0%	1.1%	1.4%	1.2%
PHV - Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB			
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	3	2	1	8		
All Vehicle Volumes																							
Time	Northbound NW 6th St				Southbound NW 6th St				Eastbound NW Maple Ave				Westbound NW Maple Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn							
02:00:00 PM	11	32	16	0	2	35	11	0	5	17	7	0	6	9	4	0							
02:05:00 PM	11	26	23	0	3	22	8	0	8	13	23	0	15	11	3	0							
02:10:00 PM	16	30	19	0	2	19	7	0	2	12	16	0	10	14	3	0	471						
02:15:00 PM	16	33	19	0	4	31	6	0	5	12	16	0	14	18	5	0	495						
02:20:00 PM	14	35	16	0	3	24	12	0	7	9	24	0	12	5	3	0	493						
02:25:00 PM	17	32	12	0	6	23	3	0	10	14	9	0	13	13	2	0	497						
02:30:00 PM	10	42	8	0	2	20	7	0	7	12	8	0	25	15	1	0	475						
02:35:00 PM	12	32	9	0	2	42	12	0	3	8	18	0	7	10	1	0	467						
02:40:00 PM	9	30	23	0	4	23	3	0	7	11	16	0	10	12	4	0	465						
02:45:00 PM	9	35	25	0	4	36	11	0	4	18	18	0	15	8	3	0	494						
02:50:00 PM	12	30	28	0	6	33	13	0	4	13	15	0	11	8	2	0	513						
02:55:00 PM	8	37	15	0	2	26	6	0	5	11	22	0	17	13	1	0	524	1957					
03:00:00 PM	9	32	20	0	4	19	4	0	10	16	13	0	10	17	3	0	495	1959					
03:05:00 PM	19	29	20	0	5	33	13	0	3	14	15	0	15	16	1	0	503	1976					
03:10:00 PM	11	32	18	0	2	21	8	0	9	12	19	0	9	8	2	0	491	1977					
03:15:00 PM	11	27	10	0	3	22	4	0	8	6	16	0	10	14	1	0	466	1930					
03:20:00 PM	17	39	18	0	5	26	10	0	8	12	10	0	7	12	2	0	449	1932					
03:25:00 PM	13	31	12	0	3	27	10	0	10	11	17	0	10	8	2	0	452	1932					
03:30:00 PM	8	38	18	0	4	26	9	0	5	6	13	0	17	12	2	0	478	1933					
03:35:00 PM	12	30	24	0	6	30	13	0	10	6	17	0	19	12	2	0	493	1958					
03:40:00 PM	17	28	20	0	3	25	10	0	9	7	13	0	16	23	6	0	516	1983					
03:45:00 PM	15	40	14	0	5	26	13	0	7	12	11	0	12	21	4	0	538	1977					
03:50:00 PM	20	42	16	0	3	21	10	0	4	14	10	0	9	10	0	0	516	1961					
03:55:00 PM	18	42	19	0	3	23	13	0	11	7	8	0	13	8	1	0	505	1964					
04:00:00 PM	17	27	22	0	5	21	9	0	8	7	11	0	10	15	6	0	483	1965					
04:05:00 PM	18	38	24	0	3	29	12	0	8	8	7	0	16	17	1	0	505	1963					
04:10:00 PM	12	29	13	0	3	26	9	0	10	13	10	0	24	20	5	0	513	1986					
04:15:00 PM	15	27	20	0	4	21	9	0	8	9	11	0	11	5	1	0	496	1995					
04:20:00 PM	13	29	16	0	1	22	12	0	6	14	15	0	16	22	5	0	486	2000					
04:25:00 PM	13	32	20	0	2	28	10	0	8	15	13	0	14	9	1	0	477	2011					
04:30:00 PM	15	37	12	0	3	25	15	0	9	16	13	0	15	15	5	0	516	2033					
04:35:00 PM	13	21	20	0	3	29	11	0	12	10	12	0	16	22	0	0	514	2021					
04:40:00 PM	16	37	20	0	6	27	12	0	5	9	10	0	8	17	1	0	517	2012					
04:45:00 PM	13	29	14	0	1	28	11	0	12	14	16	0	22	12	4	0	513	2008					
04:50:00 PM	17	25	19	0	2	26	21	0	12	12	9	0	11	12	3	0	513	2018					
04:55:00 PM	31	37	21	0	3	21	13	0	8	15	11	0	13	13	3	0	534	2041					
05:00:00 PM	15	38	16	0	5	17	10	0	14	24	12	0	14	15	4	0	542	2067					
05:05:00 PM	22	62	29	0	5	23	9	0	3	13	16	0	10	24	1	0	590	2103					
05:10:00 PM	18	30	18	0	5	24	14	0	5	11	10	0	12	20	4	0	572	2100					
05:15:00 PM	15	36	19	0	3	30	15	0	7	11	14	0	14	15	1	0	568	2139					
05:20:00 PM	21	36	16	0	2	25	9	0	10	17	18	0	13	21	0	0	539	2156					
05:25:00 PM	25	33	22	0	2	17	8	0	9	11	11	0	8	11	1	0	526	2149					
05:30:00 PM	22	27	12	0	4	23	7	0	3	11	9	0	6	15	1	0	486	2109					
05:35:00 PM	21	39	11	0	1	18	25	0	8	19	13	0	9	12	2	0	476	2118					
05:40:00 PM	16	33	24	0	2	23	8	0	7	7	13	0	16	13	1	0	481	2113					
05:45:00 PM	21	19	20	0	7	22	15	0	7	18	5	0	10	18	3	0	506	2102					
05:50:00 PM	16	22	16	0	1	16	9	0	12	15	16	0	14	21	6	0	492	2097					
05:55:00 PM	17	30	13	0	4	17	15	0	6	6	10	0	11	21	1	0	480	2059					

Data Provided by K-D-N.com 503-594-4224

N/S street	NW Canal Blvd
E/W street	NW Larch Ave
City, State	Redmond OR
Site Notes	
Location	44.289197 - -121.16834
Start Date	Wednesday, October 11, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	03:35:00 PM
Peak 15 Min Start	03:55:00 PM
PHF (15-Min Int)	0.88



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
20	47	36	1	91	20	27	0	16	115	19	0	9	24	8	0	104	138	150	41	49	71	71	242
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	5.2%	5.3%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	1.4%	4.7%	9.8%	2.0%	0.0%	5.6%	3.3%

PHV - Bicycles																PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

Time	Northbound NW Canal Blvd				Southbound NW Canal Blvd				Eastbound NW Larch Ave				Westbound NW Larch Ave				15 Min Sum	1 HR Sum	
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			
02:00:00 PM	2	3	2	0	9	4	6	0	3	2	2	0	0	1	1	0	0		
02:05:00 PM	0	3	2	0	5	4	5	0	3	6	0	0	0	4	1	0	0		
02:10:00 PM	0	4	1	0	1	2	7	0	3	11	3	0	2	2	0	0	104		
02:15:00 PM	5	5	1	0	6	1	1	0	3	11	1	0	0	5	3	0	111		
02:20:00 PM	1	7	2	0	5	3	0	0	3	16	2	0	4	2	1	0	124		
02:25:00 PM	3	5	2	0	8	3	5	0	2	10	1	0	0	3	1	0	131		
02:30:00 PM	4	3	4	0	6	1	0	0	1	6	1	0	1	1	0	0	117		
02:35:00 PM	3	3	4	0	4	2	2	0	6	5	0	0	3	2	1	0	106		
02:40:00 PM	2	5	3	0	4	3	2	0	2	8	0	0	1	1	1	0	95		
02:45:00 PM	3	3	0	0	6	1	3	0	2	9	1	0	0	4	0	0	99		
02:50:00 PM	0	6	2	0	6	1	4	0	5	6	1	0	1	3	0	0	99		
02:55:00 PM	0	2	1	0	5	3	2	0	1	6	1	0	1	2	2	0	93	423	
03:00:00 PM	1	3	2	0	7	2	0	0	1	16	1	0	1	7	0	0	102	429	
03:05:00 PM	0	4	6	0	7	4	0	0	0	6	4	0	0	1	0	0	99	428	
03:10:00 PM	2	2	2	0	6	4	4	0	2	6	1	0	1	2	3	0	108	427	
03:15:00 PM	1	2	1	0	6	4	2	0	4	3	3	0	1	1	2	0	97	415	
03:20:00 PM	0	0	2	0	6	3	5	0	3	11	0	0	0	2	2	0	99	403	
03:25:00 PM	0	1	4	0	3	2	0	0	3	9	2	0	2	1	0	0	91	387	
03:30:00 PM	1	3	1	0	6	2	3	0	2	4	2	0	0	3	0	0	88	386	
03:35:00 PM	3	6	3	1	5	1	1	0	1	12	4	0	0	2	0	0	93	390	
03:40:00 PM	4	6	4	0	8	1	1	0	0	8	0	0	0	1	0	0	99	391	
03:45:00 PM	3	5	2	0	10	1	0	0	0	10	1	0	0	1	0	0	105	392	
03:50:00 PM	0	3	0	0	4	0	2	0	2	12	1	0	1	3	0	0	94	385	
03:55:00 PM	1	1	4	0	11	1	3	0	4	11	2	0	1	6	0	0	106	404	

04:00:00 PM	5	7	4	0	9	3	1	0	1	6	1	0	1	2	1	0	114	404
04:05:00 PM	0	3	3	0	11	2	4	0	2	7	2	0	0	2	1	0	123	409
04:10:00 PM	0	3	1	0	7	3	2	0	1	11	0	0	0	1	1	0	108	404
04:15:00 PM	1	3	5	0	8	5	2	0	1	8	2	0	1	3	2	0	108	415
04:20:00 PM	3	6	2	0	5	0	1	0	2	9	0	0	3	1	0	0	103	413
04:25:00 PM	0	1	4	0	9	2	4	0	1	10	1	0	0	1	3	0	109	422
04:30:00 PM	0	3	4	0	4	1	6	0	1	11	5	0	2	1	0	0	106	433
04:35:00 PM	1	3	3	0	5	3	0	0	1	4	0	0	0	0	0	0	94	414
04:40:00 PM	1	1	2	0	6	0	1	0	0	6	1	0	0	1	0	0	77	400
04:45:00 PM	1	1	2	0	7	1	4	0	1	11	0	0	2	3	0	0	72	400
04:50:00 PM	1	2	4	0	6	1	1	0	2	12	1	0	0	3	0	0	85	405
04:55:00 PM	1	1	5	0	7	2	1	0	1	9	0	0	0	0	0	0	93	387
05:00:00 PM	1	3	5	0	5	1	4	0	2	10	0	0	1	1	0	0	93	379
05:05:00 PM	0	3	2	0	6	1	2	0	2	21	2	0	0	4	0	0	103	385
05:10:00 PM	0	4	0	0	2	2	2	0	5	16	3	0	0	2	0	0	112	391
05:15:00 PM	3	4	1	0	8	2	2	0	2	18	2	0	1	1	0	0	123	394
05:20:00 PM	1	1	2	0	12	2	2	0	0	15	3	0	0	2	1	0	121	403
05:25:00 PM	3	0	0	0	8	3	0	0	0	4	3	0	2	1	1	0	110	392
05:30:00 PM	3	3	1	0	9	1	1	0	1	7	2	0	0	0	1	0	95	383
05:35:00 PM	0	5	1	0	6	0	1	0	0	10	2	0	0	2	2	0	83	392
05:40:00 PM	3	4	2	0	11	4	0	0	0	14	1	0	1	1	0	0	99	414
05:45:00 PM	1	4	3	0	7	1	0	0	1	10	2	0	1	1	0	0	101	412
05:50:00 PM	2	1	1	0	4	3	0	0	1	11	5	0	0	1	0	0	101	408
05:55:00 PM	1	2	2	0	4	1	0	0	0	10	4	0	1	1	0	0	86	407

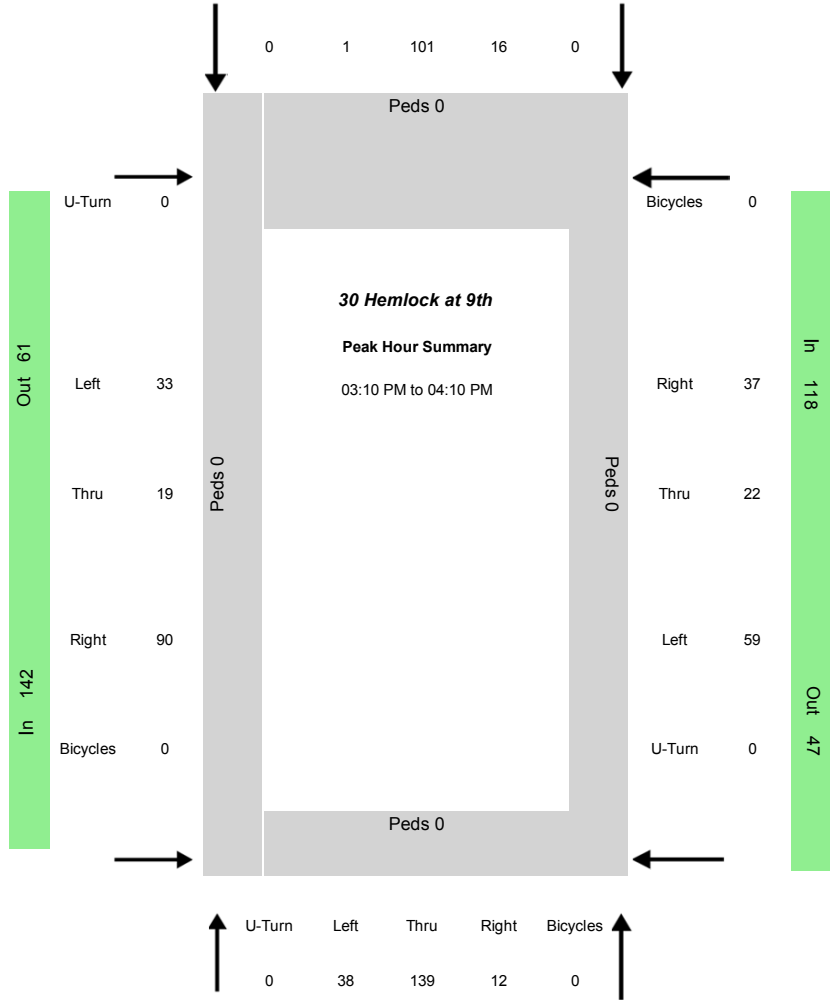


Southbound  
NE 9th St  
Heavy Vehicle 13.6%

In 118		Out 209		
Bicycles	Right	Thru	Left	U-Turn

Data Provided by K-D-N.com 503-594-4224	
N/S street	NE 9th St
E/W street	NE Hemlock Ave
City, State	Redmond OR
Site Notes	
Location	44.283804 - -121.158847
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	30
Peak Hour Start	03:10:00 PM
Peak 15 Min Start	03:30:00 PM
PHF (15-Min Int)	0.76

Eastbound  
NE Hemlock Ave  
Heavy Vehicle 13.4%



Westbound  
NE Hemlock Ave  
Heavy Vehicle 7.6%

In 189		Out 250		
U-Turn	Left	Thru	Right	Bicycles

Heavy Vehicle 9.0%  
NE 9th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
38	139	12	0	16	101	1	0	33	19	90	0	59	22	37	0	189	118	142	118	250	209	61	47
Percent Heavy Vehicles																							
21.1%	5.0%	16.7%	0.0%	18.8%	12.9%	0.0%	0.0%	6.1%	21.1%	14.4%	0.0%	5.1%	22.7%	2.7%	0.0%	9.0%	13.6%	13.4%	7.6%	11.6%	4.8%	21.3%	19.1%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
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	0	0	0	0	0	0	0	0		
All Vehicle Volumes																							
Time	Northbound NE 9th St				Southbound NE 9th St				Eastbound NE Hemlock Ave				Westbound NE Hemlock Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	1	13	0	0	0	6	1	0	0	0	6	0	1	3	1	0							
02:05:00 PM	2	6	3	0	1	2	0	0	0	0	8	0	3	1	1	0							
02:10:00 PM	0	4	2	0	2	6	0	0	2	2	1	0	0	1	1	0	80						
02:15:00 PM	4	7	0	0	4	11	0	0	1	1	7	0	0	2	4	0	89						
02:20:00 PM	4	12	0	0	1	11	1	0	2	2	1	0	1	3	2	0	102						
02:25:00 PM	2	4	4	0	1	9	0	0	6	0	3	0	3	1	0	0	114						
02:30:00 PM	3	7	2	0	1	14	1	0	2	3	7	0	4	1	6	0	124						
02:35:00 PM	9	13	1	0	1	9	1	0	3	1	8	0	3	2	5	0	140						
02:40:00 PM	2	10	3	0	2	6	1	0	2	3	10	0	1	1	1	0	149						
02:45:00 PM	3	11	0	0	3	14	0	0	2	3	4	0	2	3	0	0	143						
02:50:00 PM	3	6	2	0	3	6	0	0	3	1	2	0	1	6	2	0	122						
02:55:00 PM	1	11	2	0	0	10	1	0	2	3	3	0	3	2	2	0	120	463					
03:00:00 PM	5	9	1	0	3	10	2	0	3	2	5	0	3	1	0	0	119	475					
03:05:00 PM	3	9	1	0	1	8	0	0	2	2	9	0	2	4	2	0	127	491					
03:10:00 PM	2	12	1	0	3	14	0	0	0	1	3	0	4	0	1	0	128	511					
03:15:00 PM	1	13	3	0	1	8	1	0	3	1	4	0	2	0	1	0	122	508					
03:20:00 PM	7	9	0	0	1	7	0	0	2	4	10	0	1	3	1	0	124	513					
03:25:00 PM	3	3	0	0	0	5	0	0	2	1	14	0	4	3	0	0	118	515					
03:30:00 PM	6	13	2	0	3	7	0	0	1	2	3	0	12	3	9	0	141	525					
03:35:00 PM	3	13	2	0	1	14	0	0	4	3	10	0	8	3	6	0	163	536					
03:40:00 PM	4	14	1	0	1	7	0	0	3	0	15	0	6	3	4	0	186	552					
03:45:00 PM	2	13	1	0	0	8	0	0	2	0	9	0	3	1	0	0	164	546					
03:50:00 PM	3	12	0	0	1	5	0	0	4	2	4	0	2	2	2	0	134	548					
03:55:00 PM	2	9	2	0	3	7	0	0	3	1	2	0	3	2	1	0	111	543					
04:00:00 PM	2	14	0	0	0	12	0	0	5	3	6	0	7	1	9	0	131	558					
04:05:00 PM	3	14	0	0	2	7	0	0	4	1	10	0	7	1	3	0	146	567					
04:10:00 PM	3	12	1	0	0	7	0	0	2	1	4	0	4	1	2	0	148	563					
04:15:00 PM	2	8	0	0	0	8	0	0	1	2	8	0	1	3	2	0	124	560					
04:20:00 PM	4	11	1	0	2	8	0	0	0	2	7	0	3	2	2	0	114	557					
04:25:00 PM	5	10	2	0	1	7	1	0	3	1	7	0	4	1	2	0	121	566					
04:30:00 PM	2	12	0	0	1	5	0	0	2	2	6	0	8	0	6	0	130	549					
04:35:00 PM	4	10	0	0	1	7	0	0	5	3	5	0	3	2	3	0	131	525					
04:40:00 PM	2	12	0	0	0	7	2	0	0	0	9	0	5	2	7	0	133	513					
04:45:00 PM	2	11	0	0	1	1	0	0	2	0	9	0	5	4	3	0	127	512					
04:50:00 PM	0	10	1	0	1	6	0	0	4	1	5	0	1	0	3	0	116	507					
04:55:00 PM	0	7	0	0	0	3	1	0	4	0	8	0	2	0	1	0	96	498					
05:00:00 PM	2	9	0	0	0	7	1	0	4	0	8	0	2	1	1	0	93	474					
05:05:00 PM	2	16	0	0	0	9	1	0	2	0	17	0	3	0	2	0	113	474					
05:10:00 PM	2	17	0	0	1	2	0	0	2	1	11	0	2	0	4	0	129	479					
05:15:00 PM	3	16	3	0	0	11	0	0	4	0	5	0	0	0	2	0	138	488					
05:20:00 PM	2	12	1	0	0	10	3	0	6	2	6	0	3	1	3	0	135	495					
05:25:00 PM	1	7	0	0	0	3	0	0	3	0	6	0	0	2	0	0	115	473					
05:30:00 PM	1	7	1	0	1	5	0	0	0	1	7	0	1	1	0	0	96	454					
05:35:00 PM	0	12	0	0	0	8	1	0	4	1	3	0	2	0	4	0	82	446					
05:40:00 PM	1	8	0	0	1	2	0	0	5	0	6	0	0	0	1	0	84	424					
05:45:00 PM	3	7	0	0	0	3	0	0	2	0	1	0	0	0	0	0	75	402					
05:50:00 PM	1	8	0	0	0	3	0	0	3	0	2	0	1	0	1	0	59	389					
05:55:00 PM	1	6	1	0	0	2	0	0	3	0	3	0	0	0	1	0	52	380					





Data Provided by K-D-N.com 503-594-4224

N/S street	<b>NW Helmholtz Way</b>
E/W street	<b>W Antler Ave</b>
City, State	Redmond OR
Site Notes	
Location	44.276304 - -121.219811
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	31
Peak Hour Start	04:35:00 PM
Peak 15 Min Start	05:20:00 PM
PHF (15-Min Int)	0.86

Eastbound  
W Antler Ave  
Heavy Vehicle NaN

Out 0  
In 0

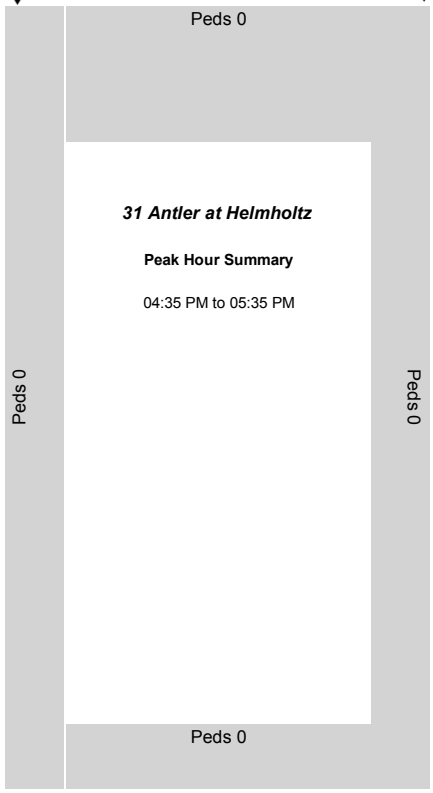
U-Turn 0  
Left 0  
Thru 0  
Right 0  
Bicycles 0

Southbound  
SW Helmholtz Way  
Heavy Vehicle 2.5%

In 80 Out 142

Bicycles Right Thru Left U-Turn

0 0 38 42 0



U-Turn 0 Left 0 Thru 91 Right 78 Bicycles 0

In 169 Out 78

Heavy Vehicle 0.6%  
NW Helmholtz Way  
Northbound

**31 Antler at Helmholtz**  
Peak Hour Summary  
04:35 PM to 05:35 PM

Bicycles 0  
Right 51  
Thru 0  
Left 40  
U-Turn 0

In 91  
Out 120

Westbound  
W Antler Ave  
Heavy Vehicle 0.0%

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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	91	78	0	42	38	0	0	0	0	0	0	40	0	51	0	169	80	0	91	78	142	0	120
Percent Heavy Vehicles																							
0.0%	0.0%	1.3%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	2.5%	#DIV/0!	0.0%	2.6%	0.0%	#DIV/0!	0.8%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
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	0	0	0	0	0	0	0	0		
All Vehicle Volumes																							
Time	Northbound NW Helmholtz Way				Southbound SW Helmholtz Way				Eastbound W Antler Ave				Westbound W Antler Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	0	3	1	0	1	3	0	0	1	0	0	0	2	0	3	0							
02:05:00 PM	0	2	1	0	5	6	0	0	0	0	0	0	1	0	0	0							
02:10:00 PM	0	2	1	0	3	5	0	0	0	0	0	0	4	0	5	0	49						
02:15:00 PM	0	2	3	0	1	5	0	0	0	0	0	0	2	0	2	0	50						
02:20:00 PM	0	2	3	0	3	3	0	0	0	0	0	0	2	0	2	0	50						
02:25:00 PM	0	3	2	0	4	2	0	0	0	0	0	0	8	0	1	0	50						
02:30:00 PM	0	9	2	0	2	2	0	0	0	0	0	0	1	0	3	0	54						
02:35:00 PM	0	4	5	0	4	1	0	0	0	0	0	0	5	0	2	0	60						
02:40:00 PM	0	9	3	0	2	1	0	0	0	0	0	0	1	0	2	0	58						
02:45:00 PM	0	7	6	0	1	3	0	0	0	0	0	0	4	0	4	0	64						
02:50:00 PM	0	5	3	0	1	0	0	0	0	0	0	0	5	0	0	0	57						
02:55:00 PM	0	6	5	0	3	3	0	0	0	0	0	0	1	0	3	0	60	217					
03:00:00 PM	0	5	5	0	4	4	0	0	0	0	0	0	0	0	1	0	54	222					
03:05:00 PM	0	1	5	0	0	3	0	0	0	0	0	0	5	0	2	0	56	223					
03:10:00 PM	0	1	3	0	1	2	0	0	0	0	0	0	4	0	2	0	48	216					
03:15:00 PM	0	9	9	0	3	1	0	0	0	0	0	0	4	0	2	0	57	229					
03:20:00 PM	0	6	8	0	0	5	0	0	0	0	0	0	2	0	1	0	63	236					
03:25:00 PM	0	4	2	0	3	2	0	0	0	0	0	0	1	0	0	0	62	228					
03:30:00 PM	0	2	4	0	4	3	0	0	0	0	0	0	2	0	0	0	49	224					
03:35:00 PM	0	4	2	0	0	4	0	0	0	0	0	0	1	0	1	0	39	215					
03:40:00 PM	0	5	5	0	2	3	0	0	0	0	0	0	3	0	5	0	50	220					
03:45:00 PM	0	3	3	0	1	4	0	0	0	0	0	0	5	0	2	0	53	213					
03:50:00 PM	0	6	3	0	3	1	0	0	0	0	0	0	5	0	3	0	62	220					
03:55:00 PM	0	9	5	0	2	5	0	0	0	0	0	0	4	0	5	0	69	229					
04:00:00 PM	0	7	6	0	2	3	0	0	0	0	0	0	4	0	4	0	77	236					
04:05:00 PM	0	4	7	0	2	5	0	0	0	0	0	0	2	0	5	0	81	245					
04:10:00 PM	0	3	9	0	2	1	0	0	0	0	0	0	2	0	7	0	75	256					
04:15:00 PM	0	12	4	0	3	4	0	0	0	0	0	0	2	0	2	0	76	255					
04:20:00 PM	0	4	7	0	3	3	0	0	0	0	0	0	1	0	4	0	73	255					
04:25:00 PM	0	6	11	0	2	2	0	0	0	0	0	0	2	0	2	0	74	268					
04:30:00 PM	0	10	10	0	3	1	0	0	0	0	0	0	3	0	3	0	77	283					
04:35:00 PM	0	5	6	0	3	7	0	0	0	0	0	0	1	0	3	0	80	296					
04:40:00 PM	0	5	1	0	3	1	0	0	0	0	0	0	5	0	2	0	72	290					
04:45:00 PM	0	5	10	0	4	4	0	0	0	0	0	0	2	0	0	0	67	297					
04:50:00 PM	0	9	11	0	4	2	0	0	0	0	0	0	2	0	4	0	74	308					
04:55:00 PM	0	6	5	0	3	2	0	0	0	0	0	0	4	0	3	0	80	301					
05:00:00 PM	0	4	7	0	1	1	0	0	0	0	0	0	3	0	8	0	79	299					
05:05:00 PM	0	10	8	0	2	5	0	0	0	0	0	0	3	0	4	0	79	306					
05:10:00 PM	0	6	8	0	1	5	0	0	0	0	0	0	6	0	7	0	89	315					
05:15:00 PM	0	6	7	0	6	2	0	0	0	0	0	0	2	0	7	0	95	318					
05:20:00 PM	0	6	7	0	3	0	0	0	0	0	0	0	3	0	6	0	88	321					
05:25:00 PM	0	13	5	0	6	6	0	0	0	0	0	0	4	0	3	0	92	333					
05:30:00 PM	0	16	3	0	6	3	0	0	0	0	0	0	5	0	4	0	99	340					
05:35:00 PM	0	4	5	0	2	1	0	0	0	0	0	0	2	0	3	0	91	332					
05:40:00 PM	0	1	4	0	2	5	0	0	0	0	0	0	6	0	2	0	74	335					
05:45:00 PM	0	5	5	0	4	4	0	0	0	0	0	0	2	0	3	0	60	333					
05:50:00 PM	0	5	7	0	4	5	0	0	0	0	0	0	2	0	6	0	72	330					
05:55:00 PM	0	8	7	0	2	1	0	0	0	0	0	0	3	0	1	0	74	329					



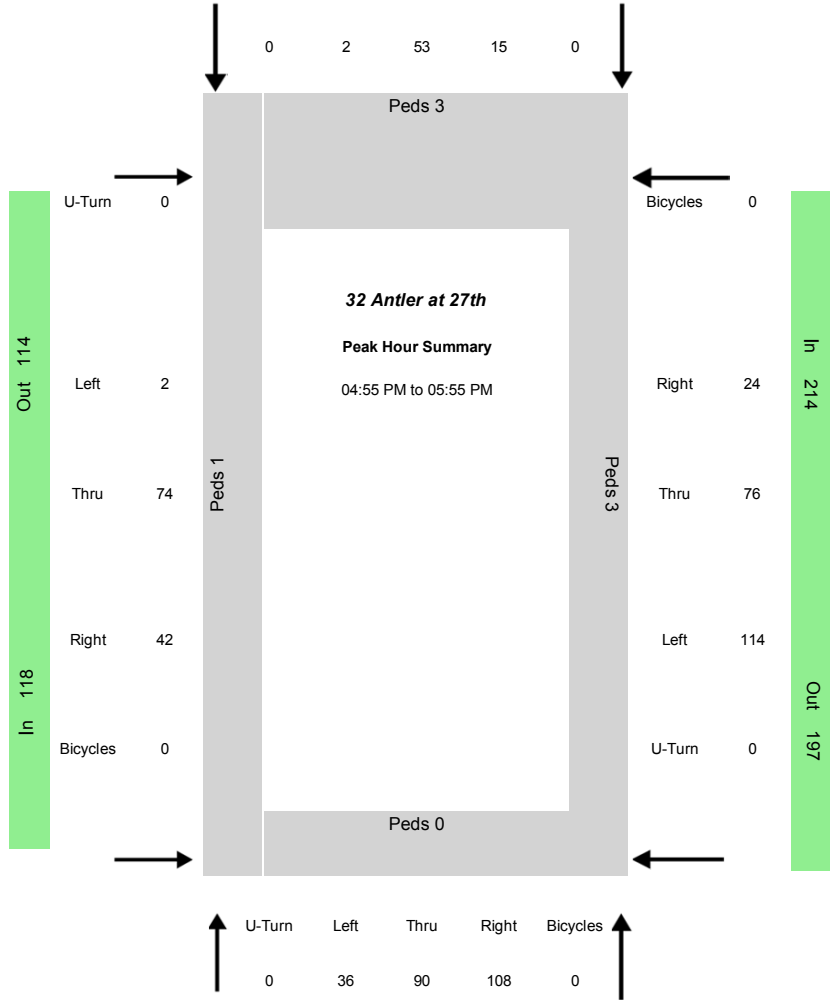
Southbound  
SW 27th St  
Heavy Vehicle 0.0%

In	70	Out	116
Bicycles	Right	Thru	Left
0	2	53	15
			U-Turn
			0

Data Provided by K-D-N.com 503-594-4224

N/S street	SW 27th St
E/W street	W Antler Ave
City, State	Redmond OR
Site Notes	
Location	44.276414 - -121.19928
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	32
Peak Hour Start	04:55:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.87

Eastbound  
W Antler Ave  
Heavy Vehicle 2.5%



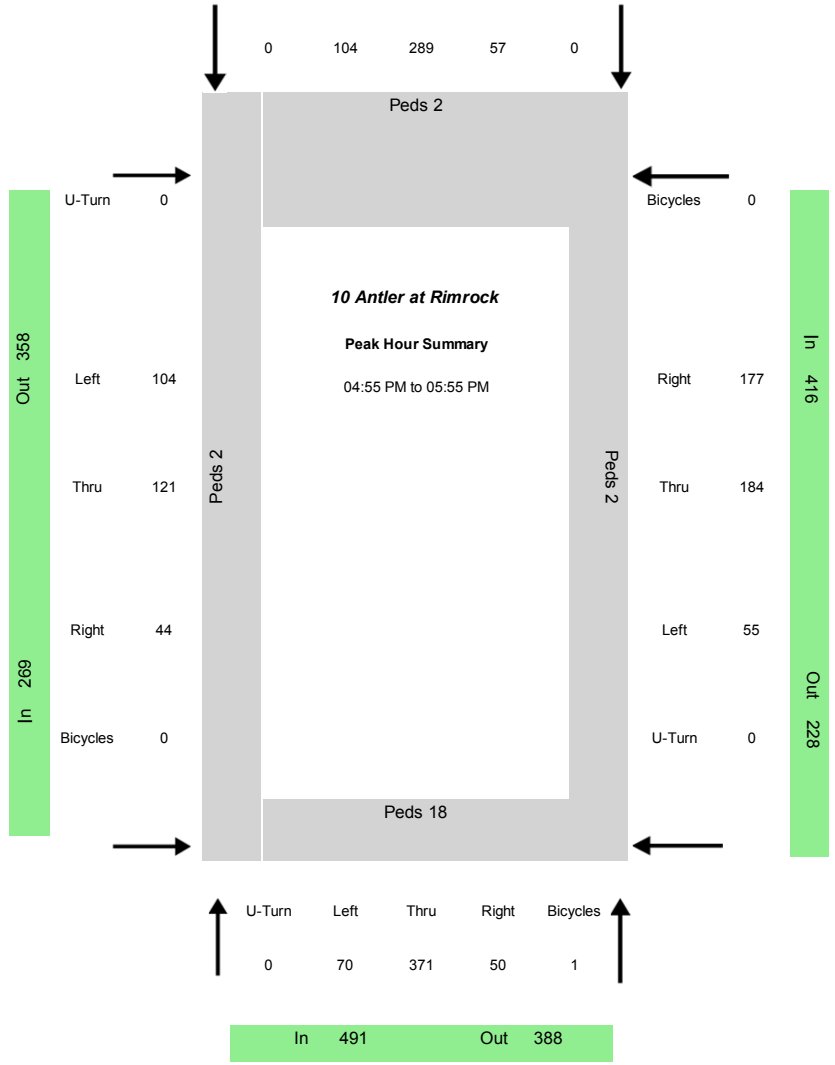
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
36	90	108	0	15	53	2	0	2	74	42	0	114	76	24	0	234	70	118	214	209	116	114	197
Percent Heavy Vehicles																							
0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	2.4%	0.0%	0.9%	0.0%	0.0%	0.0%	0.4%	0.0%	2.5%	0.5%	1.0%	0.0%	0.0%	1.5%
PHV- Bicycles															PHV - Pedestrians								
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	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	7		
All Vehicle Volumes																							
Time	Northbound SW 27th St				Southbound SW 27th St				Eastbound W Antler Ave				Westbound W Antler Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	3	5	2	0	1	0	0	0	0	1	0	0	0	3	3	2	0						
02:05:00 PM	1	4	6	0	1	1	0	0	0	0	3	5	0	5	4	2	0						
02:10:00 PM	2	3	6	0	0	1	0	0	0	0	3	4	0	4	4	0	0	79					
02:15:00 PM	1	5	4	0	0	4	0	0	0	0	3	4	0	3	3	1	0	87					
02:20:00 PM	3	6	10	0	0	5	0	0	0	0	1	3	0	6	2	0	0	91					
02:25:00 PM	3	1	4	0	1	2	1	0	0	0	5	4	0	4	3	2	0	94					
02:30:00 PM	1	0	9	0	2	3	0	0	0	0	0	2	0	6	4	1	0	94					
02:35:00 PM	1	4	7	0	1	4	0	0	0	0	4	2	0	5	6	0	0	92					
02:40:00 PM	4	3	8	0	2	3	0	0	0	1	5	3	0	9	7	1	0	108					
02:45:00 PM	1	7	6	0	0	3	0	0	0	0	3	3	0	11	5	3	0	122					
02:50:00 PM	2	3	5	0	2	10	0	0	0	0	7	0	0	4	4	1	0	126					
02:55:00 PM	2	3	12	0	0	0	0	0	0	0	5	2	0	0	2	1	0	107	388				
03:00:00 PM	4	9	8	0	3	1	0	0	0	0	8	3	0	6	4	2	0	113	416				
03:05:00 PM	2	4	12	0	0	4	1	0	0	0	4	0	0	7	3	0	0	112	421				
03:10:00 PM	3	5	7	0	0	4	1	0	0	0	6	1	0	5	5	3	0	125	434				
03:15:00 PM	3	6	9	0	0	6	0	0	0	0	4	2	0	14	9	3	0	133	462				
03:20:00 PM	4	6	12	0	1	2	0	0	0	0	4	2	0	12	7	0	0	146	476				
03:25:00 PM	2	2	9	0	2	5	0	0	0	0	4	1	0	8	3	0	0	142	482				
03:30:00 PM	1	2	9	0	0	1	1	0	0	0	4	3	0	8	1	0	0	116	484				
03:35:00 PM	2	7	4	0	2	2	0	0	0	1	4	1	0	9	3	2	0	103	487				
03:40:00 PM	2	7	14	0	2	4	0	0	0	0	1	2	0	7	5	3	0	114	488				
03:45:00 PM	3	10	5	0	1	4	0	0	0	0	5	2	0	12	10	6	0	142	504				
03:50:00 PM	4	3	5	0	2	4	0	0	0	0	3	2	0	6	7	2	0	143	504				
03:55:00 PM	1	6	6	0	0	3	0	0	0	0	6	2	0	5	4	0	0	129	510				
04:00:00 PM	5	5	10	0	2	7	0	0	0	1	2	4	0	7	15	1	0	130	521				
04:05:00 PM	3	4	8	0	0	3	0	0	0	0	3	2	0	4	4	2	0	125	517				
04:10:00 PM	2	8	11	0	0	3	0	0	0	1	4	1	0	4	5	0	0	131	516				
04:15:00 PM	0	6	8	0	1	5	0	0	0	1	2	3	0	7	8	3	0	116	504				
04:20:00 PM	0	6	8	0	2	3	0	0	0	0	5	0	0	4	4	2	0	117	488				
04:25:00 PM	1	4	9	0	0	4	0	0	0	0	4	5	0	10	2	2	0	119	493				
04:30:00 PM	4	1	13	0	1	3	0	0	0	1	8	3	0	9	4	1	0	123	511				
04:35:00 PM	3	9	5	0	1	1	0	0	0	0	3	1	0	7	5	0	0	124	509				
04:40:00 PM	0	9	10	0	3	3	0	0	0	1	4	1	0	6	3	0	0	123	502				
04:45:00 PM	2	6	15	0	2	1	0	0	0	1	7	3	0	9	6	2	0	129	498				
04:50:00 PM	1	4	15	0	2	5	0	0	0	1	4	1	0	7	5	2	0	141	507				
04:55:00 PM	2	5	9	0	0	4	0	0	0	0	8	3	0	9	5	0	0	146	519				
05:00:00 PM	1	9	12	0	2	1	1	0	0	0	2	2	0	7	3	3	0	135	503				
05:05:00 PM	6	8	7	0	3	3	0	0	0	0	7	5	0	17	10	2	0	156	538				
05:10:00 PM	1	7	11	0	1	4	0	0	0	0	3	4	0	13	10	3	0	168	556				
05:15:00 PM	6	4	7	0	2	8	0	0	0	1	11	2	0	8	7	1	0	182	569				
05:20:00 PM	5	6	6	0	0	3	1	0	0	0	6	7	0	9	7	5	0	169	590				
05:25:00 PM	4	10	11	0	0	5	0	0	0	1	9	3	0	2	7	1	0	165	602				
05:30:00 PM	3	9	6	0	0	8	0	0	0	0	2	5	0	10	4	0	0	155	601				
05:35:00 PM	2	11	8	0	0	3	0	0	0	0	3	3	0	8	4	3	0	145	611				
05:40:00 PM	1	8	9	0	4	8	0	0	0	0	6	4	0	9	5	2	0	148	627				
05:45:00 PM	3	8	15	0	1	0	0	0	0	0	9	1	0	13	7	1	0	159	631				
05:50:00 PM	2	5	7	0	2	6	0	0	0	0	8	3	0	9	7	3	0	166	636				
05:55:00 PM	3	1	7	0	0	6	0	0	0	0	4	0	0	8	6	1	0	146	627				



Data Provided by K-D-N.com 503-594-4224

N/S street	NW 19th St
E/W street	W Antler Ave
City, State	Redmond OR
Site Notes	
Location	44.276463 - -121.189272
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	10
Peak Hour Start	04:55:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.93

Eastbound  
W Antler Ave  
Heavy Vehicle 1.1%



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
70	371	50	0	57	289	104	0	104	121	44	0	55	184	177	0	491	450	269	416	388	652	358	228
Percent Heavy Vehicles																							
0.0%	1.1%	2.0%	0.0%	0.0%	0.3%	0.0%	0.0%	1.9%	0.8%	0.0%	0.0%	1.8%	0.5%	0.0%	0.0%	1.0%	0.2%	1.1%	0.5%	0.5%	0.9%	0.3%	0.9%
PHV - Bicycles																PHV - Pedestrians							
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	2	2	2	24		
All Vehicle Volumes																							
Time	Northbound NW 19th St				Southbound SW Rimrock Dr				Eastbound W Antler Ave				Westbound W Antler Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			Sum	Sum			
02:00:00 PM	2	23	5	0	6	10	2	0	8	12	3	0	2	6	5	0							
02:05:00 PM	3	16	5	0	2	15	3	0	3	7	2	0	4	7	11	0							
02:10:00 PM	1	21	4	0	6	12	2	0	4	10	3	0	7	6	5	0	243						
02:15:00 PM	1	16	4	0	6	14	4	0	5	7	3	0	2	9	7	0	237						
02:20:00 PM	1	17	4	0	5	20	3	0	6	5	3	0	5	10	7	0	245						
02:25:00 PM	0	9	3	0	8	15	2	0	4	7	6	0	3	9	11	0	241						
02:30:00 PM	2	25	7	0	5	31	18	0	3	5	1	0	2	9	10	0	281						
02:35:00 PM	5	31	4	0	9	6	3	0	8	3	3	0	5	12	8	0	292						
02:40:00 PM	2	47	9	0	5	20	8	0	11	10	3	0	5	4	6	0	345						
02:45:00 PM	10	29	10	0	9	20	2	0	5	6	4	0	3	16	11	0	352						
02:50:00 PM	6	33	8	0	4	22	2	0	10	16	2	0	1	6	11	0	376						
02:55:00 PM	2	26	2	0	4	22	4	0	14	11	3	0	4	11	7	0	356	1185					
03:00:00 PM	4	32	6	0	4	15	3	0	8	7	9	0	2	8	14	0	343	1213					
03:05:00 PM	1	25	2	0	5	21	6	0	12	12	2	0	3	10	19	0	340	1253					
03:10:00 PM	3	29	7	0	6	14	7	0	8	10	4	0	3	14	11	0	346	1288					
03:15:00 PM	2	18	2	0	15	25	7	0	6	7	7	0	2	9	12	0	346	1322					
03:20:00 PM	7	29	4	0	11	21	7	0	13	11	13	0	0	8	3	0	355	1363					
03:25:00 PM	2	21	8	0	10	15	3	0	11	14	5	0	1	4	11	0	344	1391					
03:30:00 PM	3	17	1	0	7	17	5	0	11	9	3	0	2	9	10	0	326	1367					
03:35:00 PM	3	16	3	0	12	14	6	0	6	6	3	0	4	13	17	0	302	1373					
03:40:00 PM	4	21	7	0	10	16	2	0	8	3	1	0	13	17	24	0	323	1369					
03:45:00 PM	5	14	4	0	8	21	5	0	4	5	6	0	3	28	20	0	352	1367					
03:50:00 PM	2	23	6	0	4	27	6	0	1	9	0	0	6	5	15	0	353	1350					
03:55:00 PM	4	21	1	0	9	16	4	0	4	10	2	0	3	8	13	0	322	1335					
04:00:00 PM	7	19	5	0	4	26	8	0	7	5	7	0	7	13	8	0	315	1339					
04:05:00 PM	5	25	6	0	6	22	5	0	7	6	4	0	2	6	10	0	315	1325					
04:10:00 PM	5	26	4	0	7	20	4	0	3	8	5	0	4	12	14	0	332	1321					
04:15:00 PM	2	19	5	0	3	22	8	0	8	5	0	0	1	11	13	0	313	1306					
04:20:00 PM	3	21	1	0	4	27	3	0	12	3	5	0	2	9	10	0	309	1279					
04:25:00 PM	6	33	5	0	6	24	9	0	10	7	2	0	1	11	9	0	320	1297					
04:30:00 PM	5	28	3	0	2	26	6	0	14	9	2	0	2	8	9	0	337	1317					
04:35:00 PM	3	25	4	0	7	23	4	0	3	7	5	0	1	12	12	0	343	1320					
04:40:00 PM	4	21	4	0	5	27	8	0	5	15	3	0	4	12	10	0	338	1312					
04:45:00 PM	8	27	1	0	5	21	10	0	11	10	4	0	1	2	14	0	338	1303					
04:50:00 PM	5	25	3	0	5	13	12	0	12	18	4	0	2	12	12	0	355	1322					
04:55:00 PM	5	26	4	0	12	29	8	0	6	6	3	0	6	14	12	0	368	1358					
05:00:00 PM	7	25	3	0	6	10	11	0	10	9	3	0	2	21	12	0	373	1361					
05:05:00 PM	7	31	6	0	7	24	8	0	7	10	4	0	3	16	26	0	399	1406					
05:10:00 PM	8	38	3	0	6	27	10	0	10	11	2	0	2	22	10	0	417	1443					
05:15:00 PM	5	33	4	0	6	24	12	0	8	5	7	0	1	21	13	0	437	1485					
05:20:00 PM	1	28	6	0	2	26	7	0	5	11	3	0	9	18	24	0	428	1525					
05:25:00 PM	9	20	3	0	4	28	3	0	4	15	1	0	9	11	18	0	404	1527					
05:30:00 PM	9	31	5	0	3	24	11	0	15	7	4	0	3	8	13	0	398	1546					
05:35:00 PM	3	44	3	0	4	20	12	0	9	8	4	0	6	9	15	0	395	1577					
05:40:00 PM	5	26	3	0	0	25	10	0	10	10	4	0	5	22	14	0	404	1593					
05:45:00 PM	4	29	5	0	2	27	8	0	10	10	3	0	4	9	10	0	392	1600					
05:50:00 PM	7	40	5	0	5	25	4	0	10	19	6	0	5	13	10	0	404	1626					
05:55:00 PM	4	30	9	0	5	20	7	0	8	9	5	0	4	9	10	0	390	1615					



Southbound  
SW 6th St  
Heavy Vehicle 2.7%

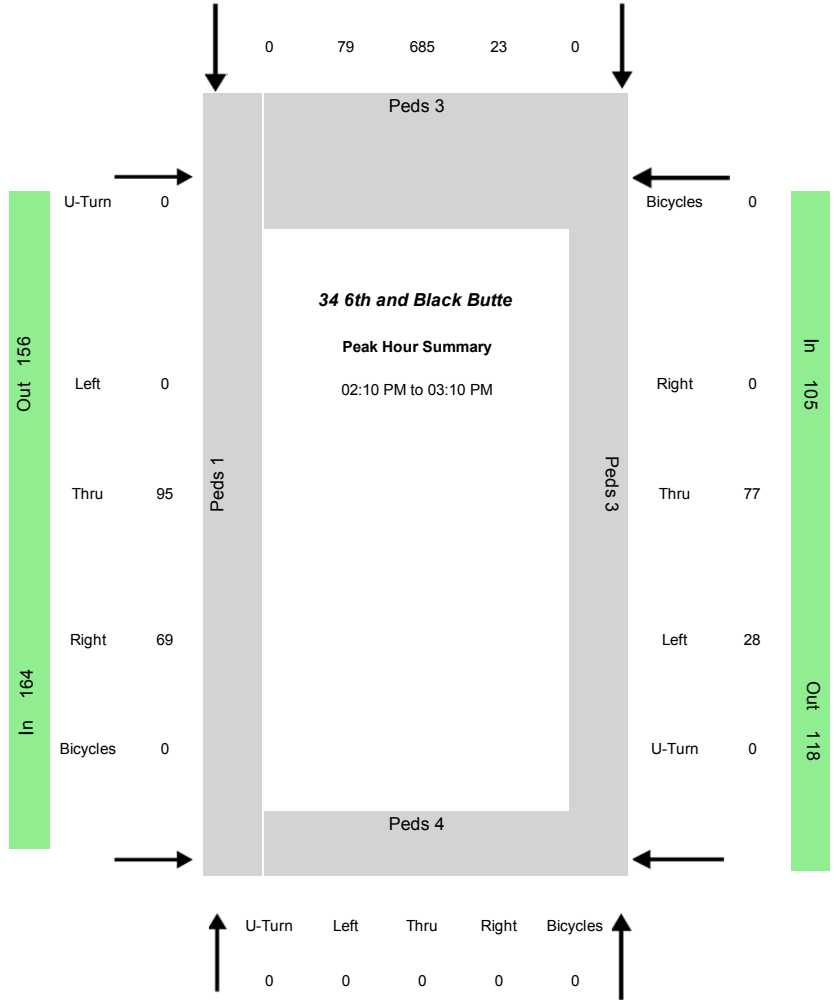
In	787	Out	0
Bicycles	Right	Thru	Left
0	79	685	23
			U-Turn
			0

Data Provided by K-D-N.com 503-594-4224

N/S street	SW 6th St
E/W street	SW Black Butte Blvd
City, State	Redmond OR
Site Notes	
Location	44.275514 - -121.174284
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	02:10:00 PM
Peak 15 Min Start	02:20:00 PM
PHF (15-Min Int)	0.89

Eastbound  
SW Black Butte Blvd  
Heavy Vehicle 1.2%

Westbound  
SW Black Butte Blvd  
Heavy Vehicle 0.0%



In	0	Out	782
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Heavy Vehicle NaN  
SW 6th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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	0	0	0	23	685	79	0	0	95	69	0	28	77	0	0	0	787	164	105	782	0	156	118
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	1.3%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	2.7%	1.2%	0.0%	2.6%	0.0%	0.6%	1.7%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
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	0	0	0	4	3	1	3	11		
All Vehicle Volumes																							
Time	Northbound SW 6th St				Southbound SW 6th St				Eastbound SW Black Butte Blvd				Westbound SW Black Butte Blvd				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	0	0	0	0	3	63	8	0	0	8	4	0	5	5	0	0							
02:05:00 PM	0	0	0	0	2	45	9	0	0	8	5	0	2	10	0	0							
02:10:00 PM	0	0	0	0	1	48	4	0	0	5	7	0	2	5	0	0	249						
02:15:00 PM	0	0	0	0	0	56	12	0	0	7	5	0	1	3	0	0	237						
02:20:00 PM	0	0	0	0	4	65	8	0	0	12	6	0	3	10	0	0	264						
02:25:00 PM	0	0	0	0	2	73	5	0	0	7	2	0	6	3	0	0	290						
02:30:00 PM	0	0	0	0	1	60	8	0	0	4	8	0	2	8	0	0	297						
02:35:00 PM	0	0	0	0	0	49	7	0	0	4	7	0	1	5	0	0	262						
02:40:00 PM	0	0	0	0	1	51	7	0	0	10	10	0	3	5	0	0	251						
02:45:00 PM	0	0	0	0	1	47	4	0	0	7	3	0	2	10	0	0	234						
02:50:00 PM	0	0	0	0	4	60	8	0	0	10	2	0	2	9	0	0	256						
02:55:00 PM	0	0	0	0	3	57	6	0	0	10	5	0	1	7	0	0	258	1048					
03:00:00 PM	0	0	0	0	3	63	4	0	0	8	8	0	2	5	0	0	277	1045					
03:05:00 PM	0	0	0	0	3	56	6	0	0	11	6	0	3	7	0	0	274	1056					
03:10:00 PM	0	0	0	0	4	51	3	0	0	8	2	0	1	3	0	0	257	1056					
03:15:00 PM	0	0	0	0	0	36	5	0	0	8	4	0	4	6	0	0	227	1035					
03:20:00 PM	0	0	0	0	4	47	6	0	0	11	5	0	0	3	0	0	211	1003					
03:25:00 PM	0	0	0	0	0	46	3	0	0	10	4	0	2	10	0	0	214	980					
03:30:00 PM	0	0	0	0	1	55	6	0	0	4	3	0	1	8	0	0	229	967					
03:35:00 PM	0	0	0	0	2	49	11	0	0	1	6	0	2	4	0	0	228	969					
03:40:00 PM	0	0	0	0	3	41	7	0	0	7	3	0	2	7	0	0	223	952					
03:45:00 PM	0	0	0	0	2	53	7	0	0	5	4	0	2	3	0	0	221	954					
03:50:00 PM	0	0	0	0	3	52	8	0	0	7	11	0	1	6	0	0	234	947					
03:55:00 PM	0	0	0	0	3	43	7	0	0	6	9	0	2	5	0	0	239	933					
04:00:00 PM	0	0	0	0	3	50	5	0	0	4	7	0	3	7	0	0	242	919					
04:05:00 PM	0	0	0	0	5	52	11	0	0	3	5	0	2	3	0	0	235	908					
04:10:00 PM	0	0	0	0	4	58	8	0	0	5	6	0	3	4	0	0	248	924					
04:15:00 PM	0	0	0	0	1	36	10	0	0	1	7	0	4	7	0	0	235	927					
04:20:00 PM	0	0	0	0	4	59	6	0	0	3	6	0	1	5	0	0	238	935					
04:25:00 PM	0	0	0	0	2	52	9	0	0	5	3	0	3	7	0	0	231	941					
04:30:00 PM	0	0	0	0	1	52	11	0	0	7	3	0	1	5	0	0	245	943					
04:35:00 PM	0	0	0	0	0	73	7	0	0	6	6	0	3	7	0	0	263	970					
04:40:00 PM	0	0	0	0	2	44	7	0	0	3	2	0	1	8	0	0	249	967					
04:45:00 PM	0	0	0	0	1	52	6	0	0	10	8	0	2	6	0	0	254	976					
04:50:00 PM	0	0	0	0	2	51	14	0	0	3	9	0	1	7	0	0	239	975					
04:55:00 PM	0	0	0	0	4	48	11	0	0	2	4	0	2	11	0	0	254	982					
05:00:00 PM	0	0	0	0	0	43	15	0	0	3	6	0	3	13	0	0	252	986					
05:05:00 PM	0	0	0	0	0	45	8	0	0	7	8	0	3	8	0	0	244	984					
05:10:00 PM	0	0	0	0	1	49	10	0	0	6	2	0	1	10	0	0	241	975					
05:15:00 PM	0	0	0	0	1	44	9	0	0	4	5	0	2	12	0	0	235	986					
05:20:00 PM	0	0	0	0	0	46	9	0	0	4	4	0	0	3	0	0	222	968					
05:25:00 PM	0	0	0	0	2	50	7	0	0	3	5	0	0	11	0	0	221	965					
05:30:00 PM	0	0	0	0	1	29	6	0	0	6	1	0	3	13	0	0	203	944					
05:35:00 PM	0	0	0	0	0	50	5	0	0	4	7	0	1	5	0	0	209	914					
05:40:00 PM	0	0	0	0	0	42	9	0	0	1	2	0	2	8	0	0	195	911					
05:45:00 PM	0	0	0	0	0	29	3	0	0	3	6	0	1	9	0	0	187	877					
05:50:00 PM	0	0	0	0	0	45	5	0	0	3	8	0	2	4	0	0	182	857					
05:55:00 PM	0	0	0	0	0	33	7	0	0	7	5	0	0	7	0	0	177	834					





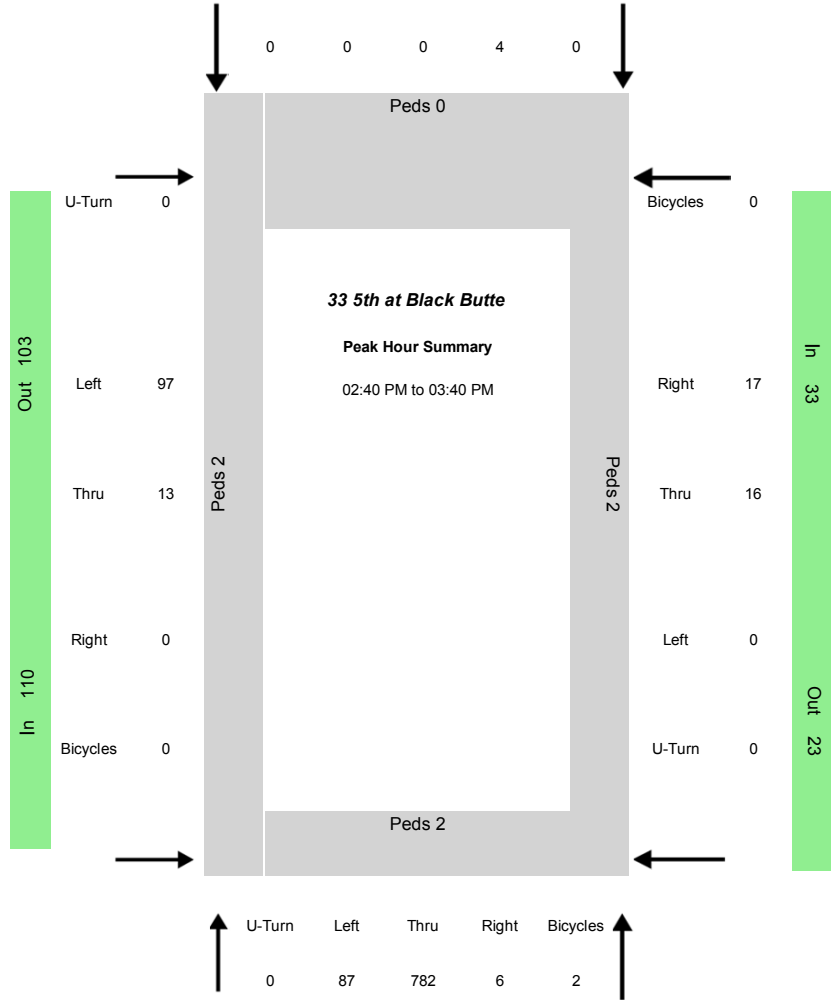
Southbound  
SW 5th St  
Heavy Vehicle 25.0%

In 4		Out 898		
Bicycles	Right	Thru	Left	U-Turn

Data Provided by K-D-N.com 503-594-4224

N/S street	SW 5th St
E/W street	SW Black Butte Blvd
City, State	Redmond OR
Site Notes	
Location	44.275527 - -121.17322
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	33
Peak Hour Start	02:40:00 PM
Peak 15 Min Start	02:40:00 PM
PHF (15-Min Int)	0.88

Eastbound  
SW Black Butte Blvd  
Heavy Vehicle 2.7%



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
87	782	6	0	4	0	0	0	97	13	0	0	0	16	17	0	875	4	110	33	0	896	103	23
Percent Heavy Vehicles																							
2.3%	1.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	2.1%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	25.0%	2.7%	0.0%	#DIV/0!	1.1%	1.9%	8.7%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum		
0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2	6		
All Vehicle Volumes																							
Time	Northbound SW 5th St				Southbound SW 5th St				Eastbound SW Black Butte Blvd				Westbound SW Black Butte Blvd				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	10	54	0	0	0	0	0	0	7	2	0	0	0	0	0	0							
02:05:00 PM	10	81	0	0	0	0	0	0	7	3	0	0	0	3	0	0							
02:10:00 PM	7	52	0	0	0	0	0	0	7	0	0	0	0	1	0	0	244						
02:15:00 PM	4	70	0	0	0	0	0	0	6	0	0	0	0	0	2	0	253						
02:20:00 PM	7	52	0	0	0	0	0	0	12	2	0	0	0	5	1	0	228						
02:25:00 PM	6	52	0	0	0	0	0	0	8	1	0	0	0	1	1	0	230						
02:30:00 PM	10	58	0	0	0	0	0	0	3	1	0	0	0	2	0	0	222						
02:35:00 PM	5	56	0	0	0	0	0	0	4	0	0	0	0	0	0	0	208						
02:40:00 PM	5	81	0	0	0	0	0	0	5	1	0	0	0	3	3	0	237						
02:45:00 PM	11	75	0	0	0	0	0	0	9	2	0	0	0	0	1	0	261						
02:50:00 PM	7	67	0	0	0	0	0	0	11	2	0	0	0	4	2	0	289						
02:55:00 PM	9	55	1	0	0	0	0	0	12	0	0	0	0	0	1	0	269	980					
03:00:00 PM	4	74	1	0	0	0	0	0	8	2	0	0	0	1	0	0	261	997					
03:05:00 PM	8	63	2	0	0	0	0	0	8	2	0	0	0	2	0	0	253	978					
03:10:00 PM	4	65	0	0	0	0	0	0	11	1	0	0	0	0	1	0	257	993					
03:15:00 PM	9	63	0	0	0	0	0	0	8	0	0	0	0	2	2	0	251	995					
03:20:00 PM	4	48	0	0	0	0	0	0	11	0	0	0	0	0	1	0	230	980					
03:25:00 PM	13	60	2	0	1	0	0	0	8	1	0	0	0	0	1	0	234	997					
03:30:00 PM	8	61	0	0	3	0	0	0	3	2	0	0	0	2	3	0	232	1005					
03:35:00 PM	5	70	0	0	0	0	0	0	3	0	0	0	0	2	2	0	250	1022					
03:40:00 PM	8	60	4	0	0	0	0	0	8	1	0	0	0	2	0	0	247	1007					
03:45:00 PM	7	59	0	0	0	0	0	0	7	0	0	0	0	2	0	0	240	984					
03:50:00 PM	4	61	0	0	0	0	0	0	6	1	0	0	0	3	1	0	234	967					
03:55:00 PM	9	74	1	0	0	0	0	0	10	1	0	0	0	0	3	0	249	987					
04:00:00 PM	8	74	0	0	0	0	0	0	4	1	0	0	0	4	1	0	266	989					
04:05:00 PM	8	53	1	0	0	0	0	0	7	1	0	0	0	2	1	0	263	977					
04:10:00 PM	6	62	0	0	0	0	0	0	7	1	0	0	0	0	1	0	242	972					
04:15:00 PM	11	57	2	0	0	0	0	0	3	0	0	0	0	1	0	0	224	962					
04:20:00 PM	9	67	0	0	0	0	0	0	4	0	0	0	0	0	0	0	231	978					
04:25:00 PM	8	55	0	0	0	0	0	0	4	2	0	0	0	0	2	0	225	963					
04:30:00 PM	7	63	2	0	0	0	0	0	4	3	0	0	0	1	1	0	232	962					
04:35:00 PM	10	65	1	0	0	0	0	0	6	1	0	0	0	2	1	0	238	966					
04:40:00 PM	12	60	0	0	0	0	0	0	3	1	0	0	0	1	1	0	245	961					
04:45:00 PM	4	54	1	0	0	0	0	0	8	2	0	0	0	4	0	0	237	959					
04:50:00 PM	10	66	0	0	0	0	0	0	6	1	0	0	0	1	0	0	235	967					
04:55:00 PM	13	69	1	0	0	0	0	0	5	1	0	0	0	0	2	0	248	960					
05:00:00 PM	12	86	0	0	0	0	0	0	3	0	0	0	0	4	1	0	281	974					
05:05:00 PM	9	66	0	0	0	0	0	0	6	1	0	0	0	3	0	0	282	986					
05:10:00 PM	6	60	0	0	0	0	0	0	6	1	0	0	0	6	0	0	270	988					
05:15:00 PM	14	51	0	0	0	0	0	0	4	2	0	0	0	2	0	0	237	987					
05:20:00 PM	3	74	0	0	0	0	0	0	2	1	0	0	0	0	0	0	232	987					
05:25:00 PM	10	57	1	0	0	0	0	0	5	2	0	0	0	2	2	0	232	995					
05:30:00 PM	12	66	0	0	0	0	0	0	7	0	0	0	0	3	0	0	247	1002					
05:35:00 PM	4	68	1	0	0	0	0	0	3	0	0	0	0	2	1	0	246	995					
05:40:00 PM	7	49	1	0	0	0	0	0	7	0	0	0	0	2	0	0	233	983					
05:45:00 PM	8	53	0	0	0	0	0	0	2	0	0	0	0	1	0	0	209	974					
05:50:00 PM	6	63	1	0	0	0	0	0	1	0	0	0	0	1	1	0	203	963					
05:55:00 PM	7	52	0	0	0	0	0	0	5	1	0	0	0	1	0	0	203	938					



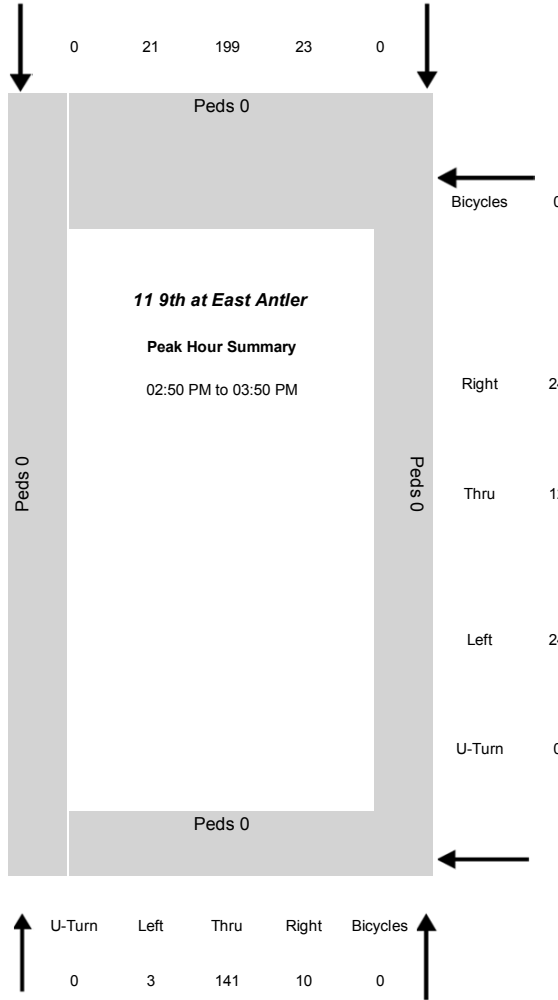
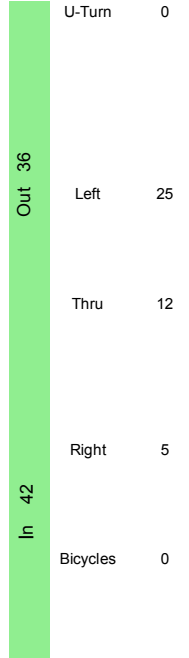
Southbound  
NE 9th St  
Heavy Vehicle 11.5%

In	243	Out	190
Bicycles	0	Right	21
		Thru	199
		Left	23
		U-Turn	0

Data Provided by K-D-N.com 503-594-4224

N/S street	NE 9th St
E/W street	E Antler Ave
City, State	Redmond OR
Site Notes	
Location	44.276554 - -121.15882
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	11
Peak Hour Start	02:50:00 PM
Peak 15 Min Start	02:55:00 PM
PHF (15-Min Int)	0.90

Eastbound  
E Antler Ave  
Heavy Vehicle 23.8%



Westbound  
E Antler Ave  
Heavy Vehicle 8.3%

In	154	Out	228
		U-Turn	0
		Left	3
		Thru	141
		Right	10
		Bicycles	0

Heavy Vehicle 17.5%  
NE 9th St  
Northbound

11 9th at East Antler  
Peak Hour Summary  
02:50 PM to 03:50 PM

U-Turn	0	Left	3	Thru	141	Right	10	Bicycles	0
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U-Turn	0	Right	21	Thru	199	Left	23	Bicycles	0
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U-Turn	0
--------	---

Left	25
------	----

Thru	12
------	----

Right	5
-------	---

Bicycles	0
----------	---

U-Turn	0	Left	3	Thru	141	Right	10	Bicycles	0
--------	---	------	---	------	-----	-------	----	----------	---

In	154	Out	228
----	-----	-----	-----

Heavy Vehicle 17.5%  
NE 9th St  
Northbound

In	243	Out	190
----	-----	-----	-----

Southbound  
NE 9th St  
Heavy Vehicle 11.5%

Bicycles	0	Right	21	Thru	199	Left	23	U-Turn	0
----------	---	-------	----	------	-----	------	----	--------	---

U-Turn	0
--------	---

Peds 0

11 9th at East Antler  
Peak Hour Summary  
02:50 PM to 03:50 PM

Left	25
------	----

Thru	12
------	----

Right	5
-------	---

Bicycles	0
----------	---

Peds 0

U-Turn	0
--------	---

U-Turn	0
--------	---

U-Turn	0
--------	---

Peds 0

U-Turn	0
--------	---

U-Turn	0
--------	---

U-Turn	0
--------	---

U-Turn	0
--------	---

In	154	Out	228
----	-----	-----	-----

Heavy Vehicle 17.5%  
NE 9th St  
Northbound

U-Turn	0	Left	3	Thru	141	Right	10	Bicycles	0
--------	---	------	---	------	-----	-------	----	----------	---

Southbound  
NE 9th St  
Heavy Vehicle 11.5%

In	243	Out	190
----	-----	-----	-----

Bicycles	0	Right	21	Thru	199	Left	23	U-Turn	0
----------	---	-------	----	------	-----	------	----	--------	---

U-Turn	0
--------	---

Peds 0

11 9th at East Antler  
Peak Hour Summary  
02:50 PM to 03:50 PM

Left	25
------	----

Thru	12
------	----

Right	5
-------	---

Bicycles	0
----------	---

Peds 0

U-Turn	0
--------	---

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
3	141	10	0	23	199	21	0	25	12	5	0	24	12	24	0	154	243	42	60	228	190	36	45

Percent Heavy Vehicles																							
66.7%	17.7%	0.0%	0.0%	13.0%	10.1%	23.8%	0.0%	32.0%	8.3%	20.0%	0.0%	8.3%	0.0%	12.5%	0.0%	17.5%	11.5%	23.8%	8.3%	10.1%	18.9%	19.4%	8.9%

PHV- Bicycles															PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound			in Crosswalk			Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	NB	SB	EB		WB	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	Northbound NE 9th St				Southbound NE 9th St				Eastbound E Antier Ave				Westbound E Antier Ave				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
02:00:00 PM	1	6	0	0	0	17	0	0	0	0	0	0	0	0	1	0		
02:05:00 PM	0	8	0	0	1	10	1	0	2	1	0	0	0	0	0	0		
02:10:00 PM	0	11	1	0	0	14	1	0	2	0	0	0	0	0	0	0	77	
02:15:00 PM	0	8	3	0	0	14	1	0	3	0	0	0	1	1	1	0	84	
02:20:00 PM	0	7	0	0	2	12	2	0	2	1	1	0	1	0	2	0	91	
02:25:00 PM	0	7	0	0	2	16	3	0	2	1	2	0	0	1	3	0	99	
02:30:00 PM	0	9	1	0	1	26	0	0	0	0	2	0	2	0	2	0	110	
02:35:00 PM	0	8	2	0	1	24	3	0	2	2	1	0	0	0	1	0	124	
02:40:00 PM	1	10	0	0	3	14	3	0	0	0	3	0	1	1	0	0	123	
02:45:00 PM	2	11	2	0	1	11	1	0	3	0	1	0	0	0	2	0	114	
02:50:00 PM	0	8	2	0	1	17	3	0	1	0	0	0	0	1	1	0	104	
02:55:00 PM	1	10	1	0	2	20	2	0	4	0	0	0	2	0	3	0	113	412
03:00:00 PM	0	10	0	0	3	16	2	0	3	2	1	0	4	2	1	0	123	431
03:05:00 PM	0	17	2	0	1	14	1	0	4	3	1	0	3	0	3	0	138	457
03:10:00 PM	1	8	1	0	2	13	0	0	2	2	0	0	3	3	2	0	130	465
03:15:00 PM	0	12	1	0	3	11	2	0	3	2	1	0	2	1	1	0	125	472
03:20:00 PM	0	11	2	0	2	14	1	0	0	0	0	0	5	1	4	0	116	482
03:25:00 PM	1	15	0	0	4	15	5	0	2	0	1	0	0	2	2	0	126	492
03:30:00 PM	0	8	1	0	1	24	1	0	4	2	1	0	1	0	1	0	131	493
03:35:00 PM	0	10	0	0	2	26	2	0	1	0	0	0	2	0	3	0	137	495
03:40:00 PM	0	16	0	0	1	19	2	0	0	0	0	0	0	0	1	0	129	498
03:45:00 PM	0	16	0	0	1	10	0	0	1	1	0	0	2	2	2	0	120	499
03:50:00 PM	0	11	0	0	2	14	0	0	2	0	0	0	2	1	2	0	108	499
03:55:00 PM	0	12	0	0	2	18	0	0	2	1	0	0	0	1	2	0	107	492
04:00:00 PM	0	14	0	0	1	12	1	0	1	0	1	0	2	1	1	0	106	482
04:05:00 PM	0	12	0	0	1	28	2	0	0	1	0	0	2	1	0	0	119	480
04:10:00 PM	1	11	2	0	1	18	1	0	0	0	0	0	1	0	0	0	116	478
04:15:00 PM	2	11	0	0	0	12	0	0	1	2	2	0	1	2	0	0	115	472
04:20:00 PM	0	9	0	0	1	20	1	0	2	0	0	0	1	3	3	0	108	472
04:25:00 PM	1	9	0	0	0	20	3	0	3	0	0	0	0	1	1	0	111	463
04:30:00 PM	0	16	0	0	1	16	2	0	1	0	1	0	0	0	0	0	115	456
04:35:00 PM	0	21	1	0	0	30	2	0	2	1	0	0	1	0	1	0	134	469
04:40:00 PM	0	12	0	0	1	19	1	0	1	1	1	0	1	2	3	0	138	472
04:45:00 PM	0	12	0	0	0	17	3	0	1	0	0	0	2	0	1	0	137	473
04:50:00 PM	0	9	0	0	0	19	0	0	1	0	1	0	1	1	0	0	110	471
04:55:00 PM	0	9	0	0	0	15	3	0	3	1	0	0	2	0	0	0	101	466
05:00:00 PM	0	16	0	0	0	16	2	0	4	0	1	0	1	0	1	0	106	473
05:05:00 PM	2	12	0	0	1	23	2	0	5	0	0	0	2	0	0	0	121	473
05:10:00 PM	0	10	0	0	1	17	2	0	1	0	1	0	0	0	0	0	120	470
05:15:00 PM	0	7	1	0	0	27	0	0	3	1	1	0	0	0	1	0	120	478
05:20:00 PM	1	15	0	0	0	15	2	0	1	0	1	0	1	0	1	0	110	475
05:25:00 PM	3	7	0	0	0	16	5	0	0	0	0	0	1	0	0	0	110	469
05:30:00 PM	0	9	0	0	1	13	1	0	8	1	1	0	0	0	0	0	103	466
05:35:00 PM	0	6	0	0	0	13	0	0	3	1	0	0	1	0	0	0	90	431
05:40:00 PM	1	14	1	0	0	7	1	0	3	0	1	1	0	0	0	0	87	418
05:45:00 PM	1	9	0	0	2	6	2	0	1	0	0	0	0	0	1	0	75	404
05:50:00 PM	0	6	1	0	0	10	0	0	2	0	1	0	0	0	1	0	72	393
05:55:00 PM	0	7	0	0	1	10	0	0	2	0	0	0	0	1	0	0	64	381

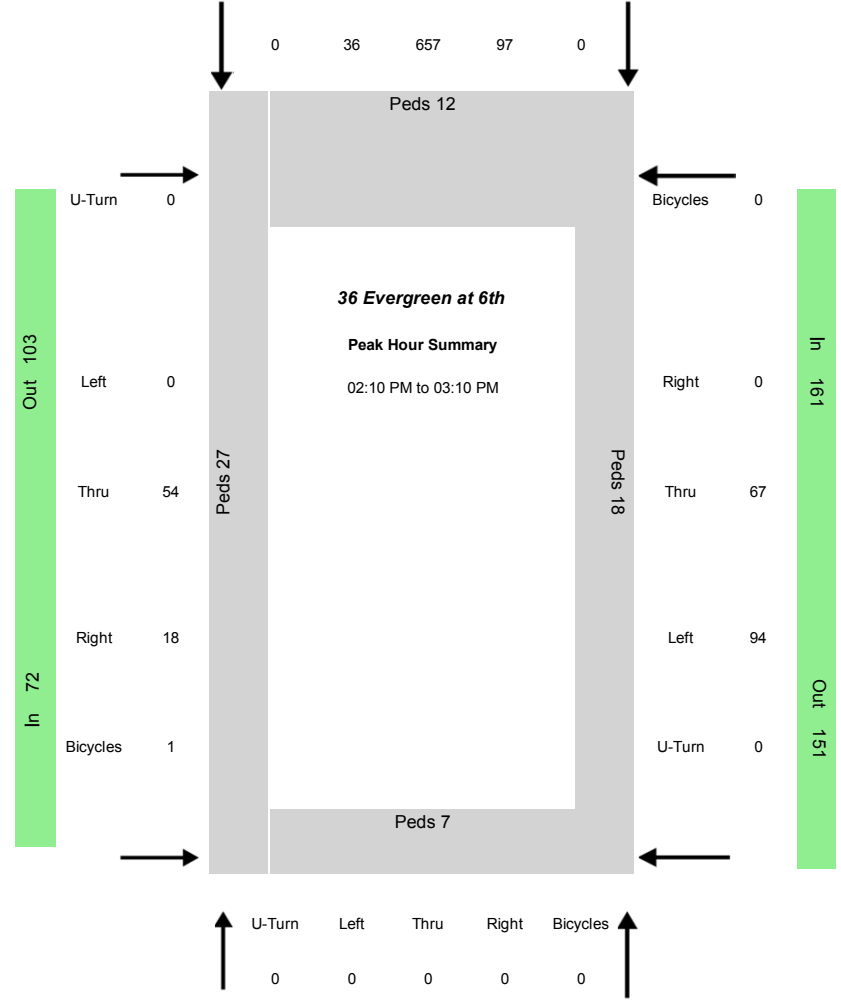


Southbound  
SW 6th St  
Heavy Vehicle 2.4%

In	790	Out	0
Bicycles	Right	Thru	Left
			U-Turn

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW 6th St
E/W street	SW Evergreen Ave
City, State	Redmond OR
Site Notes	
Location	44.27256 - -121.174282
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	02:10:00 PM
Peak 15 Min Start	02:20:00 PM
PHF (15-Min Int)	0.91

Eastbound  
SW Evergreen Ave  
Heavy Vehicle 8.2%



In	0	Out	769
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Heavy Vehicle NaN  
SW 6th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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	0	0	0	97	657	36	0	0	54	18	0	94	67	0	0	0	790	72	161	769	0	103	151
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	4.1%	2.1%	2.8%	0.0%	0.0%	11.1%	0.0%	0.0%	1.1%	4.5%	0.0%	0.0%	#DIV/0!	2.4%	8.3%	2.5%	2.0%	0.0%	3.9%	6.6%
PHV- Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk				Sum			
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	1	0	0	0	0	0	0	1	7	12	27	18	64		
All Vehicle Volumes																							
Time	Northbound SW 6th St				Southbound SW 6th St				Eastbound SW Evergreen Ave				Westbound SW Evergreen Ave				15 Min		1 HR				
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	0	0	0	0	3	72	3	0	0	3	1	0	11	7	0	0							
02:05:00 PM	0	0	0	0	7	45	2	0	0	7	1	0	8	9	0	0							
02:10:00 PM	0	0	0	0	11	47	1	0	0	5	0	0	8	4	0	0	255						
02:15:00 PM	0	0	0	0	12	52	0	0	0	6	3	0	3	6	0	0	237						
02:20:00 PM	0	0	0	0	7	62	3	0	0	3	1	0	8	3	0	0	245						
02:25:00 PM	0	0	0	0	4	62	6	0	0	5	4	0	12	4	0	0	266						
02:30:00 PM	0	0	0	0	6	66	6	0	0	4	0	0	9	7	0	0	282						
02:35:00 PM	0	0	0	0	2	51	1	0	0	5	1	0	7	8	0	0	270						
02:40:00 PM	0	0	0	0	11	52	2	0	0	5	2	0	9	6	0	0	260						
02:45:00 PM	0	0	0	0	8	47	2	0	0	5	1	0	7	7	0	0	239						
02:50:00 PM	0	0	0	0	14	56	7	0	0	1	1	0	6	6	0	0	255						
02:55:00 PM	0	0	0	0	9	39	3	0	0	6	1	0	8	7	0	0	241	1022					
03:00:00 PM	0	0	0	0	7	63	2	0	0	7	2	0	6	4	0	0	255	1013					
03:05:00 PM	0	0	0	0	6	60	3	0	0	2	2	0	11	5	0	0	253	1023					
03:10:00 PM	0	0	0	0	4	46	3	0	0	7	0	0	6	6	0	0	252	1019					
03:15:00 PM	0	0	0	0	4	34	1	0	0	7	3	0	13	5	0	0	228	1004					
03:20:00 PM	0	0	0	0	8	50	3	0	0	3	1	0	5	6	0	0	215	993					
03:25:00 PM	0	0	0	0	6	46	1	0	0	6	1	0	5	5	0	0	213	966					
03:30:00 PM	0	0	0	0	6	46	2	0	0	3	2	0	17	7	0	0	229	951					
03:35:00 PM	0	0	0	0	7	50	3	0	0	4	1	0	6	3	0	0	227	950					
03:40:00 PM	0	0	0	0	5	35	0	0	0	2	0	0	6	7	0	0	212	918					
03:45:00 PM	0	0	0	0	5	53	2	0	0	6	3	0	5	4	0	0	207	919					
03:50:00 PM	0	0	0	0	4	55	4	0	0	5	2	0	8	4	0	0	215	910					
03:55:00 PM	0	0	0	0	6	50	4	0	0	3	0	0	9	6	0	0	238	915					
04:00:00 PM	0	0	0	0	7	52	3	0	0	6	5	0	3	6	0	0	242	906					
04:05:00 PM	0	0	0	0	6	54	0	0	0	4	1	0	11	10	0	0	246	903					
04:10:00 PM	0	0	0	0	9	58	0	0	0	8	1	0	6	6	0	0	256	919					
04:15:00 PM	0	0	0	0	11	47	5	0	0	2	0	0	7	4	0	0	250	928					
04:20:00 PM	0	0	0	0	9	49	2	0	0	3	2	0	3	2	0	0	234	922					
04:25:00 PM	0	0	0	0	12	52	1	0	0	5	0	0	9	6	0	0	231	937					
04:30:00 PM	0	0	0	0	7	54	7	0	0	6	2	0	2	5	0	0	238	937					
04:35:00 PM	0	0	0	0	10	64	2	0	0	5	2	0	12	5	0	0	268	963					
04:40:00 PM	0	0	0	0	5	53	3	0	0	2	2	0	12	8	0	0	268	993					
04:45:00 PM	0	0	0	0	8	49	4	0	0	10	2	0	6	5	0	0	269	999					
04:50:00 PM	0	0	0	0	13	43	0	0	0	2	0	0	12	7	0	0	246	994					
04:55:00 PM	0	0	0	0	6	50	1	0	0	4	0	0	4	4	0	0	230	985					
05:00:00 PM	0	0	0	0	9	59	1	0	0	4	0	0	10	3	0	0	232	989					
05:05:00 PM	0	0	0	0	5	52	2	0	0	6	1	0	6	3	0	0	230	978					
05:10:00 PM	0	0	0	0	4	50	1	0	0	8	1	0	5	3	0	0	233	962					
05:15:00 PM	0	0	0	0	6	47	3	0	0	3	1	0	8	4	0	0	219	958					
05:20:00 PM	0	0	0	0	5	48	1	0	0	2	3	0	7	3	0	0	213	957					
05:25:00 PM	0	0	0	0	8	52	4	0	0	2	1	0	10	9	0	0	227	958					
05:30:00 PM	0	0	0	0	6	27	1	0	0	9	5	0	4	4	0	0	211	931					
05:35:00 PM	0	0	0	0	11	45	6	0	0	3	1	0	1	9	0	0	218	907					
05:40:00 PM	0	0	0	0	11	36	3	0	0	6	2	0	7	6	0	0	203	893					
05:45:00 PM	0	0	0	0	4	38	5	0	0	7	2	0	10	2	0	0	215	877					
05:50:00 PM	0	0	0	0	7	42	5	0	0	3	1	0	7	6	0	0	210	871					
05:55:00 PM	0	0	0	0	7	43	1	0	0	6	0	0	3	4	0	0	203	866					



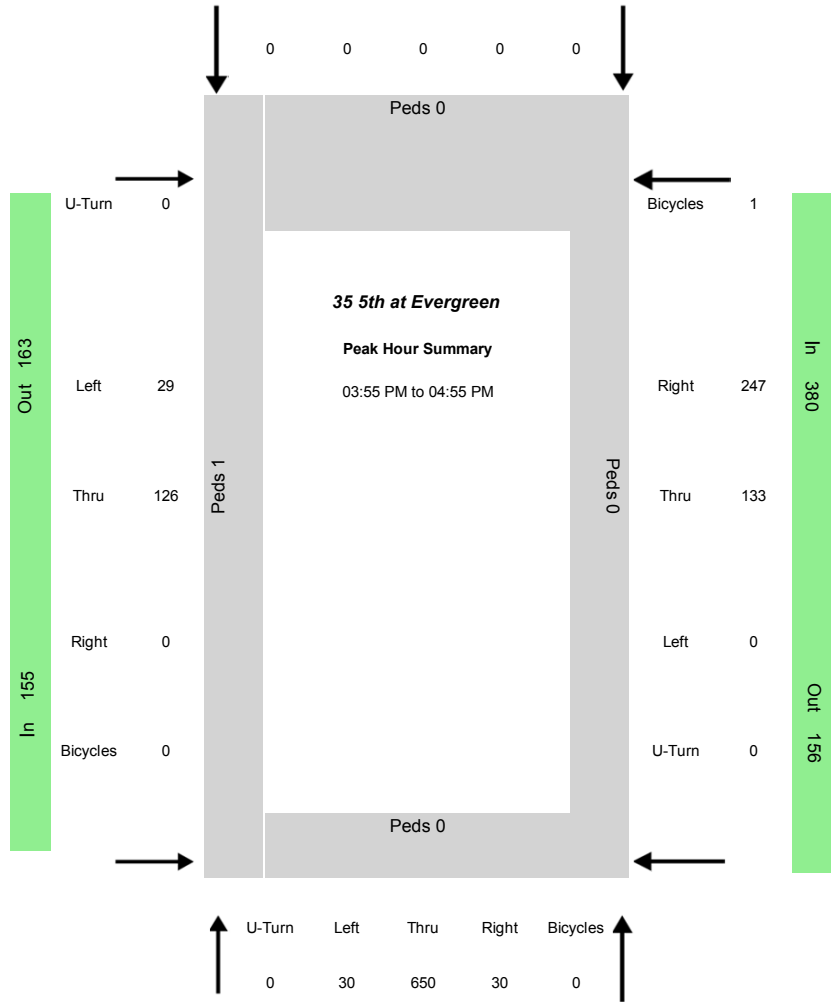
Southbound  
SW 5th St  
Heavy Vehicle 0.0%

In	0	Out	927
Bicycles	Right	Thru	Left
0	0	0	0

Data Provided by K-D-N.com 503-594-4224

N/S street	SW 5th St
E/W street	SW Evergreen Ave
City, State	Redmond OR
Site Notes	
Location	44.272561 - -121.173206
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	03:55:00 PM
Peak 15 Min Start	03:55:00 PM
PHF (15-Min Int)	0.96

Eastbound  
SW Evergreen Ave  
Heavy Vehicle 3.9%



In	710	Out	0
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Heavy Vehicle 1.3%  
SW 5th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
30	650	30	0	0	0	0	0	29	126	0	0	0	133	247	0	710	0	155	380	0	926	163	156
Percent Heavy Vehicles																							
3.3%	1.1%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	4.0%	0.0%	0.0%	0.0%	2.3%	1.2%	0.0%	1.3%	0.0%	3.9%	1.6%	#DIV/0!	1.2%	2.5%	3.8%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0		
All Vehicle Volumes																							
Time	Northbound SW 5th St				Southbound SW 5th St				Eastbound SW Evergreen Ave				Westbound SW Evergreen Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			Sum	Sum			
02:00:00 PM	6	51	3	0	0	0	0	0	4	7	0	0	0	8	14	0							
02:05:00 PM	7	47	2	0	0	0	0	0	3	11	0	0	0	8	31	0							
02:10:00 PM	2	56	0	0	0	0	0	0	0	15	0	0	0	10	17	0	305						
02:15:00 PM	1	42	1	0	0	0	0	0	3	13	0	0	0	8	23	0	300						
02:20:00 PM	3	50	4	0	0	0	0	0	2	11	0	0	0	7	10	0	278						
02:25:00 PM	1	38	2	0	0	0	0	0	2	11	0	0	0	15	14	0	261						
02:30:00 PM	2	45	6	0	0	0	0	0	1	8	0	0	0	16	14	0	262						
02:35:00 PM	1	49	1	0	0	0	0	0	2	5	0	0	0	13	13	0	259						
02:40:00 PM	3	71	5	0	0	0	0	0	2	14	0	0	0	12	17	0	300						
02:45:00 PM	1	64	2	0	0	0	0	0	2	13	0	0	0	12	19	0	321						
02:50:00 PM	1	55	4	0	0	0	0	0	3	12	0	0	0	11	11	0	334						
02:55:00 PM	3	59	0	0	0	0	0	0	2	12	0	0	0	11	17	0	314	1180					
03:00:00 PM	0	52	1	0	0	0	0	0	4	10	0	0	0	10	15	0	293	1176					
03:05:00 PM	4	46	3	0	0	0	0	0	1	8	0	0	0	12	22	0	292	1163					
03:10:00 PM	0	51	2	0	0	0	0	0	2	9	0	0	0	9	18	0	279	1154					
03:15:00 PM	3	50	4	0	0	0	0	0	2	7	0	0	0	14	23	0	290	1166					
03:20:00 PM	2	37	3	0	0	0	0	0	0	12	0	0	0	8	15	0	271	1156					
03:25:00 PM	1	59	2	0	0	0	0	0	2	9	0	0	0	10	28	0	291	1184					
03:30:00 PM	5	50	0	0	0	0	0	0	1	9	0	0	0	17	16	0	286	1190					
03:35:00 PM	2	58	5	0	0	0	0	0	4	5	0	0	0	6	13	0	302	1199					
03:40:00 PM	3	61	3	0	0	0	0	0	2	7	0	0	0	11	16	0	294	1178					
03:45:00 PM	3	50	2	0	0	0	0	0	1	9	0	0	0	6	17	0	284	1153					
03:50:00 PM	4	45	3	0	0	0	0	0	1	8	0	0	0	9	17	0	278	1143					
03:55:00 PM	3	71	2	0	0	0	0	0	1	10	0	0	0	13	24	0	299	1163					
04:00:00 PM	3	59	3	0	0	0	0	0	1	10	0	0	0	7	19	0	313	1173					
04:05:00 PM	1	42	0	0	0	0	0	0	4	8	0	0	0	20	22	0	323	1174					
04:10:00 PM	0	53	3	0	0	0	0	0	0	11	0	0	0	13	23	0	302	1186					
04:15:00 PM	2	55	4	0	0	0	0	0	2	13	0	0	0	9	20	0	305	1188					
04:20:00 PM	3	51	0	0	0	0	0	0	1	9	0	0	0	4	21	0	297	1200					
04:25:00 PM	1	60	7	0	0	0	0	0	2	14	0	0	0	12	17	0	307	1202					
04:30:00 PM	4	56	1	0	0	0	0	0	3	12	0	0	0	5	15	0	298	1200					
04:35:00 PM	4	52	4	0	0	0	0	0	3	9	0	0	0	14	24	0	319	1217					
04:40:00 PM	5	35	0	0	0	0	0	0	3	7	0	0	0	13	35	0	304	1212					
04:45:00 PM	3	50	3	0	0	0	0	0	6	11	0	0	0	7	11	0	299	1215					
04:50:00 PM	1	66	3	0	0	0	0	0	3	12	0	0	0	16	16	0	306	1245					
04:55:00 PM	1	55	2	0	0	0	0	0	4	7	0	0	0	7	22	0	306	1219					
05:00:00 PM	3	68	3	0	0	0	0	0	3	9	0	0	0	10	23	0	334	1236					
05:05:00 PM	0	46	2	0	0	0	0	0	0	8	0	0	0	9	22	0	304	1226					
05:10:00 PM	0	44	2	0	0	0	0	0	4	11	0	0	0	8	26	0	301	1218					
05:15:00 PM	1	62	2	0	0	0	0	0	2	9	0	0	0	8	11	0	277	1208					
05:20:00 PM	4	61	6	0	0	0	0	0	1	7	0	0	0	7	13	0	289	1218					
05:25:00 PM	2	50	0	0	0	0	0	0	3	6	0	0	0	17	17	0	289	1200					
05:30:00 PM	0	42	1	0	0	0	0	0	5	8	0	0	0	10	24	0	284	1194					
05:35:00 PM	2	55	3	0	0	0	0	0	2	13	0	0	0	9	15	0	284	1183					
05:40:00 PM	0	46	1	0	0	0	0	0	5	7	0	0	0	14	13	0	275	1171					
05:45:00 PM	2	27	6	0	0	0	0	0	2	10	0	0	0	9	23	0	264	1159					
05:50:00 PM	1	58	2	0	0	0	0	0	4	9	0	0	0	10	10	0	259	1136					
05:55:00 PM	0	46	1	0	0	0	0	0	2	10	0	0	0	6	14	0	252	1117					





Data Provided by K-D-N.com 503-594-4224

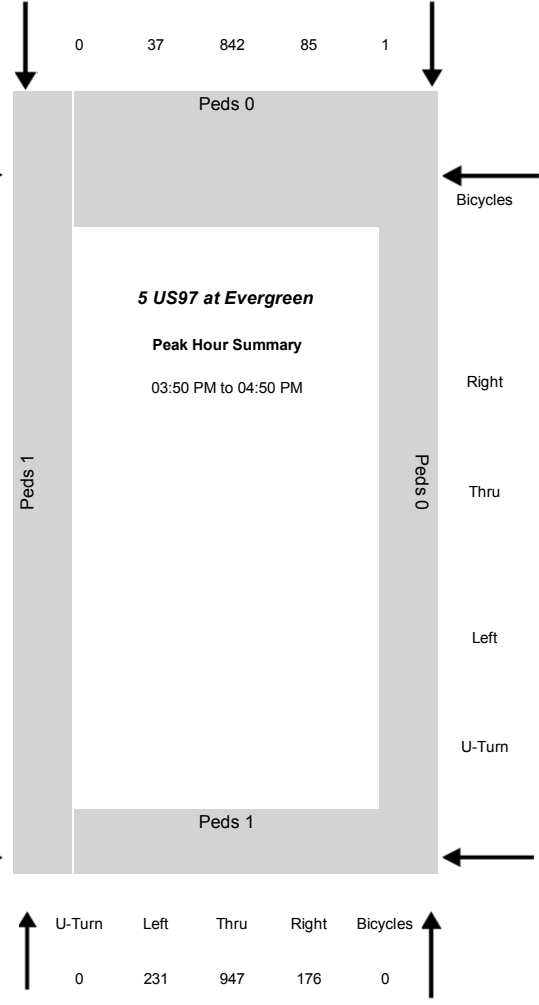
N/S street	<b>US-97</b>
E/W street	<b>SW Evergreen Ave</b>
City, State	Redmond OR
Site Notes	
Location	44.272584 - -121.169952
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	5
Peak Hour Start	03:50:00 PM
Peak 15 Min Start	04:35:00 PM
PHF (15-Min Int)	0.94

Eastbound  
SW Evergreen Ave  
Heavy Vehicle 3.6%

Westbound  
SE Evergreen Ave  
Heavy Vehicle 3.5%

Southbound  
US-97  
Heavy Vehicle 8.1%

In	965	Out	1078
Bicycles		Right	
		Thru	
		Left	
		U-Turn	



Northbound  
US-97  
Heavy Vehicle 6.3%

In	1354	Out	1105
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Eastbound  
SW Evergreen Ave  
Heavy Vehicle 3.6%

Westbound  
SE Evergreen Ave  
Heavy Vehicle 3.5%

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
231	947	176	0	85	842	37	1	38	86	68	0	195	223	92	0	1354	965	192	510	1105	1078	491	347
Percent Heavy Vehicles																							
0.9%	6.5%	11.9%	0.0%	4.7%	8.8%	0.0%	0.0%	5.3%	2.3%	4.4%	0.0%	4.6%	1.8%	5.4%	0.0%	6.3%	8.1%	3.6%	3.5%	7.8%	6.4%	1.2%	7.8%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound			in Crosswalk								
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Sum	NB	SB	EB	WB	Sum			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2		
All Vehicle Volumes																							
Time	Northbound US-97				Southbound US-97				Eastbound SW Evergreen Ave				Westbound SE Evergreen Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	11	60	14	0	4	76	5	0	5	7	5	0	11	12	3	0							
02:05:00 PM	26	56	14	0	2	50	3	0	3	6	7	0	15	24	6	0							
02:10:00 PM	13	87	14	0	10	70	2	0	2	7	6	0	10	12	2	0	660						
02:15:00 PM	22	55	13	0	3	46	4	0	3	11	5	0	13	16	7	0	645						
02:20:00 PM	10	86	11	0	9	68	1	0	3	10	4	0	11	7	2	0	655						
02:25:00 PM	19	57	14	0	8	48	0	0	4	9	1	0	11	26	7	0	624						
02:30:00 PM	7	90	18	0	3	68	0	0	3	4	4	0	17	11	1	0	652						
02:35:00 PM	18	55	14	0	0	59	3	0	3	0	4	0	18	14	4	0	622						
02:40:00 PM	8	62	16	0	12	75	2	0	4	11	8	0	16	22	11	0	665						
02:45:00 PM	16	48	13	0	13	48	5	0	7	7	7	0	14	22	0	0	639						
02:50:00 PM	14	81	19	0	5	84	4	0	4	6	9	0	13	8	3	0	697						
02:55:00 PM	23	49	14	0	11	60	4	0	0	9	8	0	14	12	6	0	660	2609					
03:00:00 PM	19	69	12	0	7	81	1	0	6	1	4	0	16	10	7	0	693	2629					
03:05:00 PM	14	79	25	0	2	59	5	0	4	11	5	0	13	12	3	0	675	2649					
03:10:00 PM	23	63	9	0	2	82	0	0	2	6	4	0	13	19	5	0	693	2642					
03:15:00 PM	13	91	15	0	9	67	3	0	2	5	4	0	9	13	7	0	698	2682					
03:20:00 PM	10	69	21	0	4	42	3	0	6	13	6	0	13	18	6	0	677	2671					
03:25:00 PM	23	62	10	0	5	68	3	0	5	5	2	0	15	26	1	0	674	2692					
03:30:00 PM	12	87	6	0	10	82	6	0	1	6	6	0	17	19	7	0	695	2725					
03:35:00 PM	12	68	14	0	5	57	2	1	0	6	6	0	30	26	13	0	724	2773					
03:40:00 PM	7	36	18	0	8	56	4	0	2	12	4	0	25	18	7	0	696	2723					
03:45:00 PM	16	102	12	0	5	88	4	0	1	3	6	0	16	9	7	0	706	2792					
03:50:00 PM	23	70	13	0	5	54	3	0	6	4	3	0	13	24	4	0	688	2764					
03:55:00 PM	14	72	23	0	13	75	4	0	2	8	4	0	16	13	11	0	746	2809					
04:00:00 PM	19	75	18	0	10	89	6	0	1	3	6	0	13	16	6	0	739	2838					
04:05:00 PM	28	58	18	0	5	60	5	0	4	7	6	0	26	33	5	0	772	2861					
04:10:00 PM	17	96	16	0	7	81	3	0	3	10	4	0	14	16	7	0	791	2907					
04:15:00 PM	16	65	10	0	8	73	0	0	4	7	5	0	17	20	6	0	760	2900					
04:20:00 PM	26	68	13	0	3	55	2	0	3	5	6	0	18	22	4	0	730	2914					
04:25:00 PM	8	111	11	0	10	86	3	0	4	7	7	0	8	10	5	0	726	2959					
04:30:00 PM	24	68	15	0	5	40	3	0	1	12	7	0	22	15	11	0	718	2923					
04:35:00 PM	9	97	17	0	3	95	2	0	2	10	8	0	16	21	13	0	786	2976					
04:40:00 PM	35	53	6	0	12	54	4	1	4	8	6	0	18	25	13	0	755	3018					
04:45:00 PM	12	114	16	0	4	80	2	0	4	5	6	0	14	8	7	0	804	3021					
04:50:00 PM	25	56	12	0	3	49	1	0	2	7	8	0	27	20	8	0	729	3017					
04:55:00 PM	12	79	13	0	12	57	2	0	6	7	2	0	12	19	4	0	715	2987					
05:00:00 PM	22	60	10	0	9	58	0	0	3	6	3	0	22	19	6	0	661	2943					
05:05:00 PM	16	104	24	0	5	78	2	0	4	8	7	0	19	15	8	0	733	2978					
05:10:00 PM	22	84	8	0	6	61	4	0	7	3	5	0	24	20	8	0	760	2956					
05:15:00 PM	11	76	12	0	2	76	1	0	3	6	4	0	25	10	5	0	773	2956					
05:20:00 PM	13	60	19	0	9	72	1	0	5	4	6	0	11	15	5	0	703	2951					
05:25:00 PM	21	81	12	0	5	96	3	0	3	1	5	0	22	19	5	0	724	2954					
05:30:00 PM	16	79	19	0	10	55	2	0	0	1	5	0	15	18	7	0	720	2958					
05:35:00 PM	25	81	9	0	4	61	3	0	7	6	6	0	17	11	2	0	732	2897					
05:40:00 PM	15	93	11	0	9	54	3	0	2	4	3	0	18	9	2	0	682	2881					
05:45:00 PM	20	73	12	0	6	56	1	0	2	7	13	0	8	13	4	0	670	2824					
05:50:00 PM	15	69	9	0	5	67	2	0	3	6	5	0	6	6	3	0	634	2802					
05:55:00 PM	14	72	13	0	2	62	0	0	6	4	4	0	17	6	1	0	612	2778					



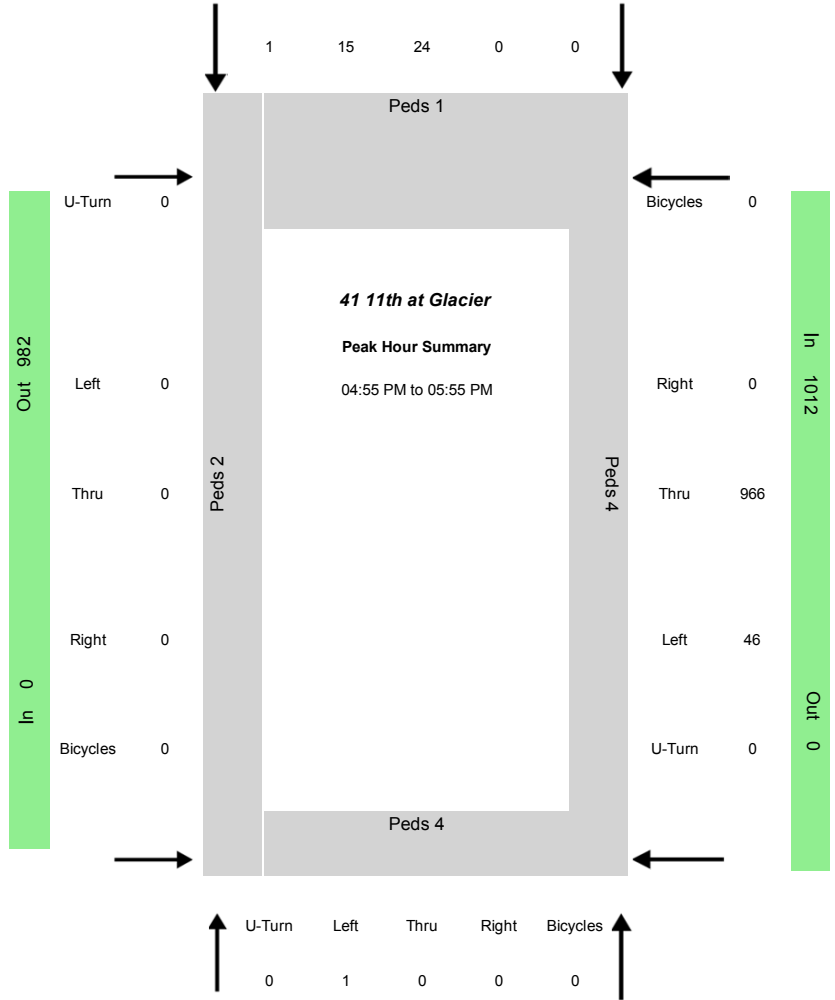
Southbound  
SW 11th St  
Heavy Vehicle 0.0%

In	40	Out	0
Bicycles	Right	Thru	Left
			U-Turn

Data Provided by K-D-N.com 503-594-4224

N/S street	SW 11th St
E/W street	SW Glacier Ave
City, State	Redmond OR
Site Notes	
Location	44.270579 - -121.179634
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	41
Peak Hour Start	04:55:00 PM
Peak 15 Min Start	05:00:00 PM
PHF (15-Min Int)	0.90

Eastbound  
SW Glacier Ave  
Heavy Vehicle NaN



In	1	Out	70
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Heavy Vehicle 0.0%  
SW 11th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
1	0	0	0	0	24	15	0	0	0	0	0	46	966	0	0	1	39	0	1012	70	0	982	0
Percent Heavy Vehicles																							
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%	2.1%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	2.0%	0.0%	0.0%	2.0%	0.0%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound			in Crosswalk			Sum					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Sum	NB	SB	EB	WB	Sum			
0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4	1	2	4	11			
All Vehicle Volumes																							
Time	Northbound SW 11th St				Southbound SW 11th St				Eastbound SW Glacier Ave				Westbound SW Glacier Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	82	0	0							
02:05:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	4	64	0	0							
02:10:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	5	65	0	0	226						
02:15:00 PM	0	0	0	0	0	3	2	0	0	0	0	0	9	61	0	0	217						
02:20:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	4	57	0	0	210						
02:25:00 PM	0	0	0	0	0	6	1	0	0	0	0	0	5	63	0	0	214						
02:30:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	3	66	0	0	212						
02:35:00 PM	0	0	0	0	0	4	2	0	0	0	0	0	5	71	0	0	230						
02:40:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	4	62	0	0	225						
02:45:00 PM	0	0	0	0	0	3	1	0	0	0	0	0	3	48	0	0	207						
02:50:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	6	65	0	0	199						
02:55:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	4	66	0	0	200	865					
03:00:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	6	70	0	0	225	861					
03:05:00 PM	0	0	0	0	0	4	1	0	0	0	0	0	7	63	0	0	226	865					
03:10:00 PM	0	0	0	0	0	7	1	0	0	0	0	0	6	56	0	0	225	864					
03:15:00 PM	0	0	0	0	0	5	1	0	0	0	0	0	10	55	0	0	216	860					
03:20:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	4	67	0	0	214	869					
03:25:00 PM	0	0	0	0	0	6	2	0	0	0	0	0	8	58	0	0	218	868					
03:30:00 PM	0	0	0	0	0	4	2	0	0	0	0	0	3	67	0	0	223	871					
03:35:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	7	87	0	0	247	886					
03:40:00 PM	0	0	0	0	0	3	2	0	0	0	0	0	2	64	0	0	244	887					
03:45:00 PM	0	0	0	0	0	3	1	0	0	0	0	0	2	80	0	0	254	918					
03:50:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	3	59	0	0	221	908					
03:55:00 PM	0	0	0	0	0	6	1	0	0	0	0	0	4	66	0	0	227	914					
04:00:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	4	75	0	0	222	915					
04:05:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	7	81	0	0	250	932					
04:10:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	6	77	0	0	260	949					
04:15:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	7	64	0	0	253	952					
04:20:00 PM	0	0	0	0	0	7	0	0	0	0	0	0	4	63	0	0	235	953					
04:25:00 PM	0	0	0	0	0	9	2	0	0	0	0	0	7	64	0	0	230	961					
04:30:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	3	77	0	0	239	968					
04:35:00 PM	0	0	0	0	0	3	1	0	0	0	0	0	2	83	0	0	254	960					
04:40:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	6	57	0	0	239	956					
04:45:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	5	70	0	0	233	947					
04:50:00 PM	0	0	0	0	0	3	1	0	0	0	0	0	3	74	0	0	225	964					
04:55:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	3	73	0	0	236	965					
05:00:00 PM	0	0	0	0	0	1	4	0	0	0	0	0	4	86	0	0	254	979					
05:05:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	5	83	0	0	265	979					
05:10:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	7	97	0	0	293	998					
05:15:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	80	0	0	280	1006					
05:20:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	8	73	0	0	272	1016					
05:25:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	4	79	0	0	252	1020					
05:30:00 PM	1	0	0	0	0	1	2	0	0	0	0	0	3	68	0	0	245	1012					
05:35:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	3	79	0	0	246	1008					
05:40:00 PM	0	0	0	0	0	3	2	0	0	0	0	0	4	77	0	0	246	1027					
05:45:00 PM	0	0	0	0	0	4	1	0	0	0	0	0	2	77	0	0	255	1034					
05:50:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	3	94	0	0	269	1052					
05:55:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	2	66	0	0	255	1046					



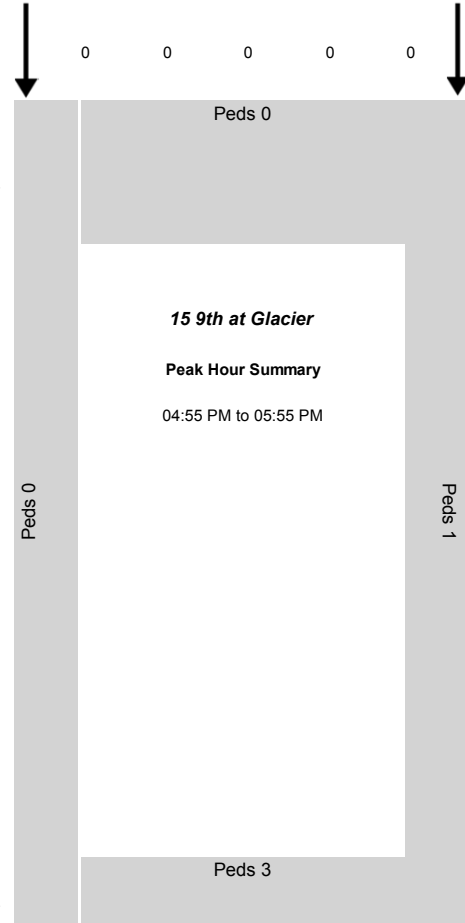
Data Provided by K-D-N.com 503-594-4224

N/S street	SW 9th St	
E/W street	SW Glacier Ave	
City, State	Redmond OR	
Site Notes		
Location	44.27058	-121.177472
Start Date	Wednesday, April 19, 2017	
Start Time	02:00:00 PM	
Weather		
Study ID #		
Peak Hour Start	04:55:00 PM	
Peak 15 Min Start	05:00:00 PM	
PHF (15-Min Int)	0.86	

Eastbound  
SW Glacier Ave  
Heavy Vehicle NaN

In 0  
Out 974

U-Turn 0  
Left 0  
Thru 0  
Right 0  
Bicycles 0



U-Turn 0  
Left 310  
Thru 105  
Right 0  
Bicycles 0

In 415  
Out 0

Heavy Vehicle 1.0%  
SW 9th St  
Northbound

In 0  
Out 117  
Bicycles Right Thru Left U-Turn

Southbound  
SW 9th St  
Heavy Vehicle 0.0%

0 0 0 0 0

Peds 0

Bicycles 0

15th at Glacier

Peak Hour Summary

04:55 PM to 05:55 PM

Right 12

Thru 664

Left 0

U-Turn 0

In 676

Out 0

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
310	105	0	0	0	0	0	0	0	0	0	0	0	664	12	0	415	0	0	676	0	117	974	0
Percent Heavy Vehicles																							
1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	1.0%	0.0%	#DIV/0!	1.9%	#DIV/0!	0.9%	1.6%	0.0%

PHV - Bicycles															PHV - Pedestrians						
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	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4

All Vehicle Volumes																		
Time	Northbound SW 9th St				Southbound SW 9th St				Eastbound SW Glacier Ave				Westbound SW Glacier Ave				15 Min	1 HR
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	25	9	0	0	0	0	0	0	0	0	0	0	0	54	1	0		
02:05:00 PM	25	5	0	0	0	0	0	0	0	0	0	0	0	42	0	0		
02:10:00 PM	29	13	0	0	0	0	0	0	0	0	0	0	0	44	0	0	247	
02:15:00 PM	23	9	0	0	0	0	0	0	0	0	0	0	0	43	2	0	235	
02:20:00 PM	17	6	0	0	0	0	0	0	0	0	0	0	0	47	0	0	233	
02:25:00 PM	13	6	0	0	0	0	0	0	0	0	0	0	0	60	0	0	226	
02:30:00 PM	25	8	0	0	0	0	0	0	0	0	0	0	0	45	0	0	227	
02:35:00 PM	20	8	0	0	0	0	0	0	0	0	0	0	0	52	0	0	237	
02:40:00 PM	25	15	0	0	0	0	0	0	0	0	0	0	0	44	0	0	242	
02:45:00 PM	13	6	0	0	0	0	0	0	0	0	0	0	0	33	0	0	216	
02:50:00 PM	26	7	0	0	0	0	0	0	0	0	0	0	0	44	0	0	213	
02:55:00 PM	21	6	0	0	0	0	0	0	0	0	0	0	0	48	0	0	204	919
03:00:00 PM	20	7	0	0	0	0	0	0	0	0	0	0	0	51	0	0	230	908
03:05:00 PM	18	8	0	0	0	0	0	0	0	0	0	0	0	57	0	0	236	919
03:10:00 PM	20	10	0	0	0	0	0	0	0	0	0	0	0	41	1	0	233	905
03:15:00 PM	25	5	0	0	0	0	0	0	0	0	0	0	0	43	1	0	229	902
03:20:00 PM	43	4	0	0	0	0	0	0	0	0	0	0	0	34	0	0	227	913
03:25:00 PM	24	10	0	0	0	0	0	0	0	0	0	0	0	41	2	0	232	911
03:30:00 PM	22	6	0	0	0	0	0	0	0	0	0	0	0	45	0	0	231	906
03:35:00 PM	28	9	0	0	0	0	0	0	0	0	0	0	0	64	0	0	251	927
03:40:00 PM	22	3	0	0	0	0	0	0	0	0	0	0	0	41	0	0	240	909
03:45:00 PM	32	7	0	0	0	0	0	0	0	0	0	0	0	48	0	0	254	944
03:50:00 PM	16	7	0	0	0	0	0	0	0	0	0	0	0	50	0	0	226	940
03:55:00 PM	22	9	0	0	0	0	0	0	0	0	0	0	0	46	0	0	237	942
04:00:00 PM	27	3	0	0	0	0	0	0	0	0	0	0	0	51	2	0	233	947
04:05:00 PM	29	5	0	0	1	0	0	0	0	0	0	0	0	56	1	0	252	956
04:10:00 PM	32	13	0	0	0	0	0	0	0	0	0	0	0	56	0	0	276	985
04:15:00 PM	21	12	0	0	0	0	0	0	0	0	0	0	0	44	1	0	271	989
04:20:00 PM	30	8	0	0	0	0	0	0	0	0	0	0	0	42	0	0	259	988
04:25:00 PM	20	14	0	0	0	0	0	0	0	0	0	0	0	43	0	0	235	988
04:30:00 PM	24	4	0	0	0	0	0	0	0	0	0	0	0	57	0	0	242	1000
04:35:00 PM	29	9	0	0	0	0	0	0	0	0	0	0	0	57	0	0	257	994
04:40:00 PM	24	8	0	0	0	0	0	0	0	0	0	0	0	36	0	0	248	996
04:45:00 PM	24	5	0	0	0	0	0	0	0	0	0	0	0	53	1	0	246	992
04:50:00 PM	30	11	0	0	0	0	0	0	0	0	0	0	0	47	0	0	239	1007
04:55:00 PM	23	12	0	0	0	0	0	0	0	0	0	0	0	49	1	0	256	1015
05:00:00 PM	27	9	0	0	0	0	0	0	0	0	0	0	0	58	0	0	267	1026
05:05:00 PM	32	18	0	0	0	0	0	0	0	0	0	0	0	57	3	0	289	1044
05:10:00 PM	33	9	0	0	0	0	0	0	0	0	0	0	0	69	4	0	319	1058
05:15:00 PM	23	7	0	0	0	0	0	0	0	0	0	0	0	48	1	0	304	1059
05:20:00 PM	24	5	0	0	0	0	0	0	0	0	0	0	0	52	1	0	276	1061
05:25:00 PM	20	6	0	0	0	0	0	0	0	0	0	0	0	62	0	0	249	1072
05:30:00 PM	20	7	0	0	0	0	0	0	0	0	0	0	0	50	0	0	247	1064
05:35:00 PM	26	8	0	0	0	0	0	0	0	0	0	0	0	65	1	0	265	1069
05:40:00 PM	25	7	0	0	0	0	0	0	0	0	0	0	0	44	1	0	254	1078
05:45:00 PM	22	9	0	0	0	0	0	0	0	0	0	0	0	57	0	0	265	1083
05:50:00 PM	35	8	0	0	0	0	0	0	0	0	0	0	0	53	0	0	261	1091
05:55:00 PM	22	8	0	0	0	0	0	0	0	0	0	0	0	41	0	0	255	1077



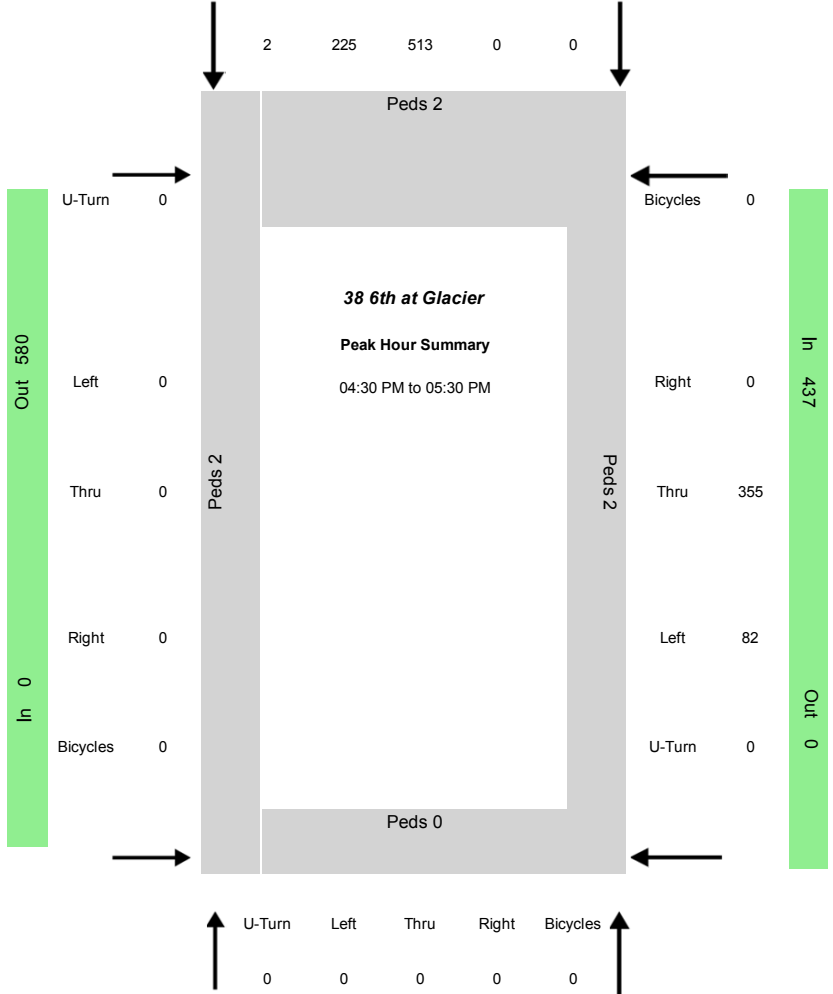
Southbound  
SW 6th St  
Heavy Vehicle 0.7%

In	740	Out	0
Bicycles	Right	Thru	Left
			U-Turn

Data Provided by K-D-N.com 503-594-4224

N/S street	SW 6th St
E/W street	SW Glacier Ave
City, State	Redmond OR
Site Notes	
Location	44.270592 - -121.174265
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	38
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:00:00 PM
PHF (15-Min Int)	0.93

Eastbound  
SW Glacier Ave  
Heavy Vehicle NaN



Westbound  
SW Glacier Ave  
Heavy Vehicle 2.1%

U-Turn	Left	Thru	Right	Bicycles
0	0	0	0	0

In	0	Out	595
----	---	-----	-----

Heavy Vehicle NaN  
SW 6th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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	0	0	0	0	513	225	0	0	0	0	0	82	355	0	0	0	738	0	437	595	0	580	0
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	#DIV/0!	0.7%	#DIV/0!	2.1%	0.7%	0.0%	1.7%	0.0%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound			in Crosswalk			Sum					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Sum	NB	SB	EB	WB	Sum			
0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	2	2	2	6			
All Vehicle Volumes																							
Time	Northbound SW 6th St				Southbound SW 6th St				Eastbound SW Glacier Ave				Westbound SW Glacier Ave				15 Min		1 HR				
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	0	0	0	0	0	49	18	0	0	0	0	0	3	25	0	0							
02:05:00 PM	0	0	0	0	0	41	14	0	0	0	0	0	7	23	0	0							
02:10:00 PM	0	0	0	0	0	39	16	0	0	0	0	0	6	22	0	0	263						
02:15:00 PM	0	0	0	0	0	49	14	0	0	0	0	0	6	20	0	0	257						
02:20:00 PM	0	0	0	0	0	53	18	0	0	0	0	0	5	27	0	0	275						
02:25:00 PM	0	0	0	0	0	49	24	0	0	0	0	0	6	24	0	0	295						
02:30:00 PM	0	0	0	0	0	53	25	0	0	0	0	0	7	16	0	0	307						
02:35:00 PM	0	0	0	0	0	43	18	0	0	0	0	0	5	21	0	0	291						
02:40:00 PM	0	0	0	0	0	43	17	0	0	0	0	0	5	23	0	0	276						
02:45:00 PM	0	0	0	0	0	45	13	0	0	0	0	0	5	14	0	0	252						
02:50:00 PM	0	0	0	0	0	50	22	0	0	0	0	0	4	20	0	0	261						
02:55:00 PM	0	0	0	0	0	32	15	0	0	0	0	0	5	29	0	0	254	1088					
03:00:00 PM	0	0	0	0	0	51	19	0	0	0	0	0	4	27	0	0	278	1094					
03:05:00 PM	0	0	0	0	0	42	32	0	0	0	0	0	6	23	0	0	285	1112					
03:10:00 PM	0	0	0	0	0	46	17	0	0	0	0	0	7	20	0	0	294	1119					
03:15:00 PM	0	0	0	0	0	32	15	0	0	0	0	0	9	16	0	0	265	1102					
03:20:00 PM	0	0	0	0	0	41	13	0	0	0	0	0	8	14	0	0	238	1075					
03:25:00 PM	0	0	0	0	0	44	19	0	0	0	0	0	3	25	0	0	239	1063					
03:30:00 PM	0	0	0	0	0	36	21	0	0	0	0	0	7	24	0	0	255	1050					
03:35:00 PM	0	0	0	0	0	37	27	0	0	0	0	0	5	27	0	0	275	1059					
03:40:00 PM	0	0	0	0	0	27	18	0	0	0	0	0	9	23	0	0	261	1048					
03:45:00 PM	0	0	0	0	0	44	13	0	0	0	0	0	7	24	0	0	261	1059					
03:50:00 PM	0	0	0	0	0	48	15	0	0	0	0	0	8	28	0	0	264	1062					
03:55:00 PM	0	0	0	0	0	37	20	0	0	0	0	0	3	26	0	0	273	1067					
04:00:00 PM	0	0	0	0	0	43	18	0	0	0	0	0	5	28	0	0	279	1060					
04:05:00 PM	0	0	0	0	0	49	20	0	0	0	0	0	7	25	0	0	281	1058					
04:10:00 PM	0	0	0	0	0	46	21	0	0	0	0	0	8	30	0	0	300	1073					
04:15:00 PM	0	0	0	0	0	33	23	0	0	0	0	0	8	21	0	0	291	1086					
04:20:00 PM	0	0	0	0	0	49	9	0	0	0	0	0	11	19	0	0	278	1098					
04:25:00 PM	0	0	0	0	0	33	17	0	0	0	0	0	4	25	0	0	252	1086					
04:30:00 PM	0	0	0	0	0	39	22	0	0	0	0	0	7	20	0	0	255	1086					
04:35:00 PM	0	0	0	0	0	49	22	0	0	0	0	0	8	31	0	0	277	1100					
04:40:00 PM	0	0	0	0	0	53	11	0	0	0	0	0	7	23	0	0	292	1117					
04:45:00 PM	0	0	0	0	0	44	15	0	0	0	0	0	1	35	0	0	299	1124					
04:50:00 PM	0	0	0	0	0	35	22	0	0	0	0	0	8	16	0	0	270	1106					
04:55:00 PM	0	0	0	0	0	39	11	0	0	0	0	0	5	34	0	0	265	1109					
05:00:00 PM	0	0	0	0	0	46	25	0	0	0	0	0	8	28	0	0	277	1122					
05:05:00 PM	0	0	0	0	0	48	17	0	0	0	0	0	7	33	0	0	301	1126					
05:10:00 PM	0	0	0	0	0	35	25	0	0	0	0	0	7	36	0	0	315	1124					
05:15:00 PM	0	0	0	0	0	38	19	0	0	0	0	0	6	32	0	0	303	1134					
05:20:00 PM	0	0	0	0	0	44	16	0	0	0	0	0	8	27	0	0	293	1141					
05:25:00 PM	0	0	0	0	0	43	20	0	0	0	0	0	10	40	0	0	303	1175					
05:30:00 PM	0	0	0	0	0	19	19	0	0	0	0	0	5	23	0	0	274	1153					
05:35:00 PM	0	0	0	0	0	31	23	0	0	0	0	0	6	35	0	0	274	1138					
05:40:00 PM	0	0	0	0	0	23	19	0	0	0	0	0	6	20	0	0	229	1112					
05:45:00 PM	0	0	0	0	0	29	25	0	0	0	0	0	2	35	0	0	254	1108					
05:50:00 PM	0	0	0	0	0	34	15	0	0	0	0	0	5	33	0	0	246	1114					
05:55:00 PM	0	0	0	0	0	34	10	0	0	0	0	0	9	24	0	0	255	1102					



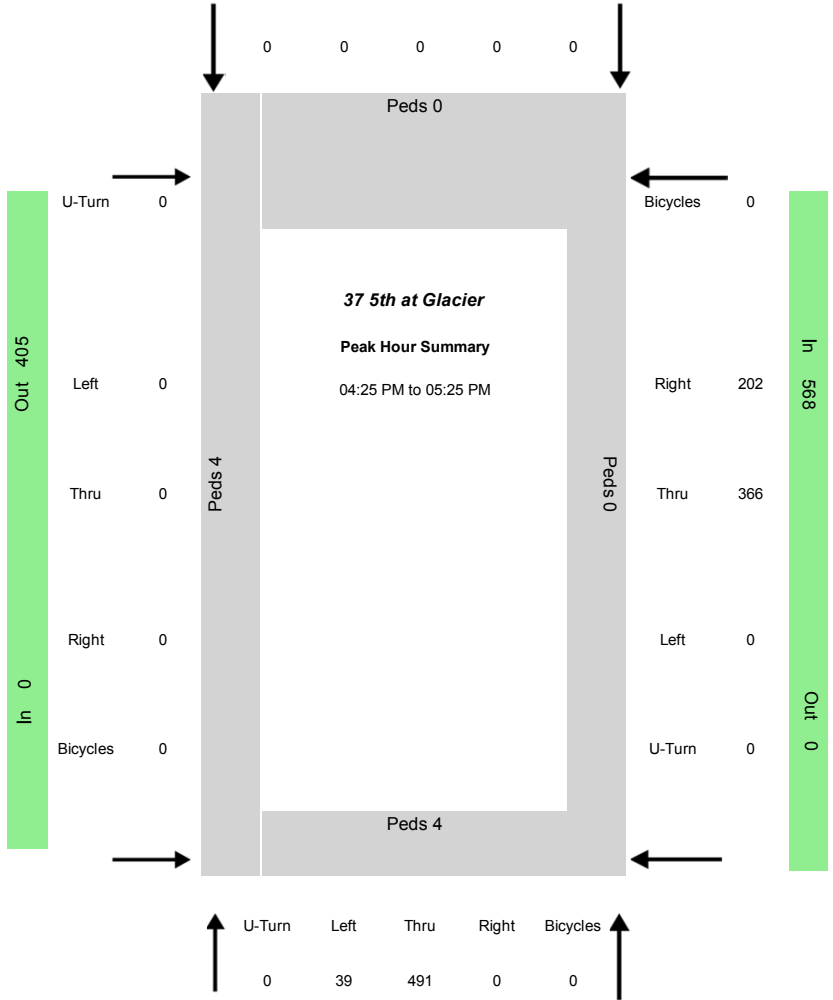


Southbound  
SW 5th St  
Heavy Vehicle 0.0%

In 0		Out 693		
Bicycles	Right	Thru	Left	U-Turn

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW 5th St
E/W street	SW Glacier Ave
City, State	Redmond OR
Site Notes	
Location	44.270603 - -121.173197
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	37
Peak Hour Start	04:25:00 PM
Peak 15 Min Start	04:50:00 PM
PHF (15-Min Int)	0.92

Eastbound  
SW Glacier Ave  
Heavy Vehicle NaN



In 530		Out 0		
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Heavy Vehicle 0.4%  
SW 5th St  
Northbound

Westbound  
SW Glacier Ave  
Heavy Vehicle 2.5%

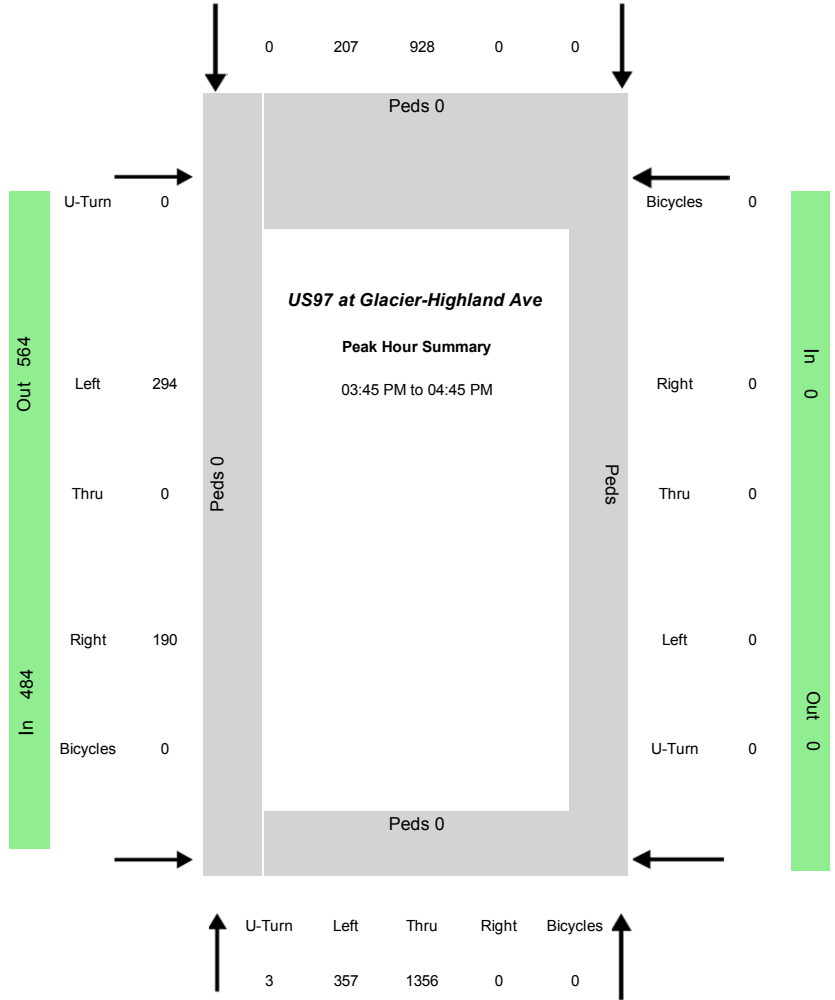
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
39	491	0	0	0	0	0	0	0	0	0	0	0	366	202	0	530	0	0	568	0	693	405	0
Percent Heavy Vehicles																							
0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	2.0%	0.0%	0.4%	0.0%	#DIV/0!	2.5%	#DIV/0!	0.9%	2.5%	0.0%
PHV- Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk				Sum			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB				
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	8	
All Vehicle Volumes																							
Time	Northbound SW 5th St				Southbound SW 5th St				Eastbound SW Glacier Ave				Westbound SW Glacier Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			Sum	Sum			
02:00:00 PM	3	40	0	0	0	0	0	0	0	0	0	0	0	22	12	0							
02:05:00 PM	4	44	0	0	0	0	0	0	0	0	0	0	0	24	12	0							
02:10:00 PM	3	44	0	0	0	0	0	0	0	0	0	0	0	24	10	0	242						
02:15:00 PM	4	34	0	0	0	0	0	0	0	0	0	0	0	22	10	0	235						
02:20:00 PM	5	44	0	0	0	0	0	0	0	0	0	0	0	22	10	0	232						
02:25:00 PM	2	29	0	0	0	0	0	0	0	0	0	0	0	29	10	0	221						
02:30:00 PM	3	35	0	0	0	0	0	0	0	0	0	0	0	19	14	0	222						
02:35:00 PM	5	39	0	0	0	0	0	0	0	0	0	0	0	19	14	0	218						
02:40:00 PM	2	65	0	0	0	0	0	0	0	0	0	0	0	22	17	0	254						
02:45:00 PM	1	48	0	0	0	0	0	0	0	0	0	0	0	22	23	0	277						
02:50:00 PM	6	41	0	0	0	0	0	0	0	0	0	0	0	18	10	0	275						
02:55:00 PM	1	50	0	0	0	0	0	0	0	0	0	0	0	32	23	0	275	992					
03:00:00 PM	3	30	0	0	0	0	0	0	0	0	0	0	0	26	9	0	249	983					
03:05:00 PM	4	41	0	0	0	0	0	0	0	0	0	0	0	28	17	0	264	989					
03:10:00 PM	7	44	0	0	0	0	0	0	0	0	0	0	0	14	7	0	230	980					
03:15:00 PM	2	40	0	0	0	0	0	0	0	0	0	0	0	23	12	0	239	987					
03:20:00 PM	2	31	0	0	0	0	0	0	0	0	0	0	0	27	19	0	228	985					
03:25:00 PM	2	45	0	0	0	0	0	0	0	0	0	0	0	17	11	0	231	990					
03:30:00 PM	1	40	0	0	0	0	0	0	0	0	0	0	0	31	18	0	244	1009					
03:35:00 PM	5	41	0	0	0	0	0	0	0	0	0	0	0	27	18	0	256	1023					
03:40:00 PM	4	51	0	0	0	0	0	0	0	0	0	0	0	32	19	0	287	1023					
03:45:00 PM	5	34	0	0	0	0	0	0	0	0	0	0	0	22	12	0	270	1002					
03:50:00 PM	6	42	0	0	0	0	0	0	0	0	0	0	0	31	14	0	272	1020					
03:55:00 PM	1	43	0	0	0	0	0	0	0	0	0	0	0	30	38	0	278	1026					
04:00:00 PM	3	42	0	0	0	0	0	0	0	0	0	0	0	25	12	0	287	1040					
04:05:00 PM	3	34	0	0	0	0	0	0	0	0	0	0	0	23	12	0	266	1022					
04:10:00 PM	4	40	0	0	0	0	0	0	0	0	0	0	0	35	18	0	251	1047					
04:15:00 PM	0	43	0	0	0	0	0	0	0	0	0	0	0	25	13	0	250	1051					
04:20:00 PM	5	32	0	0	0	0	0	0	0	0	0	0	0	32	25	0	272	1066					
04:25:00 PM	1	41	0	0	0	0	0	0	0	0	0	0	0	22	27	0	266	1082					
04:30:00 PM	2	40	0	0	0	0	0	0	0	0	0	0	0	21	18	0	266	1073					
04:35:00 PM	6	53	0	0	0	0	0	0	0	0	0	0	0	38	13	0	282	1092					
04:40:00 PM	3	23	0	0	0	0	0	0	0	0	0	0	0	21	18	0	256	1051					
04:45:00 PM	4	38	0	0	0	0	0	0	0	0	0	0	0	26	12	0	255	1058					
04:50:00 PM	5	50	0	0	0	0	0	0	0	0	0	0	0	24	14	0	238	1058					
04:55:00 PM	3	38	0	0	0	0	0	0	0	0	0	0	0	38	22	0	274	1047					
05:00:00 PM	2	56	0	0	0	0	0	0	0	0	0	0	0	34	14	0	300	1071					
05:05:00 PM	6	27	0	0	0	0	0	0	0	0	0	0	0	28	14	0	282	1074					
05:10:00 PM	3	30	0	0	0	0	0	0	0	0	0	0	0	43	18	0	275	1071					
05:15:00 PM	1	44	0	0	0	0	0	0	0	0	0	0	0	32	18	0	264	1085					
05:20:00 PM	3	51	0	0	0	0	0	0	0	0	0	0	0	39	14	0	296	1098					
05:25:00 PM	10	39	0	0	0	0	0	0	0	0	0	0	0	29	13	0	293	1098					
05:30:00 PM	1	27	0	0	0	0	0	0	0	0	0	0	0	33	14	0	273	1092					
05:35:00 PM	4	35	0	0	0	0	0	0	0	0	0	0	0	29	10	0	244	1060					
05:40:00 PM	3	32	0	0	0	0	0	0	0	0	0	0	0	23	16	0	227	1069					
05:45:00 PM	3	22	0	0	0	0	0	0	0	0	0	0	0	35	17	0	229	1066					
05:50:00 PM	4	45	0	0	0	0	0	0	0	0	0	0	0	35	13	0	248	1070					
05:55:00 PM	6	32	0	0	0	0	0	0	0	0	0	0	0	21	9	0	242	1037					



Data Provided by K-D-N.com 503-594-4224

N/S street	US97
E/W street	Glacier Highland Ave
City, State	Redmond OR
Site Notes	
Location	44.270985 - -121.170617
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	03:45:00 PM
Peak 15 Min Start	04:25:00 PM
PHF (15-Min Int)	0.96

Eastbound  
Glacier Highland Ave  
Heavy Vehicle 4.1%



In 1716 Out 1121

Heavy Vehicle 4.7%  
US97  
Northbound





Data Provided by K-D-N.com 503-594-4224

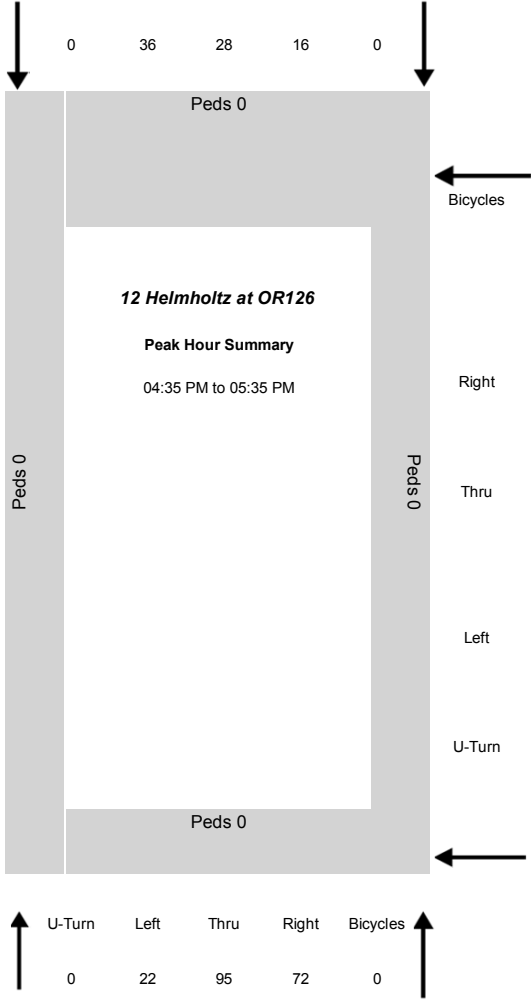
N/S street	SW Helmholtz Way
E/W street	SW Highland Ave
City, State	Redmond OR
Site Notes	
Location	44.269211 - -121.219527
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:35:00 PM
Peak 15 Min Start	05:20:00 PM
PHF (15-Min Int)	0.92

Eastbound  
SW Highland Ave  
Heavy Vehicle 3.7%

Westbound  
SW Highland Ave  
Heavy Vehicle 2.5%

Southbound  
SW Helmholtz Way  
Heavy Vehicle 2.5%

In	80	Out	173
Bicycles		Right	
		Thru	
		Left	
		U-Turn	



Northbound  
SW Helmholtz Way  
Heavy Vehicle 0.5%

In	189	Out	120
U-Turn		Left	
		Thru	
		Right	
		Bicycles	

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
22	95	72	0	16	28	36	0	40	371	23	0	69	365	38	0	189	80	434	472	120	173	423	459
Percent Heavy Vehicles																							
0.0%	0.0%	1.4%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	4.0%	4.3%	0.0%	2.9%	2.7%	0.0%	0.0%	0.5%	2.5%	3.7%	2.5%	4.2%	0.0%	2.4%	3.5%
PHV- Bicycles															PHV - Pedestrians								
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
All Vehicle Volumes																							
Time	Northbound SW Helmholtz Way				Southbound SW Helmholtz Way				Eastbound SW Highland Ave				Westbound SW Highland Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			Sum	Sum			
02:00:00 PM	1	0	2	0	3	3	1	0	3	26	2	0	1	24	1	0							
02:05:00 PM	0	1	6	0	4	2	1	0	3	24	2	0	3	21	1	0							
02:10:00 PM	1	3	6	0	0	5	3	0	0	32	4	0	5	36	0	0	230						
02:15:00 PM	0	1	4	0	0	2	3	0	2	30	2	0	8	32	0	0	247						
02:20:00 PM	1	2	2	0	1	1	2	0	2	21	1	0	4	21	2	0	239						
02:25:00 PM	0	2	2	0	1	2	7	0	1	26	1	0	5	20	1	0	212						
02:30:00 PM	2	3	6	0	1	1	1	0	4	26	0	0	5	27	5	0	209						
02:35:00 PM	1	3	9	0	2	1	4	0	2	31	1	0	10	28	5	0	246						
02:40:00 PM	1	8	13	0	2	1	0	0	0	25	3	0	3	18	2	0	254						
02:45:00 PM	1	10	9	0	2	1	2	0	2	26	1	0	5	38	2	0	272						
02:50:00 PM	4	3	3	0	1	2	3	0	3	32	0	0	4	25	2	0	257						
02:55:00 PM	2	6	3	0	1	2	2	0	2	35	9	0	6	23	3	0	275	971					
03:00:00 PM	2	4	2	0	0	4	0	0	3	23	3	0	7	24	2	0	250	978					
03:05:00 PM	2	0	1	0	0	0	7	0	4	30	1	0	6	22	0	0	241	983					
03:10:00 PM	3	1	5	0	2	3	2	0	4	30	4	0	7	40	2	0	250	991					
03:15:00 PM	1	6	6	0	1	0	1	0	4	31	1	0	7	36	5	0	275	1006					
03:20:00 PM	0	7	8	0	2	4	4	0	4	31	1	0	4	30	1	0	298	1042					
03:25:00 PM	2	4	1	0	1	1	0	0	2	26	2	0	6	36	2	0	278	1057					
03:30:00 PM	1	2	5	0	0	2	4	0	4	32	0	0	10	34	1	0	274	1071					
03:35:00 PM	3	2	4	0	1	1	3	0	2	36	0	0	4	29	1	0	264	1060					
03:40:00 PM	0	4	5	0	0	4	0	0	2	29	2	0	6	32	4	0	269	1072					
03:45:00 PM	5	2	10	0	0	1	6	0	2	30	2	0	7	34	4	0	277	1076					
03:50:00 PM	2	7	2	0	0	5	4	0	1	29	2	0	9	40	2	0	294	1097					
03:55:00 PM	4	5	7	0	0	7	3	0	2	29	1	0	3	33	5	0	305	1102					
04:00:00 PM	3	12	4	0	1	2	3	0	2	29	6	0	3	32	1	0	300	1126					
04:05:00 PM	1	4	0	0	0	3	3	0	5	28	5	0	5	22	2	0	275	1131					
04:10:00 PM	2	7	6	0	1	1	2	0	3	19	0	0	4	24	1	0	246	1098					
04:15:00 PM	0	9	9	0	0	1	1	0	3	28	1	0	5	46	5	0	256	1107					
04:20:00 PM	0	4	3	0	1	5	2	0	3	27	4	0	9	35	2	0	273	1106					
04:25:00 PM	3	12	8	0	0	1	1	0	5	37	2	0	3	26	2	0	303	1123					
04:30:00 PM	0	10	9	0	0	1	4	0	5	32	1	0	5	25	2	0	289	1122					
04:35:00 PM	0	10	3	0	1	2	2	0	1	37	2	0	5	34	3	0	294	1136					
04:40:00 PM	2	1	8	0	3	2	3	0	0	23	0	0	5	21	3	0	265	1119					
04:45:00 PM	3	9	4	0	2	4	1	0	6	33	0	0	5	27	4	0	269	1114					
04:50:00 PM	1	12	11	0	2	0	1	0	5	33	1	0	6	34	2	0	277	1119					
04:55:00 PM	0	8	4	0	1	3	2	0	2	30	3	0	3	30	2	0	294	1108					
05:00:00 PM	1	5	4	0	1	2	1	0	3	22	3	0	3	36	2	0	279	1093					
05:05:00 PM	1	9	9	0	1	3	3	0	3	27	4	0	6	39	3	0	279	1123					
05:10:00 PM	4	3	2	0	2	3	7	0	8	30	2	0	8	34	5	0	299	1161					
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05:25:00 PM	1	13	9	0	2	2	5	0	6	33	3	0	4	25	3	0	296	1154					
05:30:00 PM	4	10	7	0	0	3	5	0	1	36	3	0	9	31	6	0	320	1175					
05:35:00 PM	3	1	8	0	0	2	1	0	3	21	3	0	7	21	2	0	293	1147					
05:40:00 PM	2	6	9	0	1	3	5	0	0	22	3	0	5	31	1	0	275	1164					
05:45:00 PM	2	5	16	0	4	2	3	0	3	24	3	0	5	34	2	0	263	1169					
05:50:00 PM	1	6	7	0	2	4	1	0	2	20	3	0	6	30	6	0	279	1149					
05:55:00 PM	1	5	8	0	0	1	3	0	3	23	1	0	6	19	4	0	265	1135					



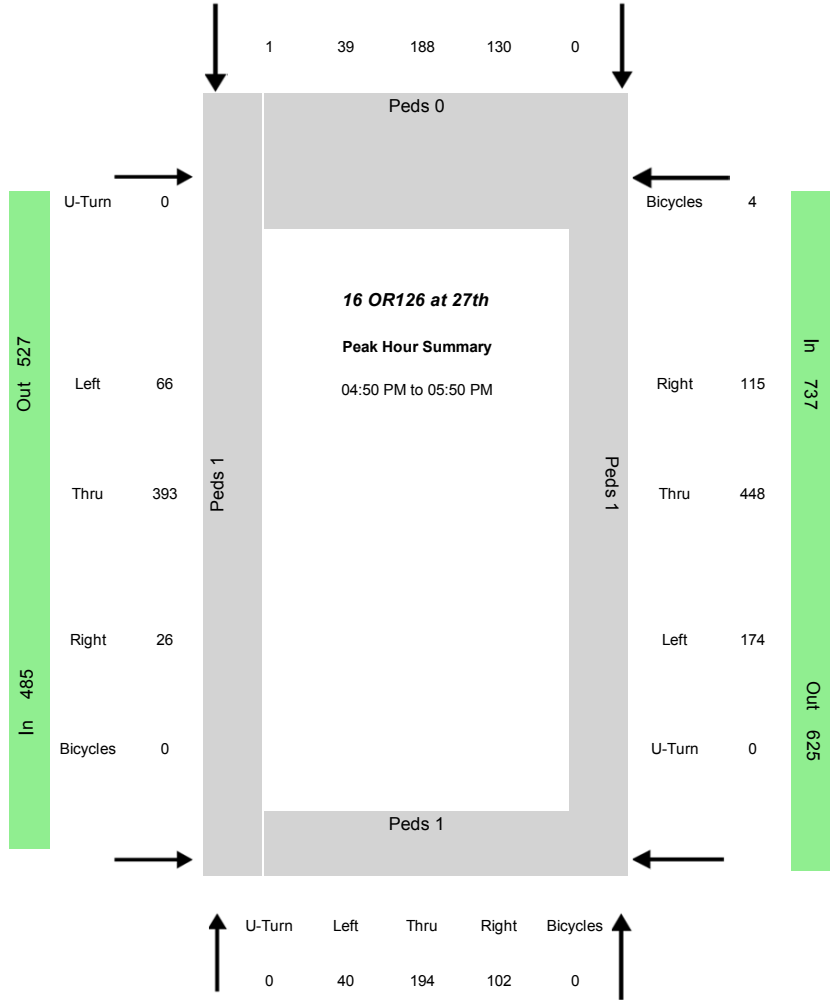
Southbound  
SW 27th St  
Heavy Vehicle 0.8%

In 358		Out 375		
Bicycles	Right	Thru	Left	U-Turn

Data Provided by K-D-N.com 503-594-4224

N/S street	SW 27th St
E/W street	OR-126
City, State	Redmond OR
Site Notes	
Location	44.269237 - -121.199367
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:50:00 PM
Peak 15 Min Start	05:35:00 PM
PHF (15-Min Int)	0.97

Eastbound  
OR-126  
Heavy Vehicle 1.9%



Westbound  
OR-126  
Heavy Vehicle 1.5%

Heavy Vehicle 1.8%  
SW 27th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
40	194	102	0	130	188	39	0	66	393	26	0	174	448	115	0	336	357	485	737	388	375	527	625
Percent Heavy Vehicles																							
5.0%	1.0%	2.0%	0.0%	0.8%	0.5%	2.6%	0.0%	0.0%	2.3%	0.0%	0.0%	0.6%	2.2%	0.0%	0.0%	1.8%	0.8%	1.9%	1.5%	0.5%	0.5%	2.5%	1.9%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB			
0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	5	1	0	1	1	3		
All Vehicle Volumes																							
Time	Northbound SW 27th St				Southbound SW 27th St				Eastbound OR-126				Westbound OR-126				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	3	10	5	0	4	4	1	0	1	30	0	0	6	25	5	0							
02:05:00 PM	4	6	3	0	9	8	4	0	4	32	1	0	6	18	4	0							
02:10:00 PM	2	7	6	0	5	4	1	0	3	44	2	0	7	53	8	0	335						
02:15:00 PM	4	6	8	0	9	8	1	0	2	28	2	0	7	29	3	0	348						
02:20:00 PM	2	10	12	0	7	13	0	0	2	24	1	0	9	24	7	0	360						
02:25:00 PM	3	4	11	0	10	4	0	0	2	29	4	0	13	33	6	0	337						
02:30:00 PM	4	7	7	0	4	7	1	0	5	22	3	0	5	27	2	0	324						
02:35:00 PM	2	7	7	0	9	3	4	0	4	35	3	0	8	37	4	0	336						
02:40:00 PM	0	9	4	0	7	8	2	0	5	40	3	0	14	33	9	0	351						
02:45:00 PM	1	6	8	0	7	14	5	0	7	36	6	0	14	38	7	0	406						
02:50:00 PM	2	8	11	0	11	10	3	0	5	31	5	0	13	24	7	0	413						
02:55:00 PM	3	13	8	0	10	4	1	0	4	25	3	0	6	35	7	0	398	1421					
03:00:00 PM	0	13	12	0	8	9	2	0	3	38	2	0	9	34	12	0	391	1469					
03:05:00 PM	3	9	5	0	9	10	0	0	5	36	7	0	12	40	4	0	401	1510					
03:10:00 PM	6	13	12	0	9	6	0	0	3	27	4	0	9	40	4	0	415	1501					
03:15:00 PM	1	9	6	0	18	11	2	0	3	22	3	0	11	44	9	0	412	1533					
03:20:00 PM	4	18	7	0	5	16	1	0	3	48	0	0	9	37	11	0	431	1581					
03:25:00 PM	5	6	4	0	8	13	2	0	3	33	3	0	8	42	4	0	429	1593					
03:30:00 PM	1	12	9	0	11	11	1	0	5	34	1	0	8	32	7	0	422	1631					
03:35:00 PM	3	11	7	0	7	12	2	0	3	33	4	0	11	29	3	0	388	1633					
03:40:00 PM	4	22	11	0	7	11	0	0	3	42	2	0	10	38	11	0	418	1660					
03:45:00 PM	3	11	9	0	3	13	0	0	5	35	4	0	13	34	9	0	425	1650					
03:50:00 PM	2	11	9	0	6	11	2	0	3	41	0	0	19	44	10	0	458	1678					
03:55:00 PM	5	13	13	0	8	8	2	0	3	29	0	0	17	41	5	0	441	1703					
04:00:00 PM	2	7	11	0	4	12	0	0	3	40	6	0	11	38	11	0	447	1706					
04:05:00 PM	2	12	5	0	9	6	1	0	4	37	1	0	14	31	11	0	422	1699					
04:10:00 PM	1	12	9	0	3	7	1	0	1	25	1	0	7	36	9	0	390	1678					
04:15:00 PM	8	10	5	0	9	7	4	0	4	34	2	0	14	37	10	0	389	1683					
04:20:00 PM	3	15	2	0	13	9	1	0	6	31	1	0	10	47	8	0	402	1670					
04:25:00 PM	5	10	7	0	7	19	0	0	7	37	1	0	6	32	9	0	430	1679					
04:30:00 PM	2	12	8	0	8	14	1	0	5	42	3	0	17	38	3	0	439	1700					
04:35:00 PM	4	9	8	0	6	8	1	0	4	37	5	0	26	38	8	0	447	1729					
04:40:00 PM	1	15	9	0	7	11	0	0	0	29	1	0	11	37	13	0	441	1702					
04:45:00 PM	5	14	7	0	5	9	1	0	12	40	4	0	15	35	10	0	445	1720					
04:50:00 PM	1	18	9	0	14	15	2	0	5	33	2	0	9	44	7	0	450	1721					
04:55:00 PM	1	14	4	0	14	15	3	0	5	37	2	0	10	36	9	0	466	1727					
05:00:00 PM	6	18	8	0	13	13	1	0	5	29	4	0	12	35	5	0	458	1731					
05:05:00 PM	6	16	13	0	7	18	3	0	3	33	2	0	12	45	12	0	469	1768					
05:10:00 PM	3	11	8	0	14	19	7	0	3	23	0	0	19	43	6	0	475	1812					
05:15:00 PM	6	18	8	0	13	14	3	0	4	30	1	0	10	34	13	0	480	1822					
05:20:00 PM	2	10	9	0	7	21	6	0	8	36	3	0	20	45	11	0	488	1854					
05:25:00 PM	3	12	6	0	6	12	1	0	9	43	3	0	16	25	11	0	479	1861					
05:30:00 PM	4	15	7	0	9	12	1	0	5	40	2	0	19	35	8	0	482	1865					
05:35:00 PM	3	16	9	0	13	16	6	0	5	29	1	0	14	38	12	0	466	1873					
05:40:00 PM	1	24	7	0	10	18	2	0	7	35	4	0	15	35	9	0	486	1906					
05:45:00 PM	4	22	14	0	10	15	4	0	7	25	2	0	18	33	12	0	495	1915					
05:50:00 PM	1	6	8	0	11	14	4	0	5	36	1	0	11	44	14	0	488	1911					
05:55:00 PM	1	7	4	0	8	7	3	0	4	32	0	0	12	31	12	0	442	1882					





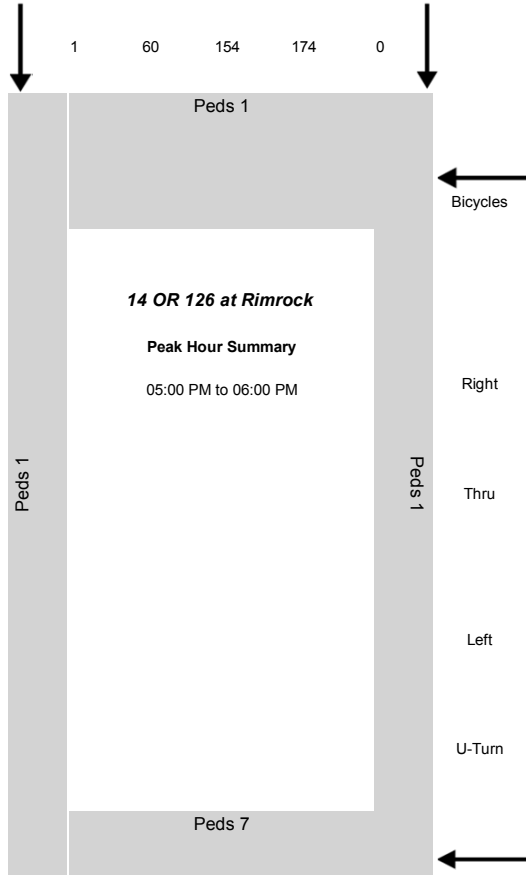
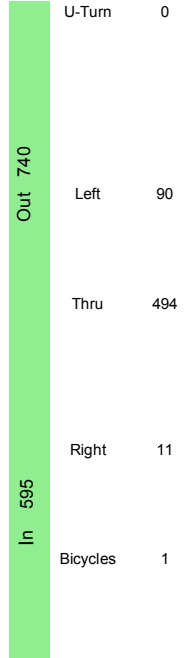
Southbound  
SW Rimrock Dr  
Heavy Vehicle 0.5%

In 389		Out 511		
Bicycles	Right	Thru	Left	U-Turn

1    60    154    174    0

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW Rimrock Dr
E/W street	OR-126
City, State	Redmond OR
Site Notes	
Location	44.269288 - -121.191311
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	05:00:00 PM
Peak 15 Min Start	05:10:00 PM
PHF (15-Min Int)	0.97

Eastbound  
OR-126  
Heavy Vehicle 1.2%



Westbound  
OR-126  
Heavy Vehicle 1.3%



U-Turn	Left	Thru	Right	Bicycles
0	25	186	142	0

In 353		Out 392		
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Heavy Vehicle 0.6%  
SW Rimrock Dr  
Northbound

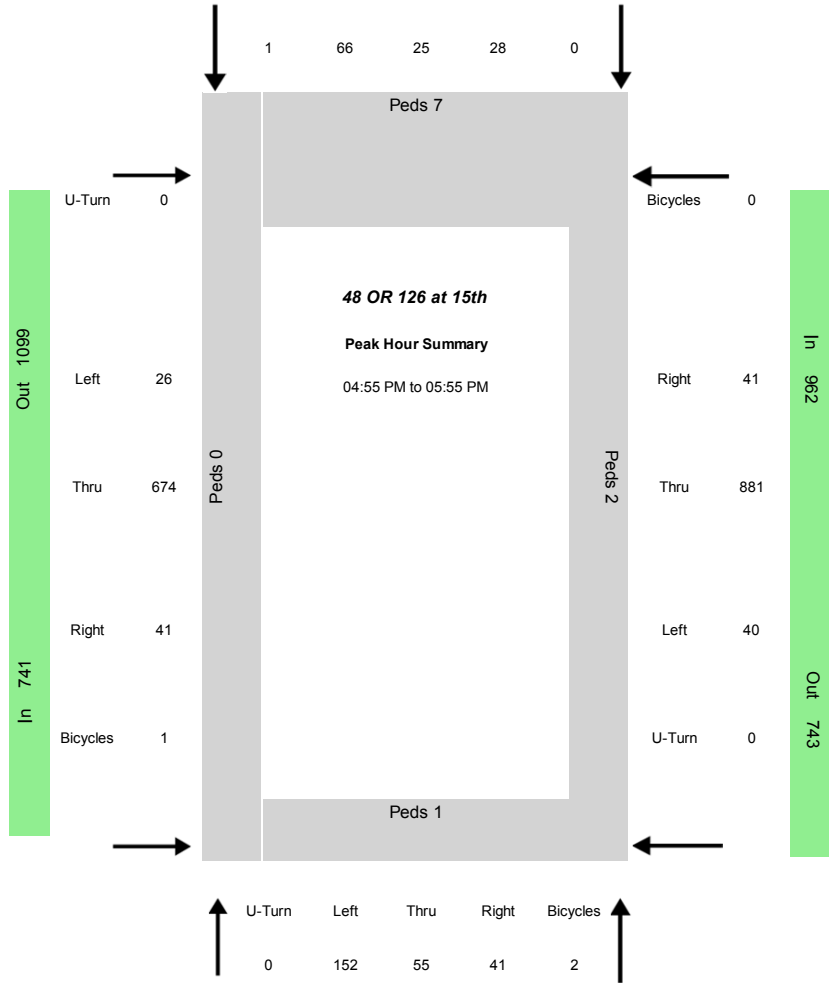
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
25	186	142	0	174	154	60	0	90	494	11	0	227	655	234	0	353	388	595	1116	392	510	740	810
Percent Heavy Vehicles																							
0.0%	1.1%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	1.1%	1.2%	0.0%	0.0%	0.4%	1.7%	0.9%	0.0%	0.6%	0.5%	1.2%	1.3%	0.8%	1.0%	1.5%	0.7%
PHV- Bicycles														PHV - Pedestrians									
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	1	0	0	1	0	0	0	0	2	0	0	4	7	1	1	1	10		
All Vehicle Volumes																							
Time	Northbound SW Rimrock Dr				Southbound SW Rimrock Dr				Eastbound OR-126				Westbound OR-126				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			Sum	Sum			
02:00:00 PM	1	5	11	0	7	4	2	0	5	29	0	0	6	35	14	0							
02:05:00 PM	2	8	9	0	17	5	5	0	7	36	2	0	13	30	9	0							
02:10:00 PM	0	10	11	0	6	8	0	0	6	36	0	0	10	43	17	0	409						
02:15:00 PM	1	4	13	0	10	2	0	0	6	48	1	0	9	43	13	0	440						
02:20:00 PM	1	7	13	0	15	13	0	0	3	37	0	0	15	41	14	0	456						
02:25:00 PM	2	8	11	0	10	6	2	0	4	35	2	0	21	31	9	0	450						
02:30:00 PM	1	7	14	0	17	12	7	0	5	33	0	0	11	39	10	0	456						
02:35:00 PM	0	8	21	0	28	21	22	0	5	39	0	0	17	40	17	0	515						
02:40:00 PM	1	11	20	0	31	11	12	0	4	37	1	0	16	39	15	0	572						
02:45:00 PM	3	13	7	0	21	21	9	0	10	27	2	0	13	40	12	0	594						
02:50:00 PM	0	15	11	0	12	14	7	0	8	42	2	0	10	36	18	0	551						
02:55:00 PM	2	6	13	0	13	17	1	0	5	43	1	0	21	57	13	0	545	1976					
03:00:00 PM	2	17	18	0	14	10	1	0	6	49	0	0	17	51	14	0	566	2056					
03:05:00 PM	1	9	13	0	18	13	5	0	9	36	1	0	15	43	10	0	564	2086					
03:10:00 PM	1	12	11	0	7	7	4	0	3	41	0	0	20	49	16	0	543	2110					
03:15:00 PM	1	8	20	0	4	12	5	0	5	49	0	0	13	59	6	0	526	2142					
03:20:00 PM	2	16	13	0	15	21	5	0	4	49	1	0	13	46	16	0	554	2184					
03:25:00 PM	3	8	11	0	19	7	3	0	6	37	1	0	17	32	9	0	536	2196					
03:30:00 PM	3	8	14	0	19	12	1	0	3	41	2	0	12	45	16	0	530	2216					
03:35:00 PM	1	8	14	0	6	13	4	0	6	46	1	0	13	48	12	0	501	2170					
03:40:00 PM	0	6	11	0	14	12	4	0	7	53	0	0	18	61	22	0	556	2180					
03:45:00 PM	1	6	15	0	6	14	4	0	7	34	0	0	18	60	15	0	560	2182					
03:50:00 PM	1	10	11	0	12	19	5	0	9	42	3	0	17	62	12	0	591	2210					
03:55:00 PM	3	11	13	0	14	12	2	0	8	40	0	0	14	64	10	0	574	2209					
04:00:00 PM	1	14	7	0	15	15	7	0	3	44	3	0	9	42	14	0	568	2184					
04:05:00 PM	2	10	8	0	18	18	3	0	9	36	1	0	17	41	15	0	543	2189					
04:10:00 PM	0	7	8	0	16	8	5	0	3	33	0	0	12	47	25	0	516	2182					
04:15:00 PM	2	10	12	0	12	9	2	0	5	38	0	0	17	53	12	0	514	2172					
04:20:00 PM	1	11	9	0	17	13	2	0	11	39	3	0	21	52	20	0	535	2170					
04:25:00 PM	3	9	13	0	21	11	7	0	1	37	1	0	13	47	15	0	549	2195					
04:30:00 PM	0	8	7	0	11	12	2	0	11	55	0	0	14	53	18	0	568	2210					
04:35:00 PM	1	9	11	0	10	14	5	0	2	45	0	0	23	62	18	0	569	2238					
04:40:00 PM	0	9	12	0	17	9	4	0	6	37	1	0	15	53	15	0	569	2208					
04:45:00 PM	1	9	17	0	12	11	8	0	11	33	0	0	17	47	18	0	562	2212					
04:50:00 PM	0	11	8	0	12	12	5	0	11	53	1	0	13	48	19	0	555	2202					
04:55:00 PM	0	9	7	0	19	14	5	0	3	48	0	0	22	46	18	0	568	2202					
05:00:00 PM	5	16	14	0	16	6	3	0	11	26	2	0	14	66	15	0	578	2222					
05:05:00 PM	1	12	12	0	7	17	5	0	7	42	1	0	19	57	19	0	584	2243					
05:10:00 PM	1	15	19	0	9	16	3	0	7	43	1	0	30	57	23	0	617	2303					
05:15:00 PM	2	14	10	0	14	10	6	0	4	44	1	0	18	61	19	0	626	2334					
05:20:00 PM	2	19	9	0	18	10	9	0	5	39	0	0	15	59	21	0	633	2341					
05:25:00 PM	1	16	11	0	19	8	9	0	7	50	0	0	19	46	24	0	619	2373					
05:30:00 PM	3	18	11	0	17	16	4	0	12	38	1	0	18	41	17	0	612	2378					
05:35:00 PM	3	16	7	0	13	17	4	0	6	49	0	0	19	65	24	0	629	2401					
05:40:00 PM	4	14	8	0	14	10	5	0	5	42	2	0	17	67	13	0	620	2424					
05:45:00 PM	1	15	12	0	10	12	6	0	10	44	3	0	14	51	19	0	621	2437					
05:50:00 PM	0	16	14	0	19	18	3	0	9	41	0	0	19	41	24	0	602	2448					
05:55:00 PM	2	15	15	0	18	14	3	0	7	36	0	0	25	44	16	0	596	2452					



Data Provided by K-D-N.com 503-594-4224

N/S street	SW 15th St
E/W street	OR-126
City, State	Redmond OR
Site Notes	
Location	44.26959 - -121.1841
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	48
Peak Hour Start	04:55:00 PM
Peak 15 Min Start	05:00:00 PM
PHF (15-Min Int)	0.93

Eastbound  
OR-126  
Heavy Vehicle: 2.6%



In	248	Out	106
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Heavy Vehicle 1.6%  
SW 15th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
152	55	41	0	28	25	66	0	26	674	41	0	40	881	41	0	248	119	741	962	106	122	1099	743
Percent Heavy Vehicles																							
0.7%	3.6%	2.4%	0.0%	7.1%	0.0%	3.0%	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	2.2%	2.4%	0.0%	1.6%	3.4%	2.6%	2.1%	0.0%	2.5%	2.0%	3.0%
PHV - Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB			
2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	4	1	7	0	2	10		
All Vehicle Volumes																							
Time	Northbound SW 15th St				Southbound SW 15th St				Eastbound OR-126				Westbound OR-126				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			Sum	Sum			
02:00:00 PM	7	1	3	0	2	3	5	0	7	66	3	0	2	62	3	0							
02:05:00 PM	8	5	1	0	0	5	2	0	2	63	4	0	3	70	2	0							
02:10:00 PM	9	5	2	0	2	3	5	0	4	46	5	0	2	56	1	0	469						
02:15:00 PM	4	6	1	0	2	0	4	0	3	60	6	0	3	57	1	0	452						
02:20:00 PM	12	3	2	0	2	5	4	0	1	53	11	0	7	48	2	0	437						
02:25:00 PM	11	3	3	0	5	4	5	0	3	46	5	0	5	55	3	0	445						
02:30:00 PM	7	3	1	0	0	6	3	0	0	46	9	0	2	59	1	0	435						
02:35:00 PM	5	9	0	0	0	4	6	0	2	76	2	0	4	57	6	0	456						
02:40:00 PM	21	8	5	0	1	2	5	0	2	66	1	0	3	62	1	0	485						
02:45:00 PM	15	7	4	0	1	0	3	0	1	75	1	0	3	58	2	0	518						
02:50:00 PM	14	1	2	0	1	3	6	0	2	50	1	0	1	58	4	0	490						
02:55:00 PM	13	4	3	0	4	3	6	0	7	68	3	0	5	63	2	0	494	1893					
03:00:00 PM	8	2	6	0	3	4	2	0	0	57	1	0	1	55	0	0	463	1868					
03:05:00 PM	11	2	3	0	1	0	0	0	0	67	3	0	2	68	3	0	480	1863					
03:10:00 PM	8	4	0	0	1	6	4	0	4	67	2	0	4	50	2	0	451	1875					
03:15:00 PM	7	3	4	0	3	1	3	0	3	65	1	0	4	43	0	0	449	1865					
03:20:00 PM	6	4	0	0	2	0	1	0	2	57	5	0	8	48	2	0	424	1850					
03:25:00 PM	16	7	1	0	1	4	0	0	3	56	2	0	1	62	1	0	426	1856					
03:30:00 PM	10	5	1	0	0	4	1	0	2	62	2	0	6	56	2	0	440	1870					
03:35:00 PM	5	3	0	0	1	2	2	0	3	59	3	0	4	84	1	0	472	1866					
03:40:00 PM	13	3	3	0	2	3	1	0	3	43	5	0	3	56	1	0	454	1825					
03:45:00 PM	5	4	2	0	2	3	4	0	2	55	3	0	1	64	4	0	452	1804					
03:50:00 PM	5	4	4	0	2	2	4	0	2	52	2	0	1	66	0	0	429	1805					
03:55:00 PM	9	2	0	0	6	5	3	0	7	60	0	0	6	50	2	0	443	1774					
04:00:00 PM	10	5	8	0	5	4	3	0	5	55	4	0	5	64	4	0	466	1807					
04:05:00 PM	11	1	5	0	1	3	2	0	1	48	6	0	2	73	3	0	478	1803					
04:10:00 PM	5	7	2	0	0	6	4	0	2	52	3	0	6	69	3	0	487	1810					
04:15:00 PM	17	3	6	0	4	2	3	0	1	50	2	0	2	65	0	0	470	1828					
04:20:00 PM	8	6	5	0	0	2	5	0	3	55	3	0	5	59	1	0	466	1845					
04:25:00 PM	12	6	5	0	2	3	3	0	6	45	3	0	6	48	3	0	449	1833					
04:30:00 PM	10	4	3	0	7	1	4	0	5	50	3	0	3	65	2	0	451	1839					
04:35:00 PM	12	4	4	0	4	2	6	0	4	59	2	0	3	73	2	0	474	1847					
04:40:00 PM	19	6	7	0	1	2	4	0	2	48	8	0	4	48	2	0	483	1862					
04:45:00 PM	8	6	2	0	1	1	5	0	2	53	4	0	1	61	3	0	473	1860					
04:50:00 PM	18	5	4	0	2	4	2	0	0	57	4	0	3	75	1	0	473	1891					
04:55:00 PM	6	7	3	0	0	4	6	0	3	69	2	0	3	64	3	0	492	1911					
05:00:00 PM	16	6	6	0	2	1	6	0	5	53	2	0	4	76	5	0	527	1921					
05:05:00 PM	21	3	4	0	4	2	6	0	4	46	5	0	2	79	4	0	532	1945					
05:10:00 PM	8	9	4	0	3	5	10	0	3	51	1	0	8	87	4	0	555	1979					
05:15:00 PM	18	1	5	0	1	2	3	0	0	52	3	0	3	70	3	0	534	1985					
05:20:00 PM	11	9	9	0	1	1	2	0	2	59	4	0	1	71	8	0	532	2011					
05:25:00 PM	13	5	2	0	2	2	6	0	5	65	4	0	2	76	1	0	522	2052					
05:30:00 PM	17	3	2	0	5	2	5	0	0	52	4	0	3	61	2	0	517	2051					
05:35:00 PM	8	2	1	0	3	3	7	0	2	58	1	0	4	73	2	0	503	2040					
05:40:00 PM	16	4	1	0	3	1	3	0	1	55	5	0	2	65	5	0	481	2050					
05:45:00 PM	9	2	4	0	1	1	4	0	1	52	6	0	3	74	2	0	484	2062					
05:50:00 PM	9	4	0	0	3	1	8	0	0	62	4	0	5	85	2	0	503	2070					
05:55:00 PM	14	2	5	0	2	1	2	0	3	47	0	0	3	58	0	0	479	2037					



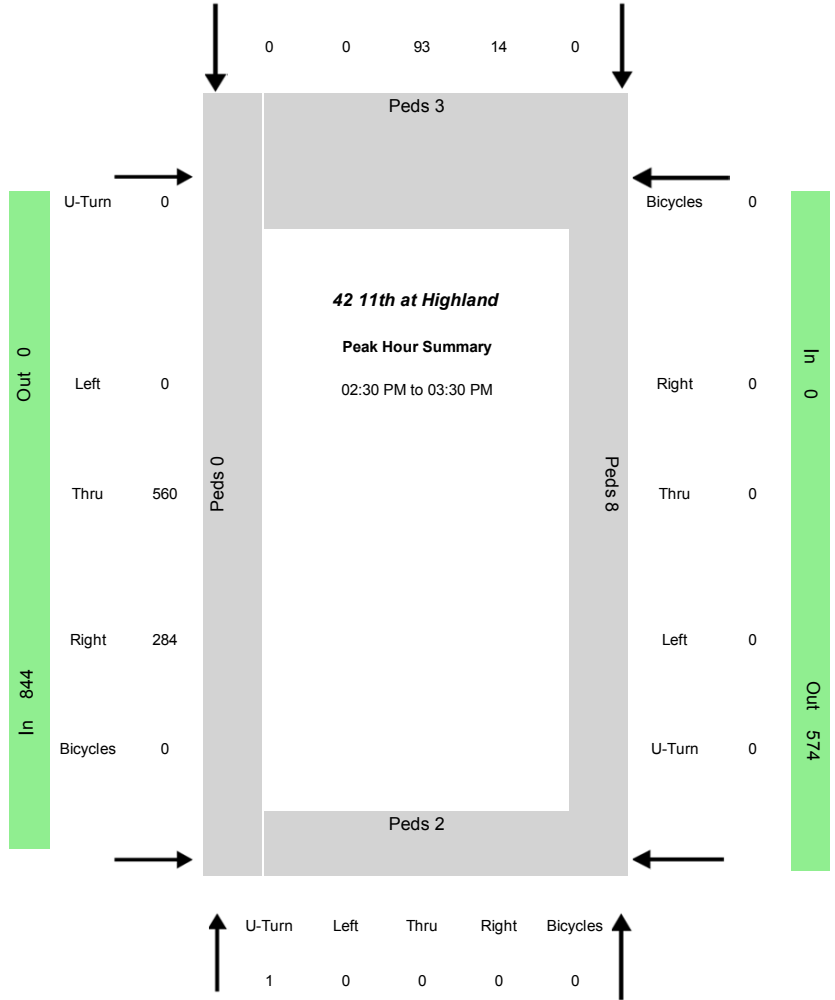
Southbound  
SW 11th St  
Heavy Vehicle 2.8%

In	107	Out	0
Bicycles	Right	Thru	Left
0	0	93	14
			U-Turn
			0

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW 11th St
E/W street	SW Highland Way
City, State	Redmond OR
Site Notes	
Location	44.269611 - -121.179611
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	42
Peak Hour Start	02:30:00 PM
Peak 15 Min Start	03:05:00 PM
PHF (15-Min Int)	0.90

Eastbound  
SW Highland Way  
Heavy Vehicle 5.0%

Westbound  
SW Highland Way  
Heavy Vehicle 0.0%



In	1	Out	378
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Heavy Vehicle 0.0%  
SW 11th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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	0	0	1	14	93	0	0	0	560	284	0	0	0	0	0	1	107	844	0	378	0	0	574
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	4.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	5.0%	0.0%	5.6%	0.0%	#DIV/0!	4.2%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound			Sum		in Crosswalk				Sum		
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	0	0	0	2	3	0	8	13		
All Vehicle Volumes																							
Time	Northbound SW 11th St				Southbound SW 11th St				Eastbound SW Highland Way				Westbound SW Highland Way				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	0	0	0	0	2	4	0	0	0	45	26	0	0	0	0	0							
02:05:00 PM	0	0	0	0	0	4	0	0	0	39	23	0	0	0	0	0							
02:10:00 PM	0	0	0	0	0	8	0	0	0	42	20	0	0	0	0	0	213						
02:15:00 PM	0	0	0	0	1	7	0	0	0	34	15	0	0	0	0	0	193						
02:20:00 PM	0	0	0	0	0	6	0	0	0	36	22	0	0	0	0	0	191						
02:25:00 PM	0	0	0	0	0	11	0	0	0	28	23	0	0	0	0	0	183						
02:30:00 PM	0	0	0	0	1	7	0	0	0	41	20	0	0	0	0	0	195						
02:35:00 PM	0	0	0	0	2	8	0	0	0	36	24	0	0	0	0	0	201						
02:40:00 PM	0	0	0	0	0	6	0	0	0	67	25	0	0	0	0	0	237						
02:45:00 PM	0	0	0	0	2	5	0	0	0	53	27	0	0	0	0	0	255						
02:50:00 PM	0	0	0	0	0	7	0	0	0	42	17	0	0	0	0	0	251						
02:55:00 PM	0	0	0	0	1	6	0	0	0	39	23	0	0	0	0	0	222	855					
03:00:00 PM	0	0	0	0	0	8	0	0	0	49	26	0	0	0	0	0	218	861					
03:05:00 PM	0	0	0	0	0	12	0	0	0	45	27	0	0	0	0	0	236	879					
03:10:00 PM	0	0	0	0	2	7	0	0	0	47	20	0	0	0	0	0	243	885					
03:15:00 PM	0	0	0	0	1	15	0	0	0	56	31	0	0	0	0	0	263	931					
03:20:00 PM	0	0	0	0	1	6	0	0	0	41	26	0	0	0	0	0	253	941					
03:25:00 PM	0	0	0	1	4	6	0	0	0	44	18	0	0	0	0	0	250	952					
03:30:00 PM	0	0	0	0	1	6	0	0	0	35	20	0	0	0	0	0	209	945					
03:35:00 PM	0	0	0	0	2	7	0	0	0	43	18	0	0	0	0	0	205	945					
03:40:00 PM	0	0	0	0	2	5	0	0	0	31	21	0	0	0	0	0	191	906					
03:45:00 PM	0	0	0	0	1	3	0	0	0	41	23	0	0	0	0	0	197	887					
03:50:00 PM	0	0	0	0	1	3	0	0	0	33	20	0	0	0	0	0	184	878					
03:55:00 PM	0	0	0	0	1	7	0	0	0	45	27	0	0	0	0	0	205	889					
04:00:00 PM	0	0	0	0	0	8	0	0	0	36	20	0	0	0	0	0	201	870					
04:05:00 PM	0	0	0	0	3	9	0	0	0	47	20	0	0	0	0	0	223	865					
04:10:00 PM	0	0	0	0	1	11	0	0	0	46	12	0	0	0	0	0	213	859					
04:15:00 PM	0	0	0	0	2	8	0	0	0	43	21	0	0	0	0	0	223	830					
04:20:00 PM	0	0	0	0	1	8	0	0	0	38	22	0	0	0	0	0	213	825					
04:25:00 PM	0	0	0	0	1	14	0	0	0	36	13	0	0	0	0	0	207	816					
04:30:00 PM	0	0	0	0	1	4	0	0	0	45	20	0	0	0	0	0	203	824					
04:35:00 PM	0	0	0	0	0	6	0	0	0	48	26	0	0	0	0	0	214	834					
04:40:00 PM	0	0	0	0	1	6	0	0	0	44	18	0	0	0	0	0	219	844					
04:45:00 PM	0	0	0	0	1	6	0	0	0	36	18	0	0	0	0	0	210	837					
04:50:00 PM	0	0	0	0	1	3	0	0	0	43	27	0	0	0	0	0	204	854					
04:55:00 PM	0	0	0	0	0	3	0	0	0	48	26	0	0	0	0	0	212	851					
05:00:00 PM	0	0	0	0	1	5	0	0	0	38	23	0	0	0	0	0	218	854					
05:05:00 PM	0	0	0	0	1	7	0	0	0	38	22	0	0	0	0	0	212	843					
05:10:00 PM	0	0	0	0	0	7	0	0	0	23	24	0	0	0	0	0	189	827					
05:15:00 PM	0	0	0	0	0	6	0	0	0	57	22	0	0	0	0	0	207	838					
05:20:00 PM	0	0	0	0	1	8	0	0	0	47	17	0	0	0	0	0	212	842					
05:25:00 PM	0	0	0	0	2	5	0	0	0	44	21	0	0	0	0	0	230	850					
05:30:00 PM	0	0	0	0	1	2	0	0	0	38	26	0	0	0	0	0	212	847					
05:35:00 PM	0	0	0	0	1	6	0	0	0	49	21	0	0	0	0	0	216	844					
05:40:00 PM	0	0	0	0	1	4	0	0	0	38	24	0	0	0	0	0	211	842					
05:45:00 PM	0	0	0	0	0	5	0	0	0	42	16	0	0	0	0	0	207	844					
05:50:00 PM	0	0	0	0	0	6	0	0	0	40	24	0	0	0	0	0	200	840					
05:55:00 PM	0	0	0	0	0	5	0	0	0	39	14	0	0	0	0	0	191	821					



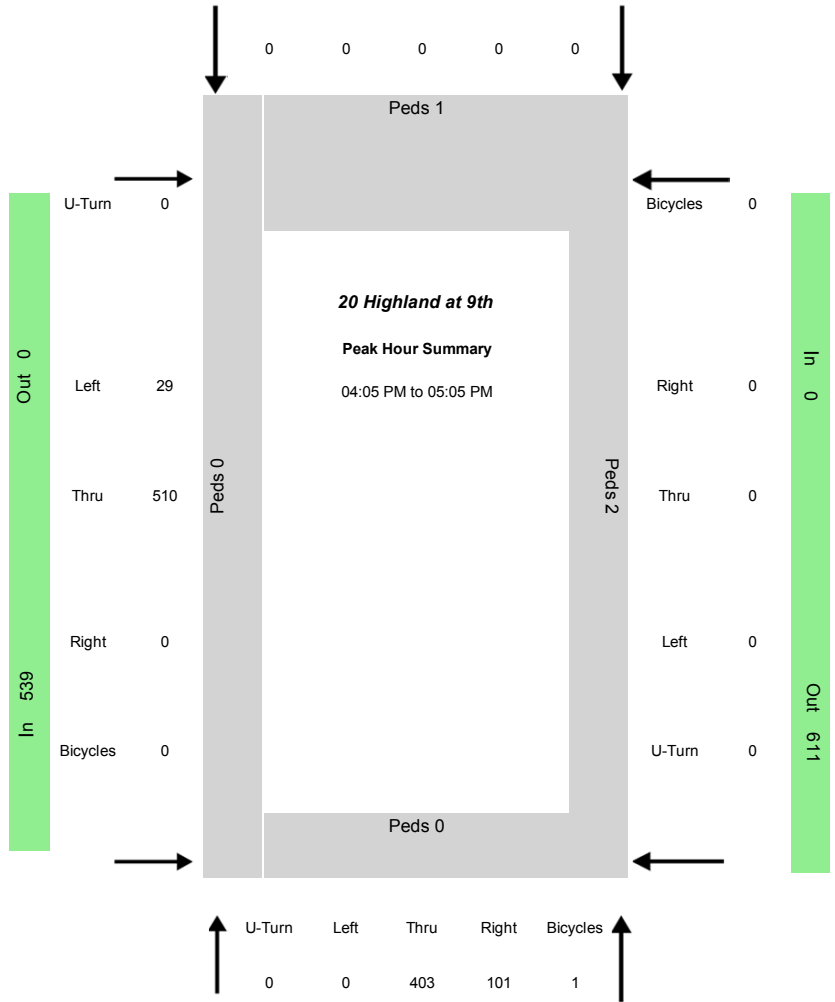
Southbound  
SW 9th St  
Heavy Vehicle 0.0%

In	0	Out	433
Bicycles	0	Right	0
Thru	0	Left	0
U-Turn	0		0

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW 9th St
E/W street	SW Highland Ave
City, State	Redmond OR
Site Notes	
Location	44.269616 - -121.177457
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:05:00 PM
Peak 15 Min Start	04:05:00 PM
PHF (15-Min Int)	0.96

Eastbound  
SW Highland Ave  
Heavy Vehicle 2.6%

Westbound  
SW Highland Ave  
Heavy Vehicle 0.0%



In	504	Out	0
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Heavy Vehicle 1.4%  
SW 9th St  
Northbound







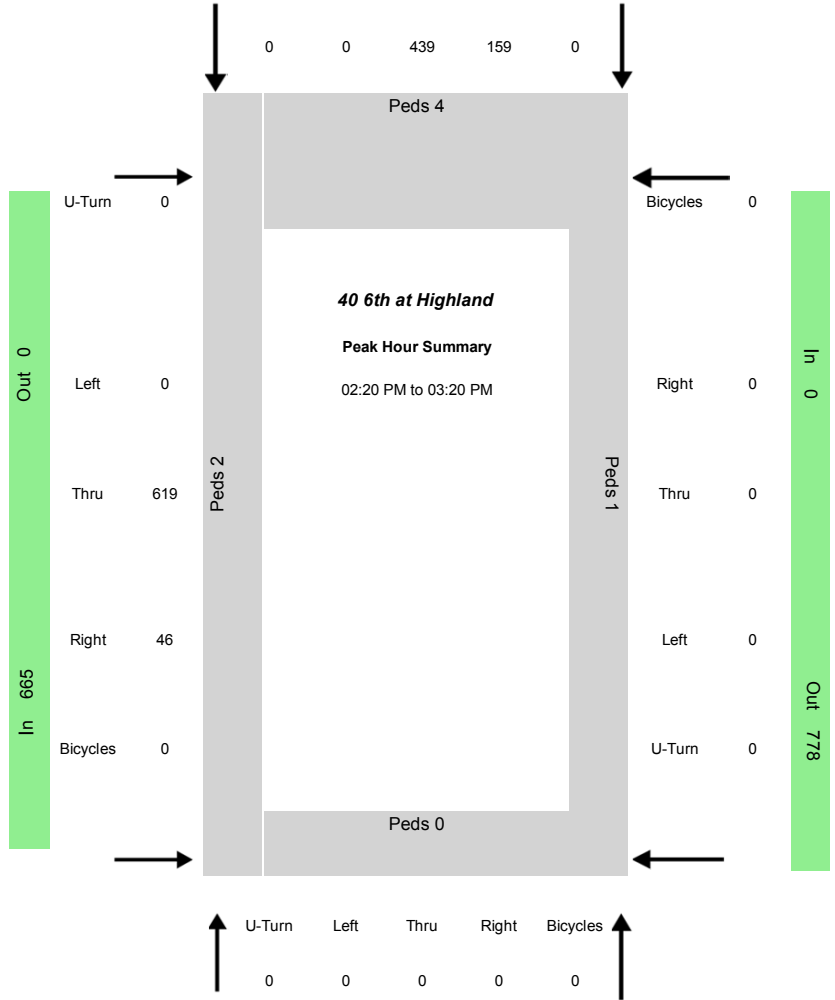
Southbound  
SW 6th St  
Heavy Vehicle 1.7%

In	598	Out	0
Bicycles	Right	Thru	Left
0	0	439	159
			U-Turn
			0

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW 6th St
E/W street	SW Highland Ave
City, State	Redmond OR
Site Notes	
Location	44.26964 - -121.174235
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	40
Peak Hour Start	02:20:00 PM
Peak 15 Min Start	03:00:00 PM
PHF (15-Min Int)	0.94

Eastbound  
SW Highland Ave  
Heavy Vehicle 4.1%

Westbound  
SW Highland Ave  
Heavy Vehicle 0.0%



In	0	Out	485
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Heavy Vehicle NaN  
SW 6th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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	0	0	0	159	439	0	0	0	619	46	0	0	0	0	0	0	598	665	0	485	0	0	778
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	2.5%	1.4%	0.0%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	1.7%	4.1%	0.0%	1.2%	0.0%	#DIV/0!	4.0%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound			Sum	in Crosswalk				Sum			
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	0	0	0	0	4	2	1	7		
All Vehicle Volumes																							
Time	Northbound SW 6th St				Southbound SW 6th St				Eastbound SW Highland Ave				Westbound SW Highland Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	0	0	0	0	8	44	0	0	0	55	6	0	0	0	0	0							
02:05:00 PM	0	0	0	0	15	38	0	0	0	51	2	0	0	0	0	0							
02:10:00 PM	0	0	0	0	11	34	0	0	0	35	3	0	0	0	0	0		302					
02:15:00 PM	0	0	0	0	13	41	0	0	0	40	3	0	0	0	0	0		286					
02:20:00 PM	0	0	0	0	14	40	0	0	0	48	3	0	0	0	0	0		285					
02:25:00 PM	0	0	0	0	14	39	0	0	0	35	6	0	0	0	0	0		296					
02:30:00 PM	0	0	0	0	12	46	0	0	0	48	2	0	0	0	0	0		307					
02:35:00 PM	0	0	0	0	18	27	0	0	0	50	3	0	0	0	0	0		300					
02:40:00 PM	0	0	0	0	16	32	0	0	0	59	6	0	0	0	0	0		319					
02:45:00 PM	0	0	0	0	13	35	0	0	0	66	3	0	0	0	0	0		328					
02:50:00 PM	0	0	0	0	13	43	0	0	0	45	0	0	0	0	0	0		331					
02:55:00 PM	0	0	0	0	10	26	0	0	0	52	4	0	0	0	0	0		310 1227					
03:00:00 PM	0	0	0	0	16	38	0	0	0	47	2	0	0	0	0	0		296 1217					
03:05:00 PM	0	0	0	0	9	41	0	0	0	57	8	0	0	0	0	0		310 1226					
03:10:00 PM	0	0	0	0	13	42	0	0	0	57	5	0	0	0	0	0		335 1260					
03:15:00 PM	0	0	0	0	11	30	0	0	0	55	4	0	0	0	0	0		332 1263					
03:20:00 PM	0	0	0	0	7	41	0	0	0	41	4	0	0	0	0	0		310 1251					
03:25:00 PM	0	0	0	0	13	33	0	0	0	48	4	0	0	0	0	0		291 1255					
03:30:00 PM	0	0	0	0	11	33	0	0	0	56	2	0	0	0	0	0		293 1249					
03:35:00 PM	0	0	0	0	12	30	0	0	0	49	6	0	0	0	0	0		297 1248					
03:40:00 PM	0	0	0	0	9	24	0	0	0	46	1	0	0	0	0	0		279 1215					
03:45:00 PM	0	0	0	0	16	35	0	0	0	48	5	0	0	0	0	0		281 1202					
03:50:00 PM	0	0	0	0	11	46	0	0	0	48	4	0	0	0	0	0		293 1210					
03:55:00 PM	0	0	0	0	10	30	0	0	0	51	2	0	0	0	0	0		306 1211					
04:00:00 PM	0	0	0	0	10	37	0	0	0	55	5	0	0	0	0	0		309 1215					
04:05:00 PM	0	0	0	0	9	43	0	0	0	51	6	0	0	0	0	0		309 1209					
04:10:00 PM	0	0	0	0	14	40	0	0	0	51	2	0	0	0	0	0		323 1199					
04:15:00 PM	0	0	0	0	10	31	0	0	0	50	6	0	0	0	0	0		313 1196					
04:20:00 PM	0	0	0	0	14	45	0	0	0	49	5	0	0	0	0	0		317 1216					
04:25:00 PM	0	0	0	0	9	28	0	0	0	41	5	0	0	0	0	0		293 1201					
04:30:00 PM	0	0	0	0	11	35	0	0	0	54	5	0	0	0	0	0		301 1204					
04:35:00 PM	0	0	0	0	16	37	0	0	0	49	3	0	0	0	0	0		293 1212					
04:40:00 PM	0	0	0	0	14	45	0	0	0	48	4	0	0	0	0	0		321 1243					
04:45:00 PM	0	0	0	0	10	35	0	0	0	54	5	0	0	0	0	0		320 1243					
04:50:00 PM	0	0	0	0	9	34	0	0	0	41	3	0	0	0	0	0		302 1221					
04:55:00 PM	0	0	0	0	13	31	0	0	0	64	3	0	0	0	0	0		302 1239					
05:00:00 PM	0	0	0	0	13	44	0	0	0	49	1	0	0	0	0	0		305 1239					
05:05:00 PM	0	0	0	0	13	42	0	0	0	49	2	0	0	0	0	0		324 1236					
05:10:00 PM	0	0	0	0	11	31	0	0	0	43	7	0	0	0	0	0		305 1221					
05:15:00 PM	0	0	0	0	11	31	0	0	0	51	4	0	0	0	0	0		295 1221					
05:20:00 PM	0	0	0	0	9	41	0	0	0	52	2	0	0	0	0	0		293 1212					
05:25:00 PM	0	0	0	0	9	41	0	0	0	50	4	0	0	0	0	0		305 1233					
05:30:00 PM	0	0	0	0	4	20	0	0	0	49	7	0	0	0	0	0		288 1208					
05:35:00 PM	0	0	0	0	9	29	0	0	0	45	5	0	0	0	0	0		272 1191					
05:40:00 PM	0	0	0	0	6	22	0	0	0	44	3	0	0	0	0	0		243 1155					
05:45:00 PM	0	0	0	0	8	21	0	0	0	41	4	0	0	0	0	0		237 1125					
05:50:00 PM	0	0	0	0	14	24	0	0	0	38	0	0	0	0	0	0		225 1114					
05:55:00 PM	0	0	0	0	13	28	0	0	0	50	4	0	0	0	0	0		245 1098					

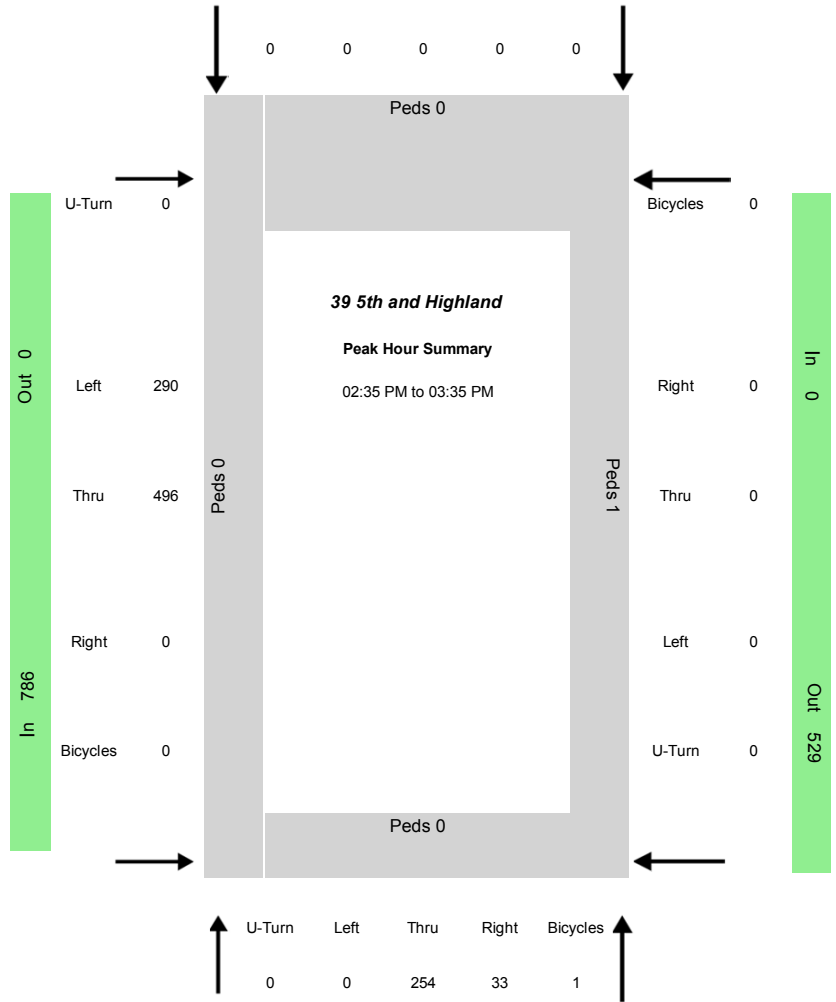


Data Provided by K-D-N.com 503-594-4224

N/S street	SW 5th St
E/W street	SW Highland Ave
City, State	Redmond OR
Site Notes	
Location	44.269609 - -121.173291
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	39
Peak Hour Start	02:35:00 PM
Peak 15 Min Start	02:35:00 PM
PHF (15-Min Int)	0.92

Eastbound  
SW Highland Ave  
Heavy Vehicle 4.3%

Westbound  
SW Highland Ave  
Heavy Vehicle 0.0%



Heavy Vehicle 1.4%  
SW 5th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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	254	33	0	0	0	0	0	290	496	0	0	0	0	0	0	287	0	786	0	0	544	0	529
Percent Heavy Vehicles																							
0.0%	0.8%	6.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	4.3%	0.0%	#DIV/0!	0.9%	#DIV/0!	6.2%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound			Sum	in Crosswalk				Sum			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Sum	NB	SB	EB	WB	Sum			
0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
All Vehicle Volumes																							
Time	Northbound SW 5th St				Southbound SW 5th St				Eastbound SW Highland Ave				Westbound SW Highland Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	0	18	3	0	0	0	0	0	24	39	0	0	0	0	0	0							
02:05:00 PM	0	23	3	0	0	0	0	0	24	39	0	0	0	0	0	0							
02:10:00 PM	0	30	1	0	0	0	0	0	18	27	0	0	0	0	0	0	249						
02:15:00 PM	0	14	1	0	0	0	0	0	23	31	0	0	0	0	0	0	234						
02:20:00 PM	0	21	3	0	0	0	0	0	25	34	0	0	0	0	0	0	228						
02:25:00 PM	0	18	5	0	0	0	0	0	15	38	0	0	0	0	0	0	228						
02:30:00 PM	0	14	1	0	0	0	0	0	23	38	0	0	0	0	0	0	235						
02:35:00 PM	0	17	5	0	0	0	0	0	24	45	0	0	0	0	0	0	243						
02:40:00 PM	0	30	2	0	0	0	0	0	32	37	0	0	0	0	0	0	268						
02:45:00 PM	0	19	2	0	0	0	0	0	33	47	0	0	0	0	0	0	293						
02:50:00 PM	0	23	3	0	0	0	0	0	23	33	0	0	0	0	0	0	284						
02:55:00 PM	0	34	1	0	0	0	0	0	23	41	0	0	0	0	0	0	282	1027					
03:00:00 PM	0	17	1	0	0	0	0	0	16	46	0	0	0	0	0	0	261	1023					
03:05:00 PM	0	23	5	0	0	0	0	0	18	52	0	0	0	0	0	0	277	1032					
03:10:00 PM	0	19	1	0	0	0	0	0	33	37	0	0	0	0	0	0	268	1046					
03:15:00 PM	0	17	4	0	0	0	0	0	24	46	0	0	0	0	0	0	279	1068					
03:20:00 PM	0	14	2	0	0	0	0	0	19	28	0	0	0	0	0	0	244	1048					
03:25:00 PM	0	23	3	0	0	0	0	0	24	36	0	0	0	0	0	0	240	1058					
03:30:00 PM	0	18	4	0	0	0	0	0	21	48	0	0	0	0	0	0	240	1073					
03:35:00 PM	0	17	4	0	0	0	0	0	25	37	0	0	0	0	0	0	260	1065					
03:40:00 PM	0	29	1	0	0	0	0	0	26	30	0	0	0	0	0	0	260	1050					
03:45:00 PM	0	17	3	0	0	0	0	0	22	38	0	0	0	0	0	0	249	1029					
03:50:00 PM	0	20	2	0	0	0	0	0	27	35	0	0	0	0	0	0	250	1031					
03:55:00 PM	0	22	1	0	0	0	0	0	29	31	0	0	0	0	0	0	247	1015					
04:00:00 PM	0	17	5	0	0	0	0	0	27	42	0	0	0	0	0	0	258	1026					
04:05:00 PM	0	17	1	0	0	0	0	0	20	39	0	0	0	0	0	0	251	1005					
04:10:00 PM	0	15	3	0	0	0	0	0	27	36	0	0	0	0	0	0	249	996					
04:15:00 PM	0	16	2	0	0	0	0	0	27	36	0	0	0	0	0	0	239	986					
04:20:00 PM	0	13	1	0	0	0	0	0	25	37	0	0	0	0	0	0	238	999					
04:25:00 PM	0	23	5	0	0	0	0	0	15	35	0	0	0	0	0	0	235	991					
04:30:00 PM	0	24	0	0	0	0	0	0	22	45	0	0	0	0	0	0	245	991					
04:35:00 PM	0	27	3	0	0	0	0	0	28	35	0	0	0	0	0	0	262	1001					
04:40:00 PM	0	12	6	0	0	0	0	0	15	48	0	0	0	0	0	0	265	996					
04:45:00 PM	0	16	8	0	0	0	0	0	28	33	0	0	0	0	0	0	259	1001					
04:50:00 PM	0	28	1	0	0	0	0	0	28	24	0	0	0	0	0	0	247	998					
04:55:00 PM	0	15	3	0	0	0	0	0	30	47	0	0	0	0	0	0	261	1010					
05:00:00 PM	0	34	5	0	0	0	0	0	23	38	0	0	0	0	0	0	276	1019					
05:05:00 PM	0	13	1	0	0	0	0	0	22	40	0	0	0	0	0	0	271	1018					
05:10:00 PM	0	14	2	0	0	0	0	0	19	35	0	0	0	0	0	0	246	1007					
05:15:00 PM	0	23	4	0	0	0	0	0	26	36	0	0	0	0	0	0	235	1015					
05:20:00 PM	0	21	3	0	0	0	0	0	32	29	0	0	0	0	0	0	244	1024					
05:25:00 PM	0	23	1	0	0	0	0	0	26	35	0	0	0	0	0	0	259	1031					
05:30:00 PM	0	15	5	0	0	0	0	0	17	35	0	0	0	0	0	0	242	1012					
05:35:00 PM	0	18	0	0	0	0	0	0	27	27	0	0	0	0	0	0	229	991					
05:40:00 PM	0	15	2	0	0	0	0	0	24	27	0	0	0	0	0	0	212	978					
05:45:00 PM	0	12	1	0	0	0	0	0	19	30	0	0	0	0	0	0	202	955					
05:50:00 PM	0	19	1	0	0	0	0	0	25	25	0	0	0	0	0	0	200	944					
05:55:00 PM	0	17	6	0	0	0	0	0	21	40	0	0	0	0	0	0	216	933					



Southbound  
McCaffrey Rd  
Heavy Vehicle 10.6%

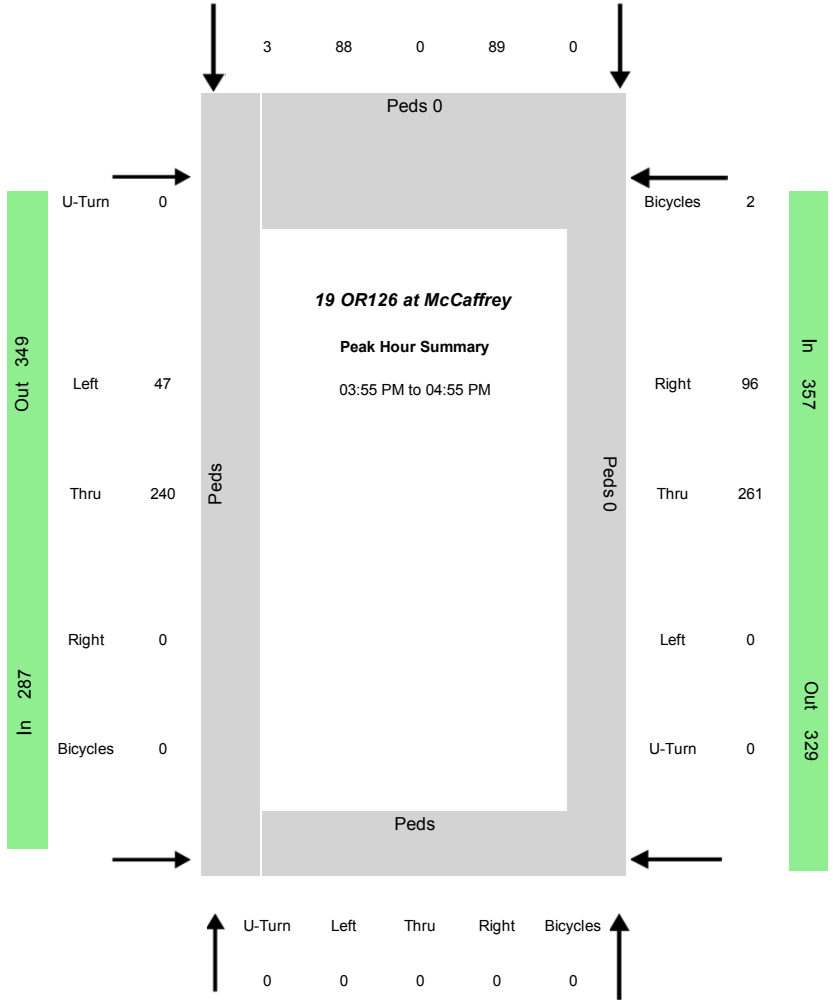
In	180	Out	143
Bicycles	Right	Thru	Left
			U-Turn

Data Provided by K-D-N.com 503-594-4224

N/S street	McCaffrey Rd
E/W street	OR-126
City, State	Redmond OR
Site Notes	
Location	44.268926 - -121.158729
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	03:55:00 PM
Peak 15 Min Start	03:55:00 PM
PHF (15-Min Int)	0.91

Eastbound

Heavy Vehicle 2.8%



Westbound

OR-126

Heavy Vehicle 4.7%

U-Turn	Left	Thru	Right	Bicycles
0	0	0	0	0

In	0	Out	0
----	---	-----	---

Heavy Vehicle NaN

Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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	0	0	0	89	0	88	0	47	240	0	0	0	261	96	0	0	177	287	357	0	143	349	329
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	11.2%	0.0%	10.2%	0.0%	2.1%	2.9%	0.0%	0.0%	0.0%	2.7%	10.4%	0.0%	#DIV/0!	10.7%	2.8%	4.8%	#DIV/0!	7.7%	4.6%	5.2%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound			Sum	in Crosswalk				Sum			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right		NB	SB	EB	WB				
				3		0	0	0	0			2	0	0	5	0			0	0			
All Vehicle Volumes																							
Time	Northbound				Southbound McCaffrey Rd				Eastbound OR-126				Westbound OR-126				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM					11		8	0	1	14		0	19	4		0							
02:05:00 PM					5		7	0	2	22		0	16	7		0							
02:10:00 PM					3		7	0	5	26		0	14	6		0	177						
02:15:00 PM					7		4	0	3	18		0	6	10		0	168						
02:20:00 PM					7		7	0	3	18		0	9	3		0	156						
02:25:00 PM					10		11	0	4	15		0	17	6		0	158						
02:30:00 PM					6		13	0	1	12		0	17	7		0	166						
02:35:00 PM					9		9	0	1	16		0	19	10		0	183						
02:40:00 PM					5		15	0	5	15		0	22	6		0	188						
02:45:00 PM					5		6	0	3	13		0	21	10		0	190						
02:50:00 PM					9		6	0	1	12		0	10	8		0	172						
02:55:00 PM					6		12	0	4	15		0	16	7		0	164	687					
03:00:00 PM					8		10	0	3	22		0	14	7		0	170	694					
03:05:00 PM					11		8	0	5	7		0	19	10		0	184	695					
03:10:00 PM					6		5	0	3	19		0	18	7		0	182	692					
03:15:00 PM					3		9	0	2	15		0	16	11		0	174	700					
03:20:00 PM					8		7	0	3	18		0	14	10		0	174	713					
03:25:00 PM					7		8	0	3	16		0	12	12		0	174	708					
03:30:00 PM					4		6	0	3	20		0	14	6		0	171	705					
03:35:00 PM					11		16	0	5	23		0	19	5		0	190	720					
03:40:00 PM					4		5	0	6	21		0	27	8		0	203	723					
03:45:00 PM					8		6	0	1	17		0	16	14		0	212	727					
03:50:00 PM					5		5	0	4	14		0	22	6		0	189	737					
03:55:00 PM					6		11	0	2	28		0	28	8		0	201	760					
04:00:00 PM					5		5	0	4	20		0	24	10		0	207	764					
04:05:00 PM					8		16	0	4	12		0	28	6		0	225	778					
04:10:00 PM					2		8	0	4	23		0	13	8		0	200	778					
04:15:00 PM					1		1	0	4	22		0	17	8		0	185	775					
04:20:00 PM					12		8	0	2	15		0	24	8		0	180	784					
04:25:00 PM					9		6	0	4	16		0	22	5		0	184	788					
04:30:00 PM					4		4	0	9	22		0	17	10		0	197	801					
04:35:00 PM					13		8	0	5	21		0	25	12		0	212	806					
04:40:00 PM					13		6	0	5	24		0	20	4		0	222	807					
04:45:00 PM					11		5	0	1	18		0	17	12		0	220	809					
04:50:00 PM					5		10	0	3	19		0	26	5		0	204	821					
04:55:00 PM					4		7	0	5	20		0	22	6		0	196	802					
05:00:00 PM					12		6	0	10	24		0	18	3		0	205	807					
05:05:00 PM					7		15	0	1	23		0	12	8		0	203	799					
05:10:00 PM					6		8	0	5	22		0	12	11		0	203	805					
05:15:00 PM					9		7	0	4	30		0	18	1		0	199	821					
05:20:00 PM					11		8	0	3	15		0	13	13		0	196	815					
05:25:00 PM					3		7	0	1	17		0	18	8		0	186	807					
05:30:00 PM					9		7	0	2	27		0	19	6		0	187	811					
05:35:00 PM					4		5	0	5	15		1	18	5		0	177	780					
05:40:00 PM					7		3	0	4	22		0	15	9		0	183	768					
05:45:00 PM					2		1	0	2	13		0	15	8		0	154	745					
05:50:00 PM					1		6	0	2	24		0	15	4		0	153	729					
05:55:00 PM					3		6	0	4	14		0	12	5		0	137	709					

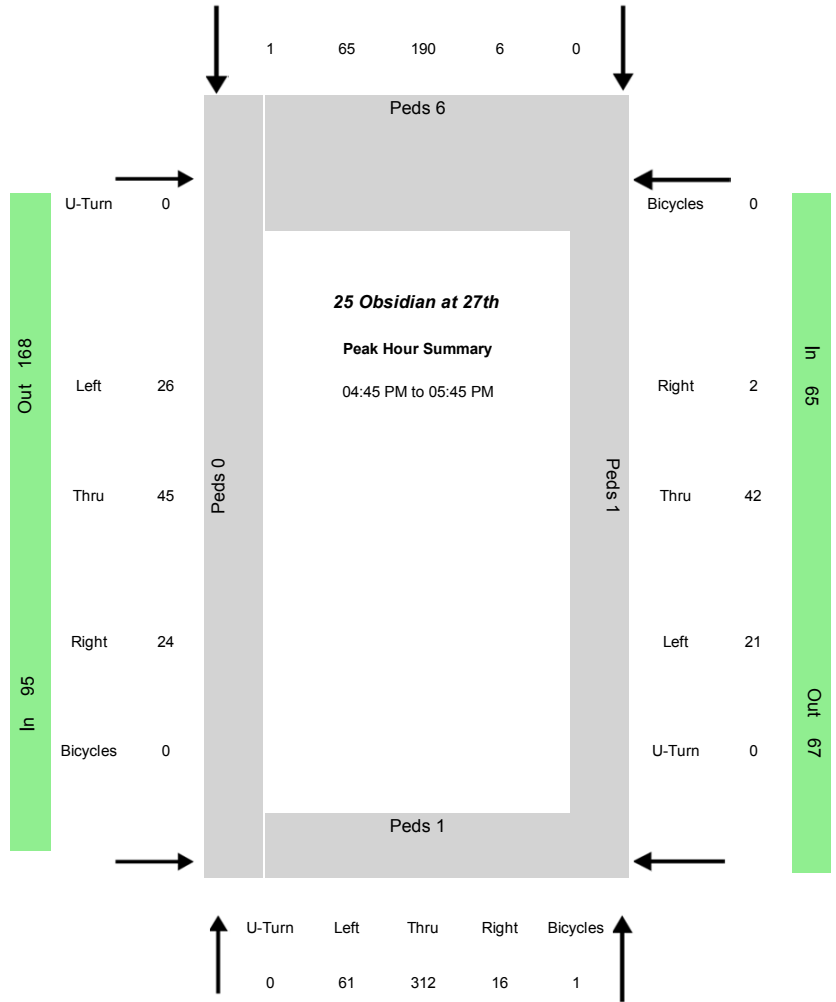


Southbound  
SW 27th St  
Heavy Vehicle 0.4%

In	262	Out	340
Bicycles	Right	Thru	Left
			U-Turn

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW 27th St
E/W street	SW Obsidian Ave
City, State	Redmond OR
Site Notes	
Location	44.261881 - -121.199971
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	25
Peak Hour Start	04:45:00 PM
Peak 15 Min Start	05:30:00 PM
PHF (15-Min Int)	0.91

Eastbound  
SW Obsidian Ave  
Heavy Vehicle 2.1%



Westbound  
SW Obsidian Ave  
Heavy Vehicle 0.0%

U-Turn	Left	Thru	Right	Bicycles
0	61	312	16	1

In	389	Out	235
----	-----	-----	-----

Heavy Vehicle 1.5%  
SW 27th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
61	312	16	0	6	190	65	0	26	45	24	0	21	42	2	0	389	261	95	65	235	340	168	67
Percent Heavy Vehicles																							
3.3%	1.3%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	3.8%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.4%	2.1%	0.0%	0.9%	1.5%	1.2%	0.0%
PHV - Bicycles																PHV - Pedestrians							
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	6	0	1	8		
All Vehicle Volumes																							
Time	Northbound SW 27th St				Southbound SW 27th St				Eastbound SW Obsidian Ave				Westbound SW Obsidian Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			Sum	Sum			
02:00:00 PM	0	15	1	0	2	6	1	0	1	0	1	0	0	2	0	0							
02:05:00 PM	3	9	1	0	1	9	1	0	1	0	2	0	0	1	2	0							
02:10:00 PM	1	7	0	0	1	3	1	0	0	3	2	0	0	2	0	0	79						
02:15:00 PM	2	9	0	0	1	13	0	0	2	2	2	0	0	2	1	0	84						
02:20:00 PM	2	22	0	0	3	11	2	0	1	0	0	0	0	1	0	0	96						
02:25:00 PM	3	13	2	0	0	9	3	0	2	1	2	0	1	0	2	0	114						
02:30:00 PM	1	15	0	0	2	6	0	0	2	2	1	0	1	2	0	0	112						
02:35:00 PM	1	7	0	0	0	16	0	0	2	1	0	0	2	3	0	0	102						
02:40:00 PM	1	13	0	0	1	11	3	0	0	0	2	0	2	5	1	0	103						
02:45:00 PM	4	8	0	0	2	20	1	0	3	5	1	0	1	2	1	0	119						
02:50:00 PM	3	21	1	0	0	18	3	0	2	7	0	0	0	2	1	0	145						
02:55:00 PM	2	22	1	0	0	5	2	0	2	1	0	0	1	2	0	0	144	440					
03:00:00 PM	3	15	1	0	1	12	0	0	1	1	0	0	1	1	1	0	133	448					
03:05:00 PM	3	26	1	0	1	15	7	0	1	2	0	0	2	4	0	0	137	480					
03:10:00 PM	5	13	1	0	2	8	5	0	1	0	2	0	0	3	2	0	141	502					
03:15:00 PM	2	19	2	0	3	20	3	0	1	2	1	0	1	4	0	0	162	526					
03:20:00 PM	5	19	1	0	0	17	8	0	3	0	3	0	1	5	1	0	163	547					
03:25:00 PM	5	16	0	0	0	13	5	0	4	0	1	0	0	6	0	0	171	559					
03:30:00 PM	7	16	3	0	1	18	4	0	1	3	0	0	0	3	1	0	170	584					
03:35:00 PM	5	22	2	0	0	18	1	0	10	3	7	0	1	1	1	0	178	623					
03:40:00 PM	1	19	2	0	0	15	4	0	8	3	14	0	1	1	0	0	196	652					
03:45:00 PM	4	18	2	0	0	17	3	0	5	5	5	0	3	4	1	0	206	671					
03:50:00 PM	2	30	1	0	1	12	6	0	1	1	3	0	0	1	3	0	196	674					
03:55:00 PM	0	22	1	0	1	9	2	0	5	2	6	0	1	2	0	0	179	687					
04:00:00 PM	3	17	1	0	1	20	3	0	2	1	1	0	2	2	0	0	165	703					
04:05:00 PM	7	20	1	0	0	9	1	0	3	3	4	0	0	1	0	0	153	690					
04:10:00 PM	3	21	0	0	0	13	2	0	3	4	1	0	1	1	1	0	152	698					
04:15:00 PM	0	18	1	0	0	11	1	0	0	3	2	0	3	3	0	0	141	682					
04:20:00 PM	2	15	1	0	0	14	2	0	1	1	3	0	0	7	0	0	138	665					
04:25:00 PM	2	14	2	0	0	18	1	0	3	1	3	0	0	3	0	0	135	662					
04:30:00 PM	5	16	0	0	2	17	2	0	1	1	2	0	0	0	0	0	139	651					
04:35:00 PM	1	24	0	0	1	14	4	0	2	7	3	0	3	2	0	0	154	641					
04:40:00 PM	3	19	0	0	0	16	1	0	3	3	4	0	2	2	2	0	162	628					
04:45:00 PM	2	24	2	0	0	21	3	0	0	7	1	0	1	1	0	0	178	623					
04:50:00 PM	3	18	1	0	0	13	6	0	1	3	1	0	1	3	0	0	167	612					
04:55:00 PM	5	28	2	0	1	10	2	0	1	2	2	0	1	2	0	0	168	617					
05:00:00 PM	8	23	0	0	0	15	7	0	6	3	0	0	1	4	0	0	173	631					
05:05:00 PM	4	26	0	0	1	20	6	0	5	4	1	0	5	1	0	0	196	655					
05:10:00 PM	11	25	0	0	2	15	5	0	0	4	2	0	4	2	0	0	210	675					
05:15:00 PM	4	27	1	0	0	11	8	0	0	4	2	0	0	6	1	0	207	697					
05:20:00 PM	4	33	2	0	0	20	6	0	0	3	1	0	1	4	0	0	208	725					
05:25:00 PM	6	26	1	0	0	11	8	0	3	6	4	0	1	5	1	0	210	750					
05:30:00 PM	6	28	3	0	1	18	4	0	3	2	5	0	0	5	0	0	221	779					
05:35:00 PM	4	28	2	0	0	17	3	0	4	4	3	0	4	4	0	0	220	791					
05:40:00 PM	4	26	2	0	1	19	7	0	3	3	2	0	2	5	0	0	222	810					
05:45:00 PM	5	16	4	0	0	17	3	0	3	2	3	0	0	2	1	0	203	804					
05:50:00 PM	2	11	1	0	0	11	8	0	4	5	0	0	1	6	0	0	179	803					
05:55:00 PM	2	16	2	0	1	8	4	0	6	6	2	0	2	6	0	0	160	802					





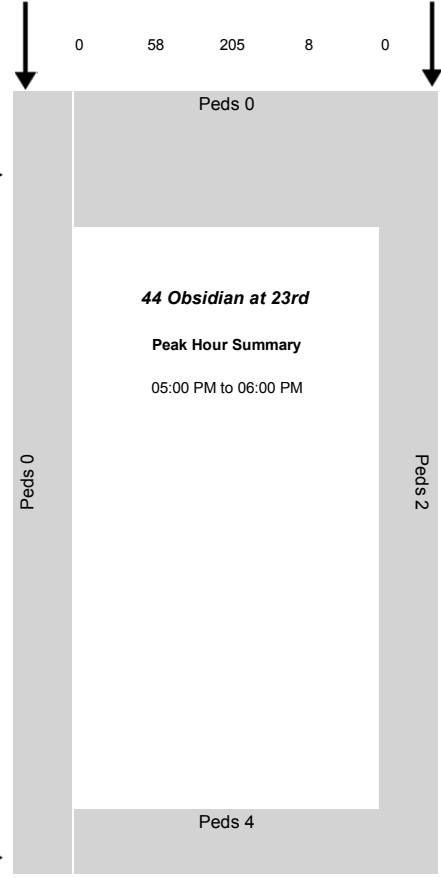
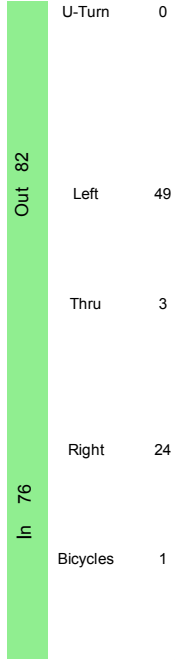
Southbound  
SW 23rd St  
Heavy Vehicle 0.4%

In	271	Out	314
Bicycles		Right	
		Thru	
		Left	
		U-Turn	

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW 23rd St
E/W street	SW Obsidian Ave
City, State	Redmond OR
Site Notes	
Location	44.261959 - -121.194223
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	44
Peak Hour Start	05:00:00 PM
Peak 15 Min Start	05:10:00 PM
PHF (15-Min Int)	0.94

Eastbound  
SW Obsidian Ave  
Heavy Vehicle 0.0%

U-Turn	0
Left	49
Thru	3
Right	24
Bicycles	1



Westbound  
SW Obsidian Ave  
Heavy Vehicle 0.0%

U-Turn	0	Left	21	Thru	256	Right	10	Bicycles	1
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In	287	Out	229
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Heavy Vehicle 0.7%  
SW 23rd St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
21	256	10	0	8	205	58	0	49	3	24	0	0	3	8	0	287	271	76	11	229	313	82	21
Percent Heavy Vehicles																							
0.0%	0.8%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.4%	0.0%	0.0%	0.4%	0.6%	0.0%	0.0%
PHV- Bicycles														PHV - Pedestrians									
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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	4	0	0	2	6		
All Vehicle Volumes																							
Time	Northbound SW 23rd St				Southbound SW 23rd St				Eastbound SW Obsidian Ave				Westbound SW Obsidian Ave				15 Min		1 HR				
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	0	6	1	0	0	13	2	0	1	0	2	0	0	0	0	0							
02:05:00 PM	0	13	1	0	0	3	2	0	3	0	1	0	0	1	1	0							
02:10:00 PM	0	13	0	0	0	6	2	0	3	0	0	0	0	0	0	74							
02:15:00 PM	2	9	0	0	0	8	3	0	4	0	3	0	0	0	1	79							
02:20:00 PM	1	10	0	0	0	9	0	0	0	0	0	0	0	0	2	76							
02:25:00 PM	0	15	0	0	1	15	0	0	2	0	2	0	0	0	3	90							
02:30:00 PM	1	15	0	0	1	15	2	0	2	0	1	0	0	0	0	97							
02:35:00 PM	0	12	1	0	0	20	4	0	2	1	2	0	0	1	0	118							
02:40:00 PM	2	9	0	0	2	14	4	0	0	0	0	0	0	0	4	115							
02:45:00 PM	0	19	0	0	0	9	5	0	1	0	3	0	0	0	0	115							
02:50:00 PM	1	14	0	0	0	22	2	0	5	0	3	0	0	0	0	119							
02:55:00 PM	1	16	0	0	0	17	5	0	3	0	0	0	1	0	0	127	406						
03:00:00 PM	2	13	0	0	1	17	3	0	3	0	1	0	0	0	0	130	421						
03:05:00 PM	2	11	0	0	1	14	2	0	3	0	0	0	0	0	0	116	429						
03:10:00 PM	1	20	0	0	0	11	5	0	2	0	0	0	0	0	2	114	446						
03:15:00 PM	0	11	0	0	2	11	4	0	2	1	3	0	0	0	1	109	451						
03:20:00 PM	2	16	0	0	1	14	4	0	1	0	2	0	0	0	2	118	471						
03:25:00 PM	2	14	0	0	1	19	7	0	1	0	0	0	0	0	1	122	478						
03:30:00 PM	3	16	0	0	0	13	1	0	4	0	2	0	0	0	0	126	480						
03:35:00 PM	1	14	1	0	0	17	2	0	2	0	0	0	0	0	0	121	474						
03:40:00 PM	0	12	0	0	2	19	3	0	8	0	2	0	0	0	0	122	485						
03:45:00 PM	1	8	0	0	0	14	7	0	9	0	2	0	0	0	2	126	491						
03:50:00 PM	4	17	0	0	0	12	3	0	1	0	0	0	0	0	1	127	482						
03:55:00 PM	0	11	1	0	1	11	3	0	1	0	0	0	0	0	0	109	467						
04:00:00 PM	0	17	0	0	1	11	5	0	2	0	1	0	0	0	0	103	464						
04:05:00 PM	1	18	2	0	2	12	1	0	3	0	2	0	0	0	1	107	473						
04:10:00 PM	2	12	0	0	1	13	0	0	4	0	1	0	0	0	0	112	465						
04:15:00 PM	1	10	1	0	0	12	7	0	3	1	0	0	0	0	2	112	467						
04:20:00 PM	2	16	0	0	0	23	2	0	2	0	1	0	0	0	3	119	474						
04:25:00 PM	1	15	0	0	2	11	3	0	3	0	1	0	0	0	1	123	466						
04:30:00 PM	1	13	1	0	0	17	1	0	1	1	0	0	0	0	0	121	462						
04:35:00 PM	1	14	2	0	0	23	4	0	3	1	3	0	0	0	2	125	478						
04:40:00 PM	0	14	0	0	1	16	4	0	1	0	2	0	1	0	2	129	473						
04:45:00 PM	0	14	1	0	2	17	2	0	9	0	1	0	0	0	0	140	476						
04:50:00 PM	2	16	0	0	1	6	4	0	4	1	1	0	0	0	0	122	473						
04:55:00 PM	1	18	1	0	1	14	3	0	1	0	1	0	0	0	0	121	485						
05:00:00 PM	2	19	0	0	2	19	4	0	1	0	5	0	0	0	0	127	500						
05:05:00 PM	2	19	0	0	1	11	7	0	4	0	1	0	0	0	1	138	504						
05:10:00 PM	0	17	0	0	1	28	5	0	3	0	2	0	0	0	3	157	530						
05:15:00 PM	4	19	0	0	0	24	5	0	2	0	1	0	0	1	0	161	549						
05:20:00 PM	4	24	2	0	2	14	5	0	4	0	2	0	0	0	0	172	557						
05:25:00 PM	3	29	3	0	0	13	1	0	4	0	0	0	0	0	0	166	573						
05:30:00 PM	1	23	1	0	0	13	5	0	5	0	5	0	0	0	1	164	592						
05:35:00 PM	2	21	1	0	1	15	6	0	4	1	3	0	0	0	1	162	594						
05:40:00 PM	0	24	0	0	0	20	3	0	4	0	1	0	0	1	0	162	606						
05:45:00 PM	0	28	0	0	0	16	4	0	6	0	2	0	0	1	1	166	618						
05:50:00 PM	0	18	0	0	1	14	7	0	4	0	1	0	0	0	0	156	628						
05:55:00 PM	3	15	3	0	0	18	6	0	8	2	1	0	0	0	1	160	645						



Southbound  
SW Canal Blvd  
Heavy Vehicle 0.9%

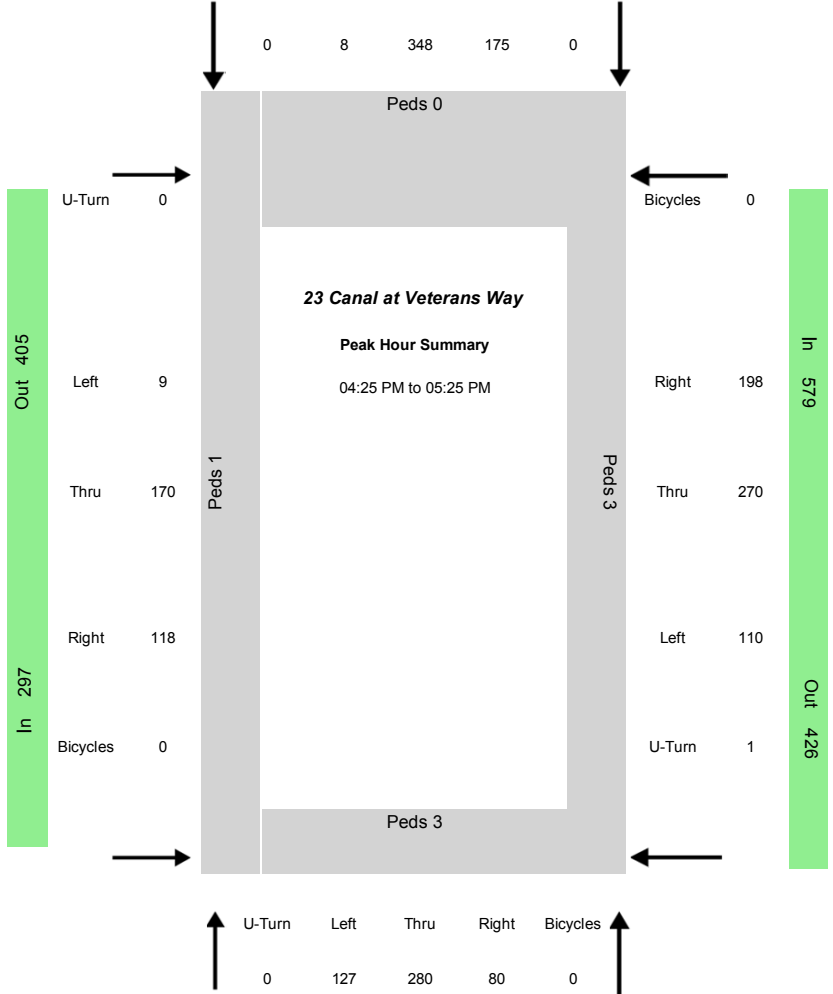
In 531		Out 487		
Bicycles	Right	Thru	Left	U-Turn

Data Provided by K-D-N.com 503-594-4224

N/S street	SW Canal Blvd
E/W street	SW Veterans Way
City, State	Redmond OR
Site Notes	
Location	44.263726 - -121.178737
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	23
Peak Hour Start	04:25:00 PM
Peak 15 Min Start	04:25:00 PM
PHF (15-Min Int)	0.95

Eastbound  
SW Veterans Way  
Heavy Vehicle 2.0%

Westbound  
SW Veterans Way  
Heavy Vehicle 1.9%



U-Turn	Left	Thru	Right	Bicycles
0	127	280	80	0

In 487		Out 576		
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Heavy Vehicle 1.0%  
SW Canal Blvd  
Northbound

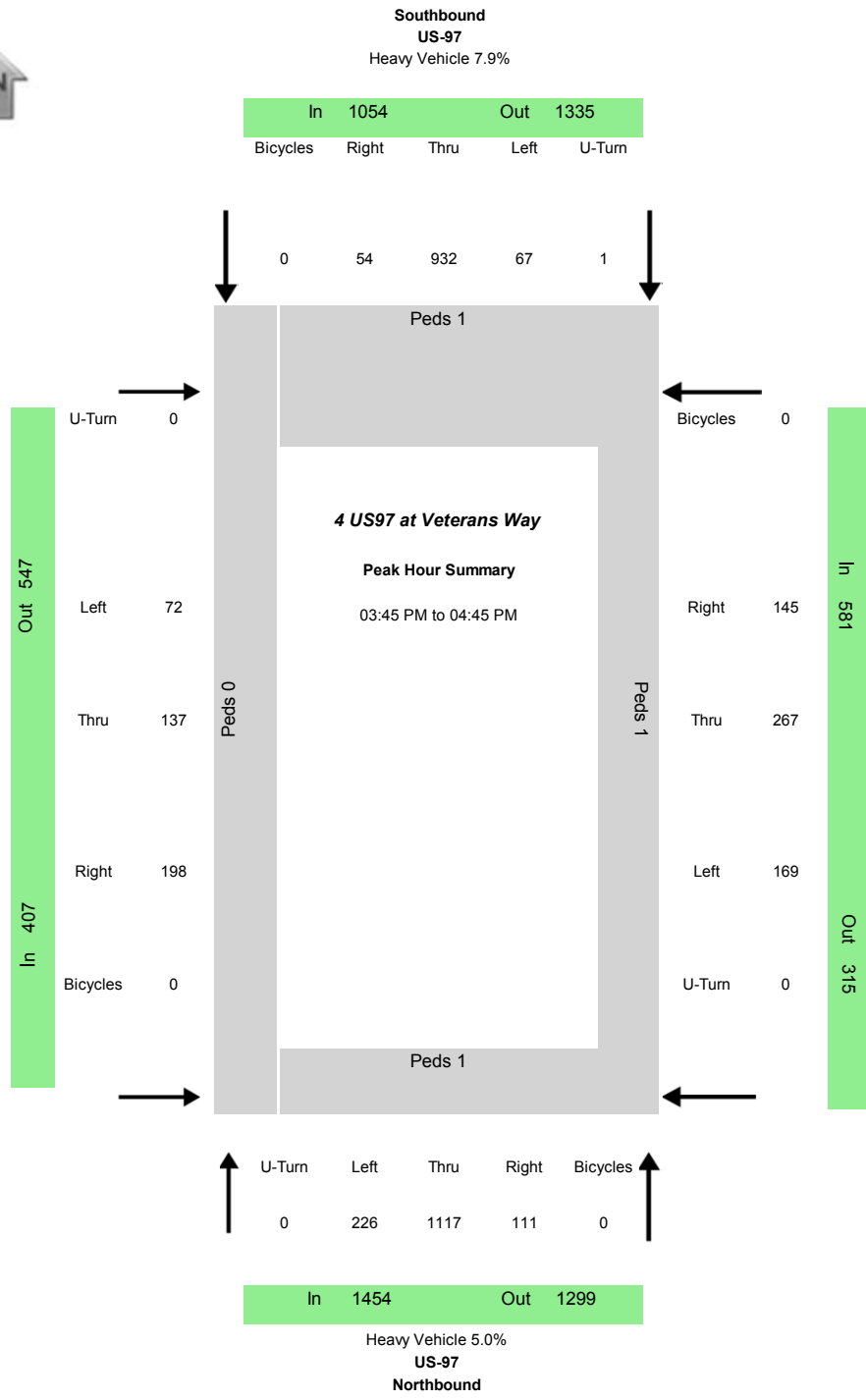
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
127	280	80	0	175	348	8	0	9	170	118	0	110	270	198	1	487	531	297	579	576	487	405	426
Percent Heavy Vehicles																							
0.8%	0.7%	2.5%	0.0%	1.7%	0.6%	0.0%	0.0%	0.0%	2.9%	0.8%	0.0%	0.9%	3.3%	0.5%	0.0%	1.0%	0.9%	2.0%	1.9%	0.7%	0.6%	2.5%	2.3%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound			in Crosswalk								
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Sum	NB	SB	EB	WB	Sum			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	3	7		
All Vehicle Volumes																							
Time	Northbound SW Canal Blvd				Southbound SW Canal Blvd				Eastbound SW Veterans Way				Westbound SW Veterans Way				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	7	31	7	0	13	29	2	0	0	13	7	0	9	13	13	0							
02:05:00 PM	18	24	7	0	16	39	1	0	1	8	11	0	9	8	14	0							
02:10:00 PM	7	16	5	0	18	28	0	0	0	8	10	0	7	20	20	0	439						
02:15:00 PM	8	28	9	0	18	34	3	0	1	10	7	0	6	13	16	0	448						
02:20:00 PM	10	26	9	0	11	24	1	0	0	11	15	0	8	11	9	0	427						
02:25:00 PM	7	21	4	0	27	25	1	0	0	11	11	0	3	19	15	0	432						
02:30:00 PM	10	20	3	0	16	20	3	0	0	20	10	0	7	20	9	0	417						
02:35:00 PM	11	32	9	0	18	23	0	0	0	14	6	0	4	26	8	0	433						
02:40:00 PM	5	28	6	0	15	26	1	0	0	16	9	0	4	14	14	0	427						
02:45:00 PM	18	27	8	0	13	15	3	0	1	20	11	0	9	23	15	0	452						
02:50:00 PM	14	43	10	0	11	34	1	0	0	12	8	0	10	11	14	0	469						
02:55:00 PM	8	28	7	0	15	16	1	0	0	14	9	0	13	25	16	0	483	1781					
03:00:00 PM	9	25	9	0	23	29	0	0	1	23	10	0	4	19	16	0	488	1805					
03:05:00 PM	8	26	11	0	12	31	0	0	1	13	13	0	5	21	12	0	473	1802					
03:10:00 PM	8	17	8	0	20	19	1	0	2	13	5	0	4	34	16	0	468	1810					
03:15:00 PM	18	22	10	0	15	24	2	0	0	14	11	0	8	15	14	0	453	1810					
03:20:00 PM	9	24	9	0	9	24	0	0	1	11	8	0	5	20	12	0	432	1807					
03:25:00 PM	7	21	5	0	15	20	0	0	0	22	8	0	5	23	15	0	426	1804					
03:30:00 PM	9	22	3	0	21	19	1	0	0	18	9	0	5	30	15	0	425	1818					
03:35:00 PM	3	20	7	0	9	30	1	0	1	15	10	0	11	27	16	0	443	1817					
03:40:00 PM	6	16	4	0	15	20	0	0	0	21	13	0	11	25	15	0	448	1825					
03:45:00 PM	12	31	6	0	13	27	5	0	1	14	12	0	3	26	13	0	459	1825					
03:50:00 PM	9	31	11	0	15	29	2	0	0	11	2	0	7	18	14	0	458	1806					
03:55:00 PM	4	27	8	0	11	24	0	0	0	10	12	0	17	19	11	0	455	1797					
04:00:00 PM	13	26	5	0	10	22	1	0	1	14	10	0	15	14	17	0	440	1777					
04:05:00 PM	9	24	4	0	24	27	2	0	0	9	5	0	10	26	12	0	443	1776					
04:10:00 PM	9	19	8	0	20	25	0	0	0	8	13	0	13	23	15	0	453	1782					
04:15:00 PM	6	21	6	0	9	33	0	0	1	11	5	1	4	25	18	0	445	1769					
04:20:00 PM	9	13	6	0	10	18	1	0	0	13	10	0	6	19	14	0	412	1756					
04:25:00 PM	10	23	9	0	16	31	0	0	0	18	6	0	5	24	18	0	419	1775					
04:30:00 PM	10	29	7	0	21	34	1	0	3	14	9	0	11	18	12	0	448	1792					
04:35:00 PM	14	29	3	0	14	29	1	0	0	16	7	0	12	23	18	1	496	1809					
04:40:00 PM	8	15	3	0	16	25	0	0	1	10	12	0	10	33	12	0	481	1808					
04:45:00 PM	7	22	7	0	11	26	0	0	0	11	12	0	8	26	8	0	450	1783					
04:50:00 PM	12	30	9	0	18	28	0	0	0	11	12	0	4	26	12	0	445	1796					
04:55:00 PM	12	26	9	0	9	29	1	0	3	14	15	0	10	20	19	0	467	1820					
05:00:00 PM	10	27	8	0	10	35	0	0	0	8	9	0	6	16	27	0	485	1828					
05:05:00 PM	7	18	9	0	14	25	1	0	1	18	6	0	13	28	18	0	481	1834					
05:10:00 PM	16	29	6	0	13	27	3	0	1	15	10	0	12	13	25	0	484	1851					
05:15:00 PM	8	15	5	0	13	30	1	0	0	17	10	0	10	14	15	0	466	1849					
05:20:00 PM	13	17	5	0	20	29	0	0	0	18	10	0	9	29	14	0	472	1894					
05:25:00 PM	10	21	11	0	9	27	2	0	0	3	4	0	11	24	9	0	433	1865					
05:30:00 PM	8	20	9	0	11	25	0	0	0	20	9	0	16	17	11	0	441	1842					
05:35:00 PM	16	17	5	0	16	17	3	0	0	19	7	0	7	25	24	0	433	1831					
05:40:00 PM	8	20	12	0	11	20	0	0	0	11	8	0	8	22	13	0	435	1819					
05:45:00 PM	13	17	9	0	13	29	4	0	0	10	7	0	7	20	5	0	423	1815					
05:50:00 PM	7	23	9	0	12	23	1	0	0	6	9	0	3	10	9	0	379	1765					
05:55:00 PM	15	16	6	0	9	17	0	0	0	13	9	0	4	20	4	0	359	1711					



Data Provided by K-D-N.com 503-594-4224

N/S street	US-97	
E/W street	SW Veterans Way	
City, State	Redmond OR	
Site Notes		
Location	44.263112	-121.176932
Start Date	Tuesday, April 18, 2017	
Start Time	02:00:00 PM	
Weather		
Study ID #	4	
Peak Hour Start	03:45:00 PM	
Peak 15 Min Start	04:00:00 PM	
PHF (15-Min Int)	0.96	

Eastbound  
SW Veterans Way  
Heavy Vehicle 3.4%



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
226	1117	111	0	67	932	54	1	72	137	198	0	169	267	145	0	1454	1054	407	581	1299	1335	547	315

Percent Heavy Vehicles																							
0.4%	4.7%	17.1%	0.0%	4.5%	8.3%	5.6%	0.0%	2.8%	3.6%	3.5%	0.0%	4.1%	1.9%	4.1%	0.0%	5.0%	7.9%	3.4%	3.1%	7.0%	4.6%	1.6%	8.6%

PHV - Bicycles														PHV - Pedestrians							
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	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3

All Vehicle Volumes																		
Time	Northbound US-97				Southbound US-97				Eastbound SW Veterans Way				Westbound SW Veterans Way				15 Min	1 HR
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	12	64	6	0	6	44	3	1	6	12	22	0	14	20	18	0		
02:05:00 PM	11	71	16	0	6	87	4	0	6	7	7	0	11	19	9	0		
02:10:00 PM	21	70	11	0	9	49	4	0	2	19	22	0	14	18	17	0	738	
02:15:00 PM	9	60	12	0	9	85	5	0	9	15	14	0	9	25	6	0	768	
02:20:00 PM	15	85	12	0	6	75	5	0	6	9	7	0	9	7	6	0	756	
02:25:00 PM	23	73	8	0	5	63	2	0	7	14	30	0	18	18	10	0	771	
02:30:00 PM	13	75	13	0	6	94	0	0	1	14	14	0	12	16	15	0	786	
02:35:00 PM	15	74	8	0	8	66	6	0	5	21	18	0	19	17	14	0	815	
02:40:00 PM	21	98	9	0	3	69	4	0	5	18	17	0	11	21	14	0	834	
02:45:00 PM	16	87	13	0	6	100	2	0	4	15	8	0	10	15	9	0	846	
02:50:00 PM	16	70	9	0	7	61	4	0	8	20	14	0	20	29	9	0	842	
02:55:00 PM	23	86	10	0	15	74	4	0	6	16	13	0	7	18	12	0	836	3179
03:00:00 PM	15	82	8	0	8	77	1	1	10	14	15	0	9	23	12	0	826	3226
03:05:00 PM	14	87	4	0	5	69	5	0	7	17	22	0	14	27	13	0	843	3256
03:10:00 PM	28	86	11	0	14	70	1	0	4	17	14	0	9	20	14	0	847	3288
03:15:00 PM	11	86	10	0	6	86	3	0	10	13	12	0	11	23	12	0	855	3313
03:20:00 PM	17	83	12	0	5	73	3	0	2	12	14	0	9	18	14	0	833	3333
03:25:00 PM	26	77	9	0	7	52	5	0	7	15	21	0	18	19	18	0	819	3336
03:30:00 PM	21	76	7	0	1	82	2	0	8	14	14	0	16	32	17	0	826	3353
03:35:00 PM	24	65	5	0	6	70	4	0	3	17	24	0	18	25	12	0	837	3355
03:40:00 PM	12	82	8	0	6	67	8	0	6	8	16	0	17	19	12	0	824	3326
03:45:00 PM	21	100	9	0	6	69	4	0	5	20	16	0	15	22	18	0	839	3346
03:50:00 PM	15	84	10	0	5	85	4	0	9	13	19	0	17	31	15	0	873	3386
03:55:00 PM	16	90	10	0	5	73	5	0	8	12	13	0	12	17	4	0	877	3367
04:00:00 PM	15	114	8	0	3	101	10	0	3	7	15	0	10	18	10	0	886	3406
04:05:00 PM	14	92	8	0	2	71	4	0	3	9	23	0	23	35	23	0	886	3429
04:10:00 PM	22	85	12	0	8	78	9	1	7	9	19	0	14	19	11	0	915	3435
04:15:00 PM	20	100	10	0	2	80	3	0	6	8	12	0	15	14	9	0	880	3431
04:20:00 PM	15	99	12	0	5	69	3	0	8	13	12	0	8	22	9	0	848	3444
04:25:00 PM	24	92	6	0	7	83	1	0	7	13	17	0	10	19	9	0	842	3458
04:30:00 PM	22	102	8	0	9	80	5	0	9	10	24	0	13	18	8	0	871	3476
04:35:00 PM	19	70	3	0	10	61	3	0	4	16	18	0	20	33	15	0	868	3475
04:40:00 PM	23	89	15	0	5	82	3	0	3	7	10	0	12	19	14	0	862	3496
04:45:00 PM	24	67	5	0	6	58	5	0	5	11	20	0	16	17	16	0	804	3441
04:50:00 PM	16	104	12	0	4	104	5	0	8	11	12	0	9	14	14	0	845	3447
04:55:00 PM	18	103	4	0	3	66	6	0	9	10	16	0	21	37	12	0	868	3487
05:00:00 PM	25	81	11	0	4	57	1	1	4	8	9	0	17	19	11	0	866	3421
05:05:00 PM	16	107	7	0	8	70	7	0	4	12	23	0	17	27	12	0	863	3424
05:10:00 PM	17	82	10	0	6	72	4	0	4	11	22	0	12	30	12	0	840	3412
05:15:00 PM	13	111	11	0	7	112	7	0	4	6	19	0	15	21	9	0	927	3468
05:20:00 PM	24	100	6	0	6	81	6	0	8	6	20	0	13	17	10	0	914	3490
05:25:00 PM	24	86	8	0	6	42	3	0	7	11	14	0	12	22	15	0	882	3452
05:30:00 PM	16	118	13	0	3	81	9	0	6	9	19	0	10	14	8	0	853	3450
05:35:00 PM	29	74	8	0	3	65	3	0	11	13	17	0	20	26	6	0	831	3453
05:40:00 PM	23	110	15	0	5	74	4	0	2	15	12	0	9	11	7	0	868	3458
05:45:00 PM	21	95	6	0	5	82	3	0	11	7	14	0	16	13	13	0	848	3494
05:50:00 PM	10	76	3	0	6	51	3	0	8	9	12	0	7	4	11	0	773	3381
05:55:00 PM	12	95	6	0	3	71	5	0	7	9	15	0	11	9	14	0	743	3333



Data Provided by K-D-N.com 503-594-4224

N/S street	<b>SE Airport Way</b>
E/W street	<b>SE Veterans Way</b>
City, State	Redmond OR
Site Notes	
Location	44.260835 - -121.165926
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	43
<b>Peak Hour Start</b>	<b>04:30:00 PM</b>
<b>Peak 15 Min Start</b>	<b>04:30:00 PM</b>
<b>PHF (15-Min Int)</b>	<b>0.92</b>

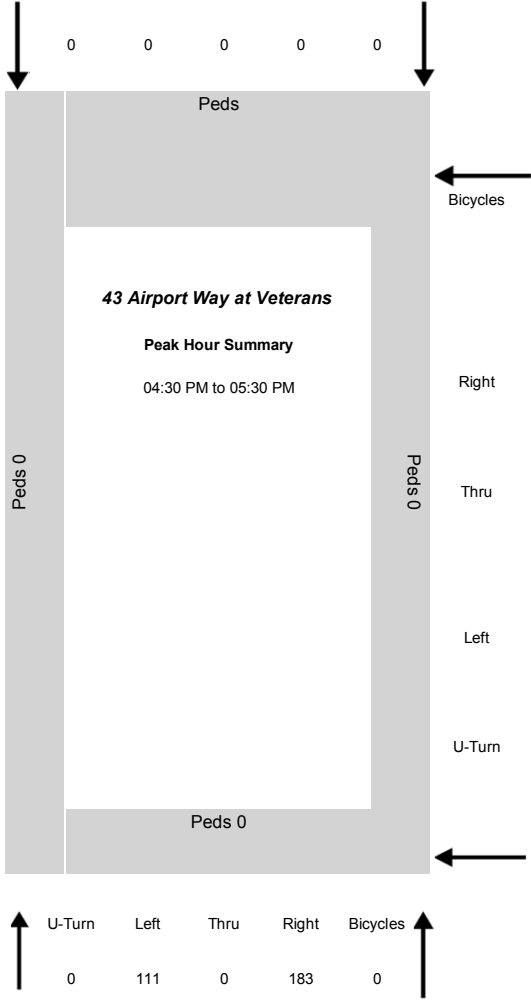
Eastbound  
SE Veterans Way  
Heavy Vehicle 4.8%

Westbound  
SE Veterans Way  
Heavy Vehicle 6.7%

Southbound

Heavy Vehicle 0.0%

In	0	Out	0
Bicycles	Right	Thru	Left
U-Turn			



Northbound

Heavy Vehicle 4.1%

SE Airport Way

In	294	Out	228
U-Turn	Left	Thru	Right
Bicycles			

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
111	0	183	0	0	0	0	0	0	111	56	0	172	125	0	0	294	0	167	297	228	0	236	294
Percent Heavy Vehicles																							
3.6%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	8.9%	0.0%	5.2%	8.8%	0.0%	0.0%	4.1%	0.0%	4.8%	6.7%	6.1%	0.0%	6.4%	3.7%
PHV- Bicycles														PHV - Pedestrians									
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	0	0	0	0	0	0	0		0	0	0		
All Vehicle Volumes																							
Time	Northbound SE Airport Way				Southbound				Eastbound SE Veterans Way				Westbound SE Veterans Way				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	9		6	0					8	4	0	0	8	1		0							
02:05:00 PM	4		7	0					13	4	0	0	4	8		0							
02:10:00 PM	11		12	0					5	7	0	0	8	2		0	121						
02:15:00 PM	8		9	0					9	7	0	0	15	4		0	137						
02:20:00 PM	4		10	0					4	10	0	0	10	3		0	138						
02:25:00 PM	12		8	0					8	4	0	0	7	5		0	137						
02:30:00 PM	14		6	0					5	10	0	0	6	8		0	134						
02:35:00 PM	14		18	0					3	9	0	0	11	4		0	152						
02:40:00 PM	10		11	0					2	3	0	0	8	8		0	150						
02:45:00 PM	4		7	0					10	12	0	0	10	12		0	156						
02:50:00 PM	9		10	0					8	5	0	0	10	10		0	149						
02:55:00 PM	12		14	0					6	10	0	0	9	9		0	167	575					
03:00:00 PM	12		9	0					1	11	0	0	6	7		0	158	585					
03:05:00 PM	15		17	0					8	6	0	0	12	4		0	168	607					
03:10:00 PM	23		11	0					9	5	0	0	9	5		0	170	624					
03:15:00 PM	20		6	0					7	12	0	0	11	8		0	188	636					
03:20:00 PM	18		11	0					7	4	0	0	7	7		0	180	649					
03:25:00 PM	13		13	0					10	9	0	0	13	4		0	180	667					
03:30:00 PM	17		15	0					6	4	0	0	13	6		0	177	679					
03:35:00 PM	13		9	0					11	7	0	0	13	13		0	189	686					
03:40:00 PM	11		13	0					7	3	0	0	9	8		0	178	695					
03:45:00 PM	15		13	0					8	4	0	0	8	6		0	171	694					
03:50:00 PM	12		11	0					12	3	0	0	11	10		0	164	701					
03:55:00 PM	9		17	0					11	3	0	0	13	6		0	172	700					
04:00:00 PM	9		10	0					9	3	0	0	8	10		0	167	703					
04:05:00 PM	15		15	0					11	5	0	0	12	11		0	177	710					
04:10:00 PM	8		15	0					11	2	0	0	8	11		0	173	703					
04:15:00 PM	12		14	0					8	2	0	0	6	2		0	168	683					
04:20:00 PM	7		12	0					9	6	0	0	12	5		0	150	680					
04:25:00 PM	7		12	0					6	3	0	0	11	11		0	145	668					
04:30:00 PM	15		18	0					6	7	0	0	18	10		0	175	681					
04:35:00 PM	9		16	0					10	5	0	0	15	12		0	191	682					
04:40:00 PM	9		14	0					9	6	0	0	18	10		0	207	697					
04:45:00 PM	8		13	0					6	5	0	0	15	9		0	189	699					
04:50:00 PM	8		10	0					10	5	0	0	15	12		0	182	700					
04:55:00 PM	11		6	0					5	1	0	0	12	11		0	162	687					
05:00:00 PM	7		13	0					9	6	0	0	17	13		0	171	703					
05:05:00 PM	12		23	0					12	6	0	0	12	6		0	182	705					
05:10:00 PM	12		20	0					14	3	0	0	7	8		0	200	714					
05:15:00 PM	5		19	0					11	7	0	0	13	11		0	201	736					
05:20:00 PM	7		16	0					8	4	0	0	14	8		0	187	742					
05:25:00 PM	8		15	0					11	1	0	0	16	15		0	189	758					
05:30:00 PM	1		15	0					6	5	0	0	7	13		0	170	731					
05:35:00 PM	4		15	0					3	4	0	0	12	6		0	157	708					
05:40:00 PM	8		10	0					6	4	0	0	9	8		0	136	687					
05:45:00 PM	5		9	0					7	4	0	0	10	11		0	135	677					
05:50:00 PM	6		9	0					4	1	0	0	5	5		0	121	647					
05:55:00 PM	4		9	0					7	2	0	0	12	8		0	118	643					





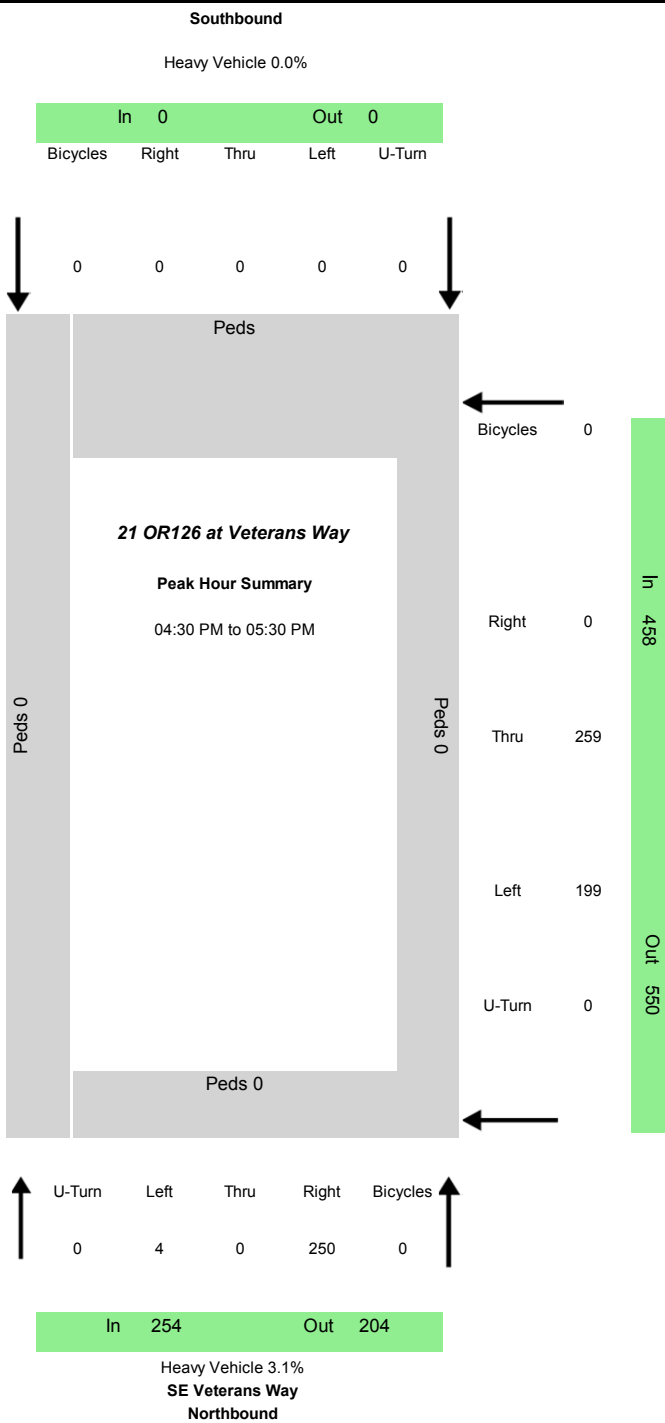
Data Provided by K-D-N.com 503-594-4224

N/S street	SE Veterans Way
E/W street	OR-126
City, State	Redmond OR
Site Notes	
Location	44.264071 - -121.152042
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:10:00 PM
PHF (15-Min Int)	0.93

Eastbound  
OR-126  
Heavy Vehicle 3.6%

In 305  
Out 263

U-Turn 0  
Left 0  
Thru 300  
Right 5  
Bicycles 0



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
4	0	250	0	0	0	0	0	0	300	5	0	199	259	0	0	254	0	305	458	204	0	263	550

Percent Heavy Vehicles																							
0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	40.0%	0.0%	2.0%	4.6%	0.0%	0.0%	3.1%	0.0%	3.6%	3.5%	2.9%	0.0%	4.6%	3.1%

PHV - Bicycles														PHV - Pedestrians							
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	0	0	0	0	0	0	0		0	0	0

All Vehicle Volumes																		
Time	Northbound SE Veterans Way				Southbound				Eastbound OR-126				Westbound OR-126				15 Min	1 HR
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
02:00:00 PM	0		4	0					8	0	0	0	0	4		0		
02:05:00 PM	0		15	0					23	0	0	0	10	21		0		
02:10:00 PM	0		12	0					23	0	0	0	11	12		0	143	
02:15:00 PM	1		14	0					23	2	0	0	11	12		0	190	
02:20:00 PM	0		13	0					18	0	0	0	12	11		0	175	
02:25:00 PM	0		16	0					20	0	0	0	4	19		0	176	
02:30:00 PM	1		7	0					15	0	0	0	13	26		0	175	
02:35:00 PM	0		14	0					24	1	0	0	12	19		0	191	
02:40:00 PM	1		12	0					17	0	0	0	10	28		0	200	
02:45:00 PM	0		12	0					16	0	0	0	12	21		0	199	
02:50:00 PM	0		14	0					16	0	0	0	17	18		0	194	
02:55:00 PM	0		20	0					16	1	0	0	11	20		0	194 713	
03:00:00 PM	0		12	0					21	0	0	0	4	25		0	195 759	
03:05:00 PM	0		18	0					14	2	0	0	16	23		0	203 763	
03:10:00 PM	1		14	0					22	0	0	0	10	24		0	206 776	
03:15:00 PM	0		14	0					18	0	0	0	16	21		0	213 782	
03:20:00 PM	1		11	0					21	0	0	0	5	18		0	196 784	
03:25:00 PM	0		12	0					16	0	0	0	11	16		0	180 780	
03:30:00 PM	1		17	0					25	0	0	0	14	16		0	184 791	
03:35:00 PM	0		17	0					20	0	0	0	12	31		0	208 801	
03:40:00 PM	1		17	0					25	1	0	0	15	26		0	238 818	
03:45:00 PM	1		19	0					23	0	0	0	16	29		0	253 845	
03:50:00 PM	1		18	0					19	0	0	0	16	24		0	251 858	
03:55:00 PM	1		26	0					23	1	0	0	19	33		0	269 893	
04:00:00 PM	1		18	0					27	0	0	0	11	31		0	269 919	
04:05:00 PM	1		11	0					13	1	0	0	12	24		0	253 908	
04:10:00 PM	0		24	0					22	0	0	0	10	22		0	228 915	
04:15:00 PM	2		13	0					27	2	0	0	4	17		0	205 911	
04:20:00 PM	1		16	0					18	1	0	0	15	27		0	221 933	
04:25:00 PM	2		16	0					17	0	0	0	19	18		0	215 950	
04:30:00 PM	0		19	0					22	0	0	0	17	24		0	232 959	
04:35:00 PM	0		24	0					31	1	0	0	13	28		0	251 976	
04:40:00 PM	0		21	0					24	1	0	0	13	30		0	268 980	
04:45:00 PM	0		16	0					28	1	0	0	21	16		0	268 974	
04:50:00 PM	0		19	0					20	0	0	0	18	30		0	258 983	
04:55:00 PM	0		10	0					21	0	0	0	17	27		0	244 955	
05:00:00 PM	0		13	0					26	1	0	0	22	13		0	237 942	
05:05:00 PM	1		24	0					30	0	0	0	6	13		0	224 954	
05:10:00 PM	0		35	0					24	0	0	0	13	15		0	236 963	
05:15:00 PM	2		25	0					31	0	0	0	13	19		0	251 988	
05:20:00 PM	1		26	0					24	1	0	0	23	20		0	272 1005	
05:25:00 PM	0		18	0					19	0	0	0	23	24		0	269 1017	
05:30:00 PM	1		17	0					27	0	0	0	15	17		0	256 1012	
05:35:00 PM	1		20	0					21	0	0	0	15	20		0	238 992	
05:40:00 PM	2		14	0					26	0	0	0	11	20		0	227 976	
05:45:00 PM	0		14	0					15	0	0	0	13	19		0	211 955	
05:50:00 PM	0		12	0					20	0	0	0	12	18		0	196 930	
05:55:00 PM	0		12	0					18	1	0	0	10	15		0	179 911	

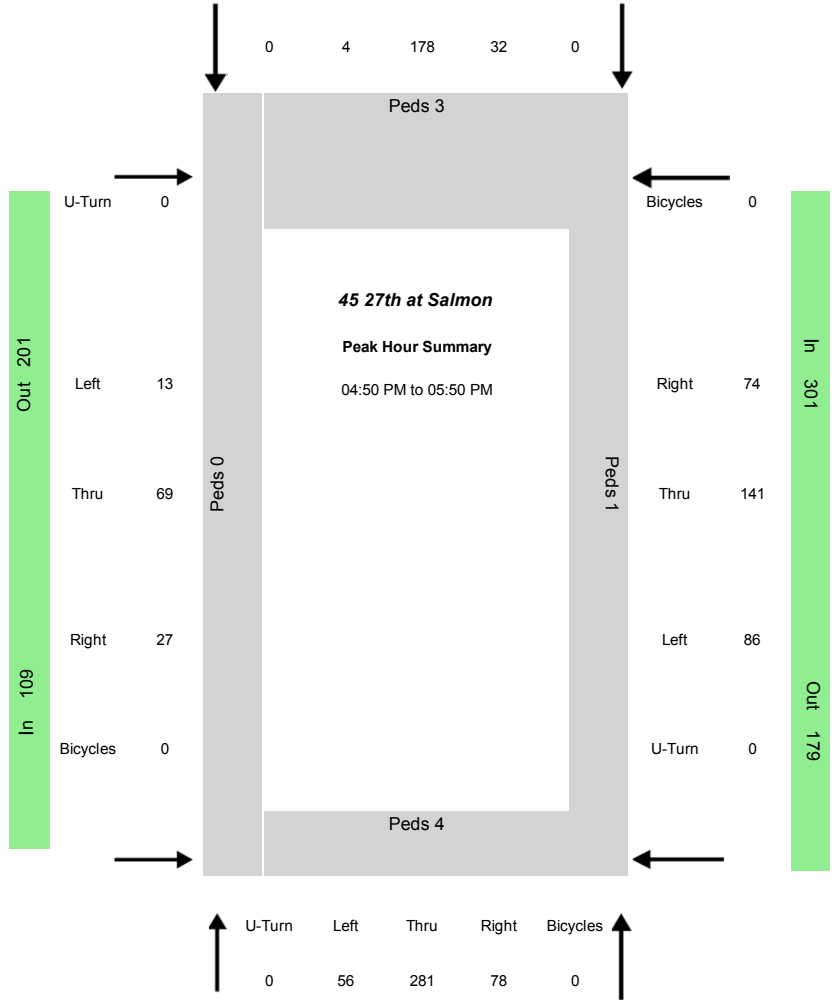


Southbound  
SW 27th St  
Heavy Vehicle 1.4%

In	214	Out	368	
Bicycles	Right	Thru	Left	U-Turn

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW 27th St
E/W street	SW Salmon Ave
City, State	Redmond OR
Site Notes	
Location	44.254717 - -121.199291
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	45
Peak Hour Start	04:50:00 PM
Peak 15 Min Start	05:10:00 PM
PHF (15-Min Int)	0.89

Eastbound  
SW Salmon Ave  
Heavy Vehicle 0.0%



Westbound  
SW Salmon Ave  
Heavy Vehicle 1.3%

In	415	Out	291
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Heavy Vehicle 0.5%  
SW 27th St  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
56	281	78	0	32	178	4	0	13	69	27	0	86	141	74	0	415	214	109	301	291	368	201	179
Percent Heavy Vehicles																							
0.0%	0.7%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.7%	2.7%	0.0%	0.5%	1.4%	0.0%	1.3%	1.4%	1.1%	0.5%	0.0%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
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	0	0	0	4	3	0	1	8		
All Vehicle Volumes																							
Time	Northbound SW 27th St				Southbound SW 27th St				Eastbound SW Salmon Ave				Westbound SW Salmon Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	1	10	2	0	4	5	0	0	1	8	4	0	5	7	6	0							
02:05:00 PM	0	7	3	0	1	7	2	0	3	2	2	0	6	3	1	0							
02:10:00 PM	2	5	6	0	1	6	0	0	1	3	1	0	1	7	4	0	127						
02:15:00 PM	2	8	1	0	1	6	0	0	1	6	1	0	3	2	6	0	111						
02:20:00 PM	2	11	0	0	1	10	2	0	3	4	3	0	7	5	2	0	124						
02:25:00 PM	0	9	7	0	2	10	2	0	0	5	1	0	6	7	4	0	140						
02:30:00 PM	0	11	4	0	4	8	0	0	0	3	0	0	2	5	2	0	142						
02:35:00 PM	2	11	9	0	2	8	0	0	0	5	1	0	4	10	3	0	147						
02:40:00 PM	7	12	9	0	1	10	1	0	0	4	3	0	8	5	3	0	157						
02:45:00 PM	3	16	12	0	1	12	0	0	1	7	2	0	7	6	3	0	188						
02:50:00 PM	3	14	7	0	5	14	2	0	0	4	2	0	5	11	5	0	205						
02:55:00 PM	2	23	8	0	1	8	0	0	3	5	1	0	15	7	2	0	217	641					
03:00:00 PM	2	17	3	0	0	9	0	0	2	6	1	0	7	4	3	0	201	642					
03:05:00 PM	0	20	6	0	3	9	2	0	0	7	0	0	10	8	6	0	200	676					
03:10:00 PM	3	11	6	0	1	8	0	0	1	6	0	0	7	7	2	0	177	691					
03:15:00 PM	1	22	6	0	3	3	1	0	2	7	0	0	4	7	2	0	181	712					
03:20:00 PM	2	19	7	0	2	23	0	0	0	11	0	0	6	7	3	0	190	742					
03:25:00 PM	6	15	4	0	3	17	1	0	1	6	3	0	6	6	4	0	210	761					
03:30:00 PM	6	16	4	0	1	14	1	0	1	7	0	0	2	10	4	0	218	788					
03:35:00 PM	2	16	10	0	2	9	2	0	1	4	3	0	9	8	4	0	208	803					
03:40:00 PM	4	9	8	0	5	13	2	0	4	4	1	0	8	14	4	0	212	816					
03:45:00 PM	3	17	12	0	5	13	2	0	1	4	4	0	10	7	8	0	232	832					
03:50:00 PM	0	19	14	0	6	10	2	0	3	5	2	0	3	8	8	0	242	840					
03:55:00 PM	3	15	4	0	2	8	2	0	2	8	2	0	8	4	5	0	229	828					
04:00:00 PM	3	11	5	0	2	15	1	0	1	7	1	0	4	9	7	0	209	840					
04:05:00 PM	4	24	8	0	4	16	0	0	1	7	2	0	9	10	5	0	219	859					
04:10:00 PM	4	20	4	0	1	8	0	0	1	5	2	0	6	7	5	0	219	870					
04:15:00 PM	2	13	3	0	2	9	0	0	1	6	1	0	6	7	3	0	206	865					
04:20:00 PM	2	11	7	0	4	5	1	0	0	9	2	0	2	12	4	0	175	844					
04:25:00 PM	4	16	5	0	4	11	0	0	0	6	0	0	5	13	1	0	177	837					
04:30:00 PM	5	12	8	0	3	12	2	0	2	5	3	0	4	8	4	0	192	839					
04:35:00 PM	5	20	4	0	2	13	1	0	1	7	4	0	6	8	2	0	206	842					
04:40:00 PM	2	15	4	0	4	11	0	0	2	5	2	0	11	14	4	0	215	840					
04:45:00 PM	3	24	6	0	5	12	0	0	4	5	1	0	7	5	3	0	222	829					
04:50:00 PM	5	14	4	0	3	17	0	0	0	8	3	0	7	11	3	0	224	824					
04:55:00 PM	3	28	2	0	3	12	0	0	3	3	4	0	3	11	4	0	226	837					
05:00:00 PM	2	32	4	0	4	11	0	0	0	7	3	0	9	9	5	0	237	857					
05:05:00 PM	4	20	6	0	1	14	0	0	1	9	2	0	10	12	5	0	246	851					
05:10:00 PM	8	33	3	0	2	20	1	0	0	4	1	0	12	16	5	0	275	893					
05:15:00 PM	3	30	8	0	5	13	0	0	0	5	2	0	6	16	7	0	284	935					
05:20:00 PM	9	27	9	0	4	11	1	0	3	4	0	0	6	13	5	0	292	968					
05:25:00 PM	4	19	13	0	3	11	0	0	0	8	2	0	6	10	12	0	275	991					
05:30:00 PM	8	25	11	0	1	15	0	0	2	9	2	0	6	15	9	0	283	1026					
05:35:00 PM	3	19	8	0	1	21	1	0	1	4	0	0	5	9	8	0	271	1033					
05:40:00 PM	2	17	4	0	3	13	1	0	2	6	4	0	7	6	5	0	253	1029					
05:45:00 PM	5	17	6	0	2	20	0	0	1	2	4	0	9	13	6	0	235	1039					
05:50:00 PM	2	9	6	0	6	10	0	0	0	3	0	0	4	16	3	0	214	1023					
05:55:00 PM	6	23	6	0	2	6	0	0	0	5	4	0	9	6	2	0	213	1016					



Data Provided by K-D-N.com 503-594-4224	
N/S street	SW Canal Blvd
E/W street	SW Odem Medo Way
City, State	Redmond OR
Site Notes	
Location	44.253479 - -121.187406
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	24
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:15:00 PM
PHF (15-Min Int)	0.96

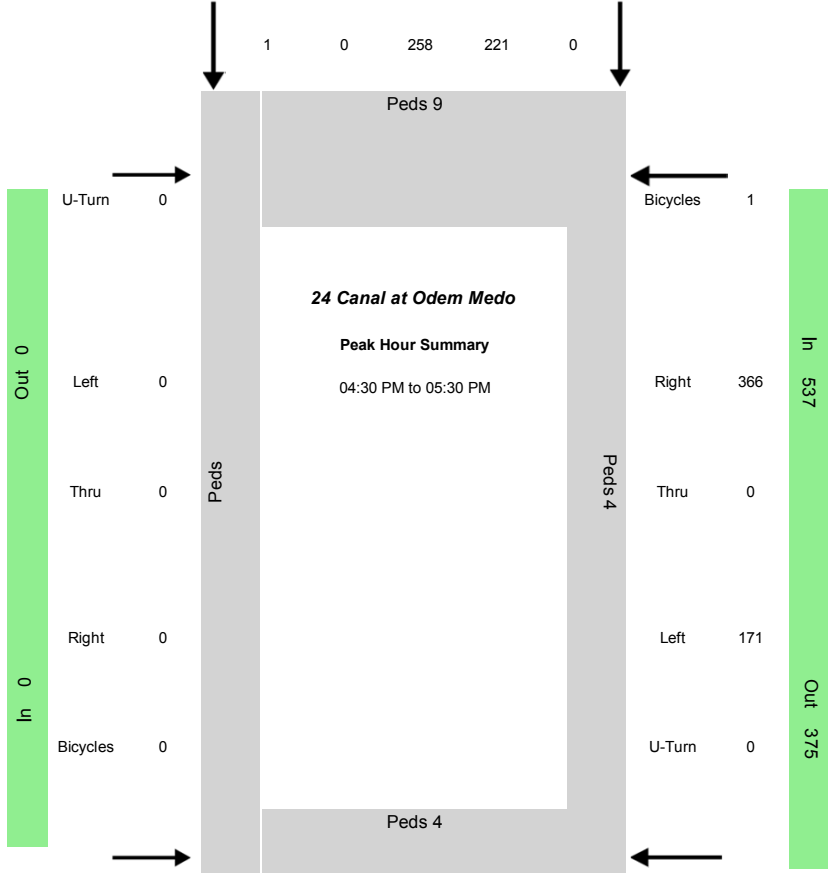
Eastbound

Heavy Vehicle NaN

**Southbound**  
**SW Canal Blvd**  
Heavy Vehicle 0.8%

In	480	Out	657
Bicycles		Right	Thru
		Left	U-Turn

1	0	258	221	0



U-Turn	Left	Thru	Right	Bicycles
0	0	291	154	0

In	445	Out	429
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Heavy Vehicle 0.9%  
**SW Canal Blvd**  
**Northbound**

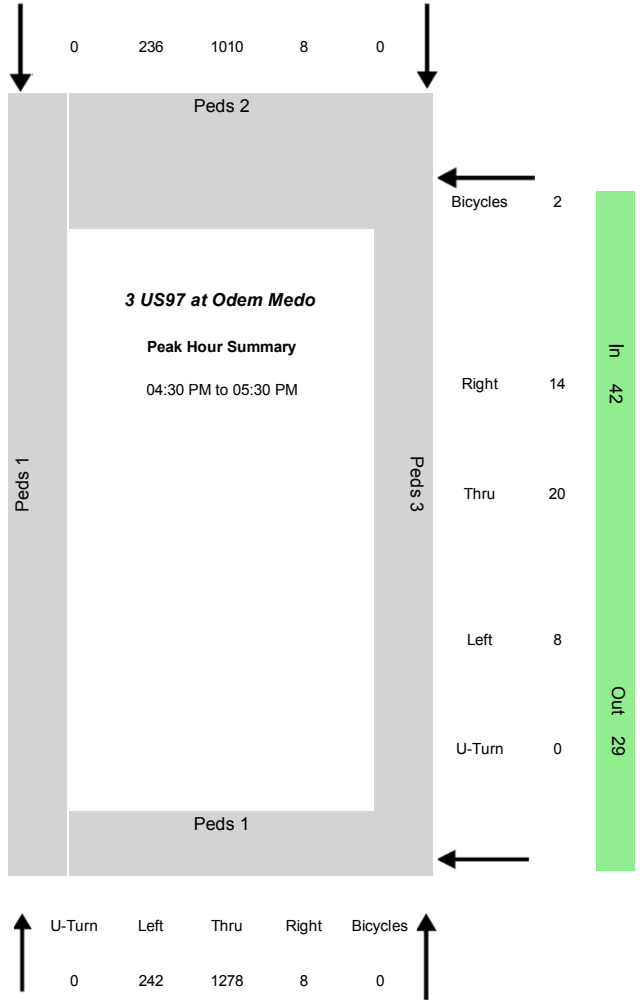
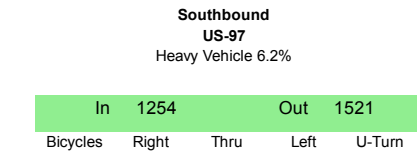
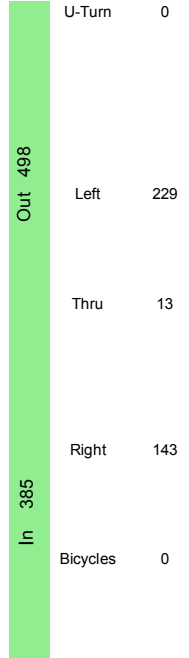
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	291	154	0	221	258	0	0	0	0	0	0	171	0	366	0	445	479	0	537	429	657	0	375
Percent Heavy Vehicles																							
0.0%	0.7%	1.3%	0.0%	0.5%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.9%	0.8%	#DIV/0!	0.6%	0.7%	0.8%	#DIV/0!	0.8%
PHV- Bicycles														PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk		Sum					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB		EB	WB			
0	0	0	0	0	1	0	0					1	0	0	0	2	4	9	4	17			
All Vehicle Volumes																							
Time	Northbound SW Canal Blvd				Southbound SW Canal Blvd				Eastbound				Westbound SW Odem Medo Way				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM		23	4	0	19	21		0					5		21	0							
02:05:00 PM		25	8	0	19	16		0					19		25	0							
02:10:00 PM		19	9	0	19	30		0					8		15	0	305						
02:15:00 PM		26	10	0	24	28		0					8		20	0	328						
02:20:00 PM		15	5	0	16	21		0					14		26	0	313						
02:25:00 PM		17	10	0	21	23		0					8		15	0	307						
02:30:00 PM		22	6	0	21	18		0					10		21	0	289						
02:35:00 PM		27	11	0	19	28		0					14		12	0	303						
02:40:00 PM		38	18	0	15	19		0					10		15	0	324						
02:45:00 PM		40	11	0	8	17		0					13		21	0	336						
02:50:00 PM		24	11	0	24	14		0					9		26	0	333						
02:55:00 PM		22	7	0	19	20		0					20		24	0	330	1266					
03:00:00 PM		24	13	0	16	24		0					7		20	0	324	1277					
03:05:00 PM		17	8	0	30	14		0					12		27	0	324	1273					
03:10:00 PM		26	8	0	20	25		0					9		16	0	316	1277					
03:15:00 PM		17	9	0	23	20		0					9		17	0	307	1256					
03:20:00 PM		24	9	0	21	21		0					14		21	0	309	1269					
03:25:00 PM		29	12	0	16	19		0					13		29	0	323	1293					
03:30:00 PM		23	8	0	16	16		0					11		26	0	328	1295					
03:35:00 PM		12	8	0	13	19		0					8		30	0	308	1274					
03:40:00 PM		26	17	0	20	27		0					9		21	0	310	1279					
03:45:00 PM		31	10	0	16	20		0					7		20	0	314	1273					
03:50:00 PM		26	15	0	23	21		0					13		26	0	348	1289					
03:55:00 PM		27	14	0	18	20		0					7		34	0	348	1297					
04:00:00 PM		23	12	0	20	14		0					11		30	0	354	1303					
04:05:00 PM		18	14	0	21	22		0					13		23	0	341	1306					
04:10:00 PM		15	11	0	18	15		0					19		32	0	331	1312					
04:15:00 PM		21	11	0	23	28		0					13		27	0	344	1340					
04:20:00 PM		21	15	0	19	15		0					20		35	0	358	1355					
04:25:00 PM		25	11	0	26	19		0					11		24	0	364	1353					
04:30:00 PM		30	14	0	24	22		0					15		36	0	382	1394					
04:35:00 PM		27	9	0	21	22		0					15		23	0	374	1421					
04:40:00 PM		26	13	0	18	26		0					11		24	0	376	1419					
04:45:00 PM		21	13	0	21	10		0					20		26	0	346	1426					
04:50:00 PM		21	15	0	18	27		0					13		28	0	351	1424					
04:55:00 PM		29	8	0	13	26		0					10		31	0	350	1421					
05:00:00 PM		21	12	0	18	20		0					12		32	0	354	1426					
05:05:00 PM		30	17	0	12	26		0					14		26	0	357	1440					
05:10:00 PM		22	6	0	22	18		0					14		31	0	353	1443					
05:15:00 PM		15	18	0	18	19		0					15		36	0	359	1441					
05:20:00 PM		23	19	0	24	26		0					16		36	0	378	1460					
05:25:00 PM		26	10	0	12	16		0					16		37	0	382	1461					
05:30:00 PM		31	8	0	16	16		0					17		33	0	382	1441					
05:35:00 PM		21	13	0	18	21		0					22		28	0	361	1447					
05:40:00 PM		26	15	0	13	17		0					7		28	0	350	1435					
05:45:00 PM		21	7	0	13	16		0					14		24	0	324	1419					
05:50:00 PM		26	10	0	14	22		0					7		22	0	302	1398					
05:55:00 PM		24	7	0	16	18		0					13		25	0	299	1384					



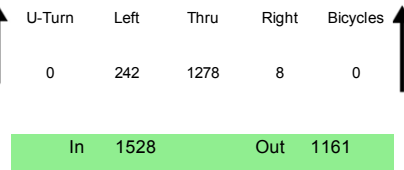
Data Provided by K-D-N.com 503-594-4224

N/S street	<b>US-97</b>
E/W street	<b>SW Odem Medo Way</b>
City, State	Redmond OR
Site Notes	
Location	44.251748 - -121.1844
Start Date	Tuesday, April 18, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	3
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:15:00 PM
PHF (15-Min Int)	0.94

Eastbound  
SW Odem Medo Way  
Heavy Vehicle 2.1%



Westbound  
SW Odem Medo Way  
Heavy Vehicle 2.3%



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
242	1278	8	0	8	1010	236	0	229	13	143	0	8	20	14	0	1528	1254	385	42	1161	1521	498	29
Percent Heavy Vehicles																							
0.8%	4.1%	0.0%	0.0%	0.0%	7.2%	2.1%	0.0%	1.3%	0.0%	3.5%	0.0%	0.0%	0.0%	7.1%	0.0%	3.5%	6.2%	2.1%	2.4%	6.7%	3.7%	1.4%	0.0%
PHV- Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk				Sum			
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	2	0	0	2	1	2	1	3	7		
All Vehicle Volumes																							
Time	Northbound US-97				Southbound US-97				Eastbound SW Odem Medo Way				Westbound SW Odem Medo Way				15 Min		1 HR				
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	14	74	2	0	0	79	18	0	12	1	9	0	1	2	2	0							
02:05:00 PM	5	66	0	0	0	83	13	0	20	2	12	0	1	1	1	0							
02:10:00 PM	8	71	3	0	0	66	9	0	14	2	6	0	0	0	1	0	598						
02:15:00 PM	18	71	0	0	0	65	17	0	20	0	7	0	2	2	1	0	587						
02:20:00 PM	14	78	0	0	1	84	20	0	19	0	12	0	1	0	0	0	612						
02:25:00 PM	4	96	1	0	0	98	19	0	13	0	10	0	1	1	1	0	676						
02:30:00 PM	13	82	2	0	1	78	11	0	11	0	17	0	1	2	2	0	693						
02:35:00 PM	10	103	1	0	1	102	21	0	15	1	10	0	0	0	2	0	730						
02:40:00 PM	10	89	0	0	0	86	15	0	20	1	10	0	0	1	1	0	719						
02:45:00 PM	13	85	1	0	0	81	11	0	23	1	9	0	0	1	0	0	724						
02:50:00 PM	17	101	1	0	0	79	20	0	21	1	9	0	0	1	2	0	710						
02:55:00 PM	4	99	2	0	2	85	19	0	13	2	7	0	0	1	0	0	711	2704					
03:00:00 PM	13	91	0	0	0	59	15	0	15	1	12	0	1	1	3	0	697	2701					
03:05:00 PM	11	96	1	0	0	91	12	0	20	0	10	0	1	3	0	0	690	2742					
03:10:00 PM	10	92	0	0	2	87	16	0	11	1	12	0	0	0	0	0	687	2793					
03:15:00 PM	14	97	1	0	1	65	17	0	15	2	17	0	2	0	2	0	709	2823					
03:20:00 PM	12	86	3	0	1	79	18	0	22	0	6	0	0	2	1	0	694	2824					
03:25:00 PM	15	88	3	0	2	94	23	0	16	1	7	0	1	2	2	0	717	2834					
03:30:00 PM	19	80	0	0	1	74	18	0	16	0	12	0	3	2	2	0	711	2841					
03:35:00 PM	11	89	1	0	0	85	21	0	15	0	10	0	0	0	1	0	714	2808					
03:40:00 PM	12	93	3	0	0	68	22	0	22	1	17	0	1	1	0	0	700	2815					
03:45:00 PM	8	113	2	0	0	75	20	0	12	0	8	0	2	3	1	0	717	2834					
03:50:00 PM	21	96	1	0	1	83	11	0	23	0	14	0	2	0	0	0	736	2834					
03:55:00 PM	13	108	1	0	0	115	15	0	13	0	13	0	3	1	0	0	778	2882					
04:00:00 PM	13	84	0	0	2	80	15	0	16	1	10	0	1	3	2	0	761	2898					
04:05:00 PM	14	96	2	0	1	86	19	0	20	7	12	0	1	2	0	0	769	2913					
04:10:00 PM	8	128	1	0	0	126	22	0	14	3	8	0	1	0	2	0	800	2995					
04:15:00 PM	11	105	0	0	2	81	21	0	18	0	15	0	0	5	2	0	833	3022					
04:20:00 PM	24	131	1	0	1	71	17	0	17	2	10	0	0	1	1	0	849	3068					
04:25:00 PM	15	91	0	0	2	90	12	0	10	1	10	0	2	6	4	0	779	3057					
04:30:00 PM	27	123	1	0	0	67	25	0	27	2	15	0	0	3	2	0	811	3122					
04:35:00 PM	19	90	0	0	1	102	16	0	9	0	13	0	0	2	2	0	789	3143					
04:40:00 PM	13	74	0	0	1	76	19	0	21	2	19	0	0	3	0	0	774	3131					
04:45:00 PM	12	113	0	0	1	72	14	0	18	1	18	0	1	1	0	0	733	3138					
04:50:00 PM	20	97	3	0	1	71	22	0	25	2	10	0	2	1	0	0	733	3140					
04:55:00 PM	32	129	1	0	0	101	20	0	9	1	9	0	1	0	0	0	808	3161					
05:00:00 PM	19	104	2	0	0	80	18	0	22	2	4	0	0	2	1	0	811	3188					
05:05:00 PM	18	98	0	0	0	88	18	0	27	1	10	0	1	1	1	0	820	3191					
05:10:00 PM	16	110	0	0	1	77	25	0	18	0	10	0	0	3	1	0	778	3139					
05:15:00 PM	18	92	0	0	0	75	24	0	24	0	9	0	3	2	4	0	775	3130					
05:20:00 PM	19	97	0	0	3	111	18	0	12	1	11	0	0	0	2	0	786	3128					
05:25:00 PM	29	151	1	0	0	90	17	0	17	1	15	0	0	2	1	0	849	3209					
05:30:00 PM	14	99	0	0	2	53	16	0	19	2	11	0	2	0	1	0	817	3136					
05:35:00 PM	23	145	1	0	0	93	12	0	15	0	8	0	2	3	1	0	846	3185					
05:40:00 PM	16	93	0	0	0	74	16	0	33	0	6	0	0	4	0	0	764	3199					
05:45:00 PM	11	114	1	0	1	85	13	0	14	1	9	0	1	1	0	0	796	3199					
05:50:00 PM	16	95	0	0	2	80	16	0	12	0	2	0	0	0	0	0	716	3168					
05:55:00 PM	25	92	0	0	1	62	12	0	12	1	4	0	2	2	0	0	687	3078					



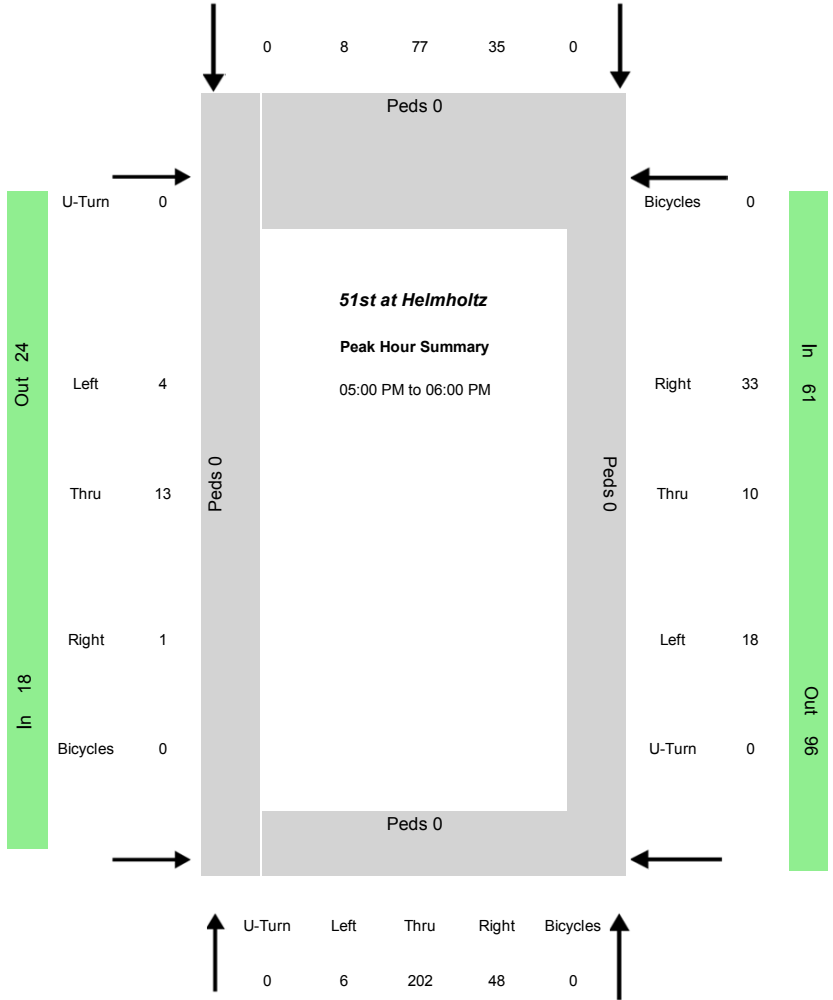


Southbound  
SW Helmholtz Way  
Heavy Vehicle 3.3%

In	120	Out	239
Bicycles	Right	Thru	Left
0	8	77	35
			U-Turn
			0

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW Helmholtz Way
E/W street	SW Wickiup Ave
City, State	Redmond OR
Site Notes	
Location	44.247537 - -121.229331
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	05:00:00 PM
Peak 15 Min Start	05:35:00 PM
PHF (15-Min Int)	0.97

Eastbound  
SW Wickiup Ave  
Heavy Vehicle 0.0%



In	256	Out	96
----	-----	-----	----

Heavy Vehicle 0.0%  
SW Helmholtz Way  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
6	202	48	0	35	77	8	0	4	13	1	0	18	10	33	0	256	120	18	61	96	239	24	96
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%
PHV- Bicycles														PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk		Sum					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB		EB	WB			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
All Vehicle Volumes														15 Min	1 HR								
Time	Northbound SW Helmholtz Way				Southbound SW Helmholtz Way				Eastbound SW Wickiup Ave				Westbound SW Wickiup Ave				Sum	Sum					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn							
02:00:00 PM	0	3	2	0	5	4	0	0	0	0	0	0	2	0	5	0							
02:05:00 PM	0	9	0	0	1	10	0	0	0	0	0	0	2	2	2	0							
02:10:00 PM	0	4	0	0	0	4	0	0	1	3	0	0	2	1	2	0	64						
02:15:00 PM	0	7	0	0	1	5	1	0	1	1	0	0	1	1	4	0	65						
02:20:00 PM	0	9	3	0	2	6	0	0	2	1	0	0	0	3	3	0	68						
02:25:00 PM	0	8	2	0	2	6	0	0	0	0	0	0	0	1	3	0	73						
02:30:00 PM	0	5	0	0	4	6	0	0	0	0	0	0	2	2	0	0	70						
02:35:00 PM	0	12	2	0	1	7	0	0	0	1	0	0	2	1	3	0	70						
02:40:00 PM	0	6	2	0	3	8	1	0	1	0	0	0	2	1	5	0	77						
02:45:00 PM	0	6	4	0	2	3	0	0	1	1	0	0	3	3	2	0	83						
02:50:00 PM	0	8	2	0	0	1	0	0	0	1	0	0	2	2	1	0	71						
02:55:00 PM	1	9	2	0	1	10	0	0	0	0	0	0	0	2	3	0	70	284					
03:00:00 PM	0	6	2	0	3	5	1	0	0	1	0	0	0	0	3	0	66	284					
03:05:00 PM	2	14	4	0	1	6	0	0	0	1	0	0	1	0	3	0	81	290					
03:10:00 PM	0	8	4	0	2	5	3	0	1	2	0	0	0	2	4	0	84	304					
03:15:00 PM	0	5	1	0	4	6	1	0	0	1	0	0	3	0	2	0	86	305					
03:20:00 PM	1	13	2	0	3	9	0	0	0	2	0	0	1	1	1	0	87	309					
03:25:00 PM	0	9	1	0	5	3	0	0	0	0	0	0	0	2	2	0	78	309					
03:30:00 PM	0	12	2	0	2	7	1	0	0	0	0	0	3	0	4	0	86	321					
03:35:00 PM	0	6	2	0	4	6	3	0	0	0	0	0	2	0	3	0	79	318					
03:40:00 PM	0	7	5	0	4	4	2	0	0	1	0	0	3	0	5	0	88	320					
03:45:00 PM	0	8	5	0	3	7	1	0	1	0	1	0	1	0	1	0	85	323					
03:50:00 PM	0	9	4	0	5	10	0	0	1	0	0	0	0	1	2	0	91	338					
03:55:00 PM	0	14	1	0	3	11	0	0	0	0	0	0	4	0	1	0	94	344					
04:00:00 PM	0	11	1	0	3	6	2	0	0	0	1	0	1	1	4	0	96	353					
04:05:00 PM	0	19	4	0	3	6	1	0	0	2	0	0	1	0	2	0	102	359					
04:10:00 PM	0	12	4	0	2	7	1	0	1	1	0	0	2	0	2	0	100	360					
04:15:00 PM	0	15	5	0	2	5	2	0	2	2	0	0	0	3	1	0	107	374					
04:20:00 PM	2	17	3	0	4	9	3	0	1	2	0	0	2	1	4	0	117	389					
04:25:00 PM	0	14	7	0	3	9	0	0	3	2	0	0	1	1	2	0	127	409					
04:30:00 PM	1	15	4	0	6	7	2	0	2	1	0	0	2	0	3	0	133	421					
04:35:00 PM	0	15	4	0	4	5	0	0	1	1	1	0	2	0	1	0	119	429					
04:40:00 PM	1	14	4	0	0	5	1	0	1	1	1	0	1	1	2	0	109	430					
04:45:00 PM	0	5	5	0	2	9	0	0	0	3	0	0	2	1	3	0	96	432					
04:50:00 PM	1	19	6	0	1	3	1	0	1	0	0	0	2	3	0	0	99	437					
04:55:00 PM	0	10	0	0	1	6	2	0	0	1	0	0	2	2	1	0	92	428					
05:00:00 PM	0	20	1	0	3	6	2	0	0	2	0	0	1	1	2	0	100	436					
05:05:00 PM	3	11	5	0	3	9	2	0	1	2	0	0	1	1	2	0	103	438					
05:10:00 PM	0	15	2	0	3	5	0	0	0	0	0	0	1	0	3	0	107	435					
05:15:00 PM	1	17	2	0	1	9	0	0	0	1	1	0	1	2	5	0	109	438					
05:20:00 PM	0	22	2	0	3	9	0	0	2	1	0	0	1	0	4	0	113	434					
05:25:00 PM	0	12	5	0	1	6	1	0	1	1	0	0	1	2	1	0	115	423					
05:30:00 PM	0	19	9	0	3	2	0	0	0	1	0	0	1	0	1	0	111	416					
05:35:00 PM	0	25	6	0	4	7	0	0	0	0	0	0	1	0	2	0	112	427					
05:40:00 PM	2	15	4	0	1	5	0	0	0	1	0	0	1	2	4	0	116	430					
05:45:00 PM	0	15	3	0	4	7	1	0	0	2	0	0	2	0	3	0	117	437					
05:50:00 PM	0	15	5	0	2	2	1	0	0	2	0	0	4	1	2	0	106	434					
05:55:00 PM	0	16	4	0	7	10	1	0	0	0	0	0	3	1	4	0	117	455					

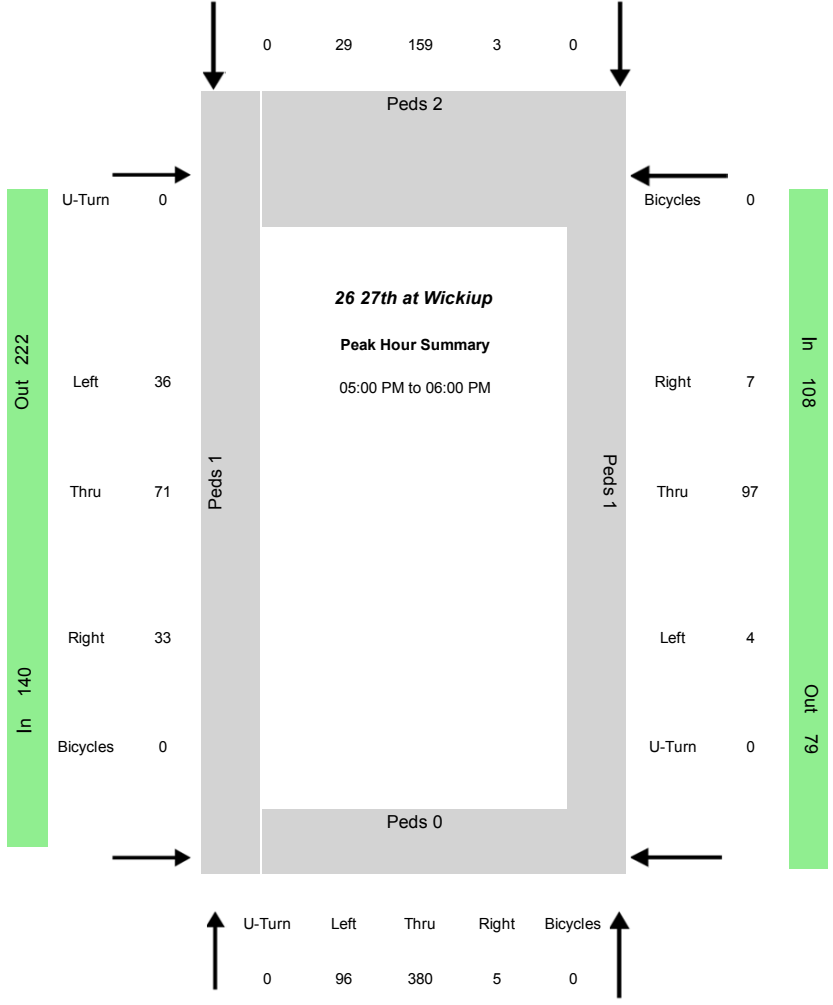


Data Provided by K-D-N.com 503-594-4224

N/S street	SW 27th St
E/W street	SW Wickiup Ave
City, State	Redmond OR
Site Notes	
Location	44.247488 - -121.199159
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	26
Peak Hour Start	05:00:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.92

Eastbound  
SW Wickiup Ave  
Heavy Vehicle 1.4%

Westbound  
SW Wickiup Ave  
Heavy Vehicle 0.0%



Southbound  
SW 27th St  
Heavy Vehicle 1.0%

In	191	Out	423
Bicycles	0	Right	29
Thru	159	Left	3
U-Turn	0		

Northbound  
SW 27th St  
Heavy Vehicle 1.0%

In	481	Out	196
U-Turn	0	Left	96
Thru	380	Right	5
Bicycles	0		

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
96	380	5	0	3	159	29	0	36	71	33	0	4	97	7	0	481	191	140	108	196	423	222	79
Percent Heavy Vehicles																							
2.1%	0.8%	0.0%	0.0%	0.0%	0.6%	3.4%	0.0%	2.8%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.4%	0.0%	0.5%	0.9%	1.4%	1.3%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk						
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB	Sum		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	4			
All Vehicle Volumes																							
Time	Northbound SW 27th St				Southbound SW 27th St				Eastbound SW Wickiup Ave				Westbound SW Wickiup Ave				15 Min Sum	1 HR Sum					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn							
02:00:00 PM	7	5	0	0	0	12	5	0	3	7	2	0	1	3	1	0							
02:05:00 PM	6	11	0	0	1	13	5	0	3	7	2	0	0	7	0	0							
02:10:00 PM	8	17	0	0	0	8	12	0	5	6	2	0	0	12	0	0	171						
02:15:00 PM	11	10	1	0	0	13	3	0	4	3	0	0	0	12	0	0	182						
02:20:00 PM	8	15	0	0	1	13	5	0	1	6	3	0	0	10	1	0	190						
02:25:00 PM	2	12	0	0	1	22	9	0	2	2	4	0	0	15	1	0	190						
02:30:00 PM	4	14	0	0	0	14	7	0	2	6	3	0	0	6	1	0	190						
02:35:00 PM	10	18	0	0	0	11	3	0	4	12	2	0	1	10	0	0	198						
02:40:00 PM	5	19	0	0	0	9	7	0	16	15	9	0	0	10	0	0	218						
02:45:00 PM	3	18	0	0	2	14	2	0	9	13	7	0	0	9	1	0	239						
02:50:00 PM	0	22	2	0	0	16	4	0	5	12	7	0	1	10	1	0	248						
02:55:00 PM	8	19	1	0	2	9	0	0	2	3	3	0	0	7	1	0	213	792					
03:00:00 PM	6	16	1	0	0	7	2	0	2	7	4	0	0	6	1	0	187	798					
03:05:00 PM	3	15	1	0	0	7	4	0	2	1	3	0	0	6	0	0	149	785					
03:10:00 PM	5	15	0	0	0	9	2	0	1	5	3	0	0	4	0	0	138	759					
03:15:00 PM	6	20	0	0	1	9	4	0	2	8	2	0	0	9	1	0	148	764					
03:20:00 PM	3	24	1	0	0	6	2	0	4	4	8	0	1	2	1	0	162	757					
03:25:00 PM	9	17	0	0	0	15	1	0	1	5	4	0	1	8	0	0	179	748					
03:30:00 PM	2	15	1	0	0	15	2	0	1	5	4	0	0	8	1	0	171	745					
03:35:00 PM	8	17	0	0	0	5	1	0	1	8	7	0	1	3	2	0	168	727					
03:40:00 PM	3	15	0	0	1	12	2	0	2	4	1	0	0	9	1	0	157	687					
03:45:00 PM	7	15	2	0	3	11	3	0	2	8	3	0	0	9	0	0	166	672					
03:50:00 PM	7	17	1	0	1	11	4	0	1	6	3	0	2	11	1	0	178	657					
03:55:00 PM	7	19	2	0	1	15	1	0	5	8	6	0	0	5	0	0	197	671					
04:00:00 PM	8	12	0	0	0	12	3	0	2	12	4	0	0	7	0	0	194	679					
04:05:00 PM	5	22	0	0	0	9	3	0	4	6	5	0	1	9	0	0	193	701					
04:10:00 PM	6	27	1	0	0	19	4	0	3	4	7	0	2	11	0	0	208	741					
04:15:00 PM	6	27	0	0	0	15	2	0	1	5	5	0	1	8	0	0	218	749					
04:20:00 PM	8	23	0	0	1	12	1	0	2	10	5	0	1	8	3	0	228	767					
04:25:00 PM	6	24	0	0	1	8	0	0	2	9	4	0	1	10	1	0	210	772					
04:30:00 PM	6	22	0	0	0	15	3	0	0	7	3	0	0	3	0	0	199	777					
04:35:00 PM	10	35	0	0	0	13	3	0	3	2	8	0	0	10	0	0	209	808					
04:40:00 PM	6	19	0	0	3	13	1	0	6	3	4	0	0	10	0	0	208	823					
04:45:00 PM	7	25	2	0	0	13	3	0	2	5	7	0	1	8	0	0	222	833					
04:50:00 PM	10	24	1	0	0	10	2	0	3	6	4	0	1	11	0	0	210	840					
04:55:00 PM	9	20	0	0	1	12	3	0	2	5	1	0	1	4	0	0	203	829					
05:00:00 PM	10	25	1	0	0	20	2	0	2	4	2	0	0	7	0	0	203	842					
05:05:00 PM	4	40	2	0	0	18	0	0	3	6	1	0	0	9	0	0	214	861					
05:10:00 PM	7	45	0	0	0	15	4	0	2	6	3	0	1	6	0	0	245	866					
05:15:00 PM	8	35	0	0	0	18	1	0	2	5	2	0	0	6	0	0	249	873					
05:20:00 PM	4	34	1	0	0	9	4	0	5	5	2	0	1	13	2	0	246	879					
05:25:00 PM	9	24	0	0	1	18	3	0	0	4	3	0	0	8	0	0	227	883					
05:30:00 PM	7	33	0	0	1	10	0	0	3	5	5	0	0	12	0	0	226	900					
05:35:00 PM	7	32	0	0	0	8	2	0	1	6	2	0	0	15	0	0	219	889					
05:40:00 PM	7	26	0	0	0	9	3	0	3	6	5	0	0	3	2	0	213	888					
05:45:00 PM	3	29	0	0	1	14	5	0	4	8	2	0	1	3	0	0	207	885					
05:50:00 PM	14	19	1	0	0	10	3	0	6	8	5	0	1	7	1	0	209	888					
05:55:00 PM	16	38	0	0	0	10	2	0	5	8	1	0	0	8	2	0	235	920					

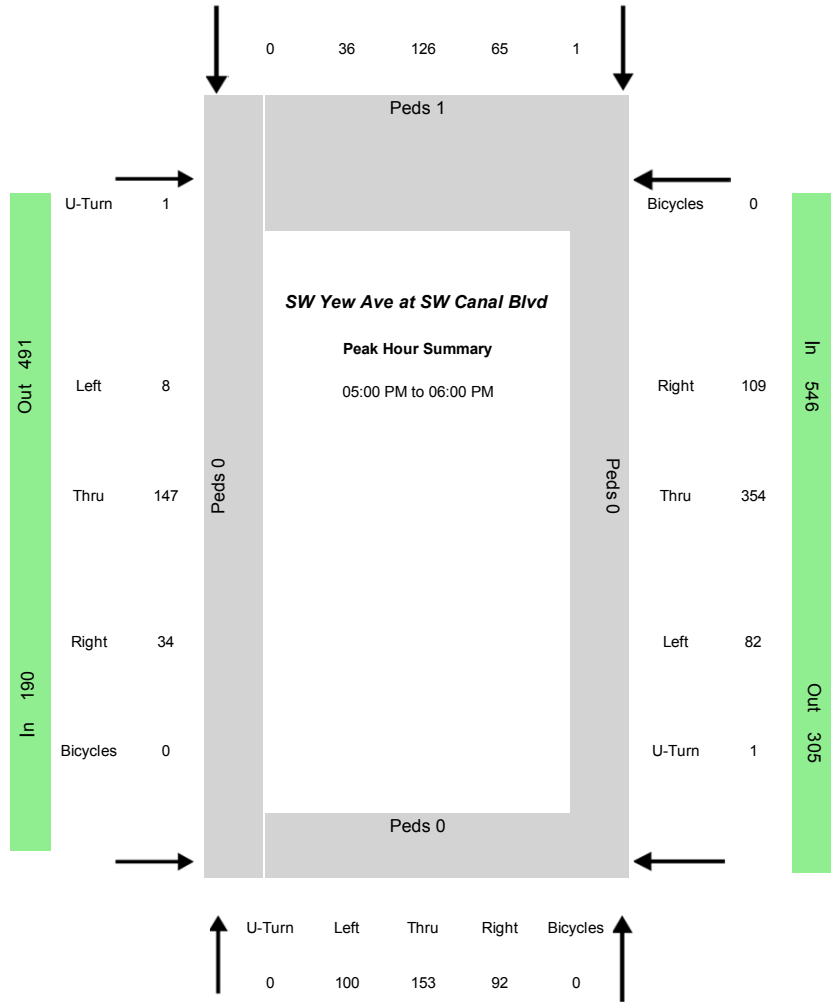


Southbound  
SW Canal Blvd  
Heavy Vehicle 0.4%

In 228		Out 271		
Bicycles	Right	Thru	Left	U-Turn

Data Provided by K-D-N.com 503-594-4224	
N/S street	SW Canal Blvd
E/W street	SW 27th St
City, State	Redmond OR
Site Notes	
Location	44.244219 - -121.199063
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	
Peak Hour Start	05:00:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.86

Eastbound  
SW 27th St  
Heavy Vehicle 0.0%



In 345		Out 242		
U-Turn	Left	Thru	Right	Bicycles

Heavy Vehicle 2.9%  
SW Canal Blvd  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
100	153	92	0	65	126	36	1	8	147	34	1	82	354	109	1	345	228	190	546	242	271	491	305
Percent Heavy Vehicles																							
5.0%	1.3%	3.3%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	2.9%	0.4%	0.0%	0.4%	0.4%	0.7%	1.4%	1.0%
PHV- Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
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	0	0	0	0	1	0	0	1		
All Vehicle Volumes																							
Time	Northbound SW Canal Blvd				Southbound SW Canal Blvd				Eastbound SW 27th St				Westbound SW Yew Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	2	14	6	0	2	11	2	0	0	7	7	0	5	9	6	0							
02:05:00 PM	3	12	5	0	6	12	2	0	0	11	5	0	3	14	8	0							
02:10:00 PM	2	13	9	0	2	12	2	1	2	10	1	0	5	22	3	0	236						
02:15:00 PM	3	9	8	1	2	8	1	0	0	9	7	0	7	17	4	0	241						
02:20:00 PM	5	8	0	0	1	6	0	0	0	10	5	1	8	19	2	0	225						
02:25:00 PM	2	9	5	2	3	6	0	0	3	13	4	0	2	12	7	0	209						
02:30:00 PM	5	11	4	0	5	10	0	0	0	14	10	0	6	15	8	0	221						
02:35:00 PM	3	8	4	0	4	15	1	0	1	10	1	0	0	24	8	0	235						
02:40:00 PM	4	6	7	0	3	9	0	0	0	14	2	0	5	17	6	0	240						
02:45:00 PM	6	16	5	0	5	11	1	0	1	17	5	0	6	21	11	0	257						
02:50:00 PM	1	5	11	0	5	9	0	0	0	21	2	0	9	24	5	0	270						
02:55:00 PM	4	13	7	0	5	7	0	1	1	10	3	0	2	25	3	1	279	964					
03:00:00 PM	2	9	8	0	7	9	0	0	1	10	0	0	4	17	1	0	242	961					
03:05:00 PM	2	13	8	0	6	7	2	0	0	9	4	0	9	16	9	0	235	965					
03:10:00 PM	1	10	8	1	3	11	1	0	0	9	2	0	7	16	8	0	230	958					
03:15:00 PM	4	19	8	0	10	10	1	0	0	10	1	0	5	23	11	0	264	984					
03:20:00 PM	4	5	3	1	3	10	0	0	2	13	2	0	9	22	8	1	262	1002					
03:25:00 PM	2	12	6	0	7	6	0	0	0	15	3	0	6	24	5	0	271	1020					
03:30:00 PM	2	9	1	0	5	13	0	0	0	16	3	0	1	20	6	0	245	1008					
03:35:00 PM	3	10	4	0	3	11	0	0	0	13	3	0	8	23	9	0	249	1016					
03:40:00 PM	2	6	7	0	3	16	1	0	1	7	4	0	7	13	8	0	238	1018					
03:45:00 PM	2	12	4	0	3	11	1	0	1	12	2	0	4	23	4	0	241	992					
03:50:00 PM	1	12	5	0	7	20	2	0	2	9	1	0	12	19	13	0	257	1003					
03:55:00 PM	5	8	5	0	6	22	0	0	3	10	6	0	12	21	5	1	286	1025					
04:00:00 PM	3	13	4	0	6	12	1	0	2	8	9	0	10	16	10	0	301	1051					
04:05:00 PM	4	19	5	0	8	7	2	0	1	9	10	0	8	21	16	0	308	1076					
04:10:00 PM	4	13	4	0	3	10	1	0	1	12	12	0	13	25	11	0	313	1108					
04:15:00 PM	9	12	6	0	7	12	5	0	1	12	5	0	12	20	9	0	329	1116					
04:20:00 PM	7	20	8	0	5	13	2	0	1	11	6	0	11	21	11	0	335	1149					
04:25:00 PM	5	13	9	0	7	9	3	0	1	10	6	0	8	30	7	0	334	1171					
04:30:00 PM	3	13	11	0	3	10	5	0	1	14	5	0	7	23	11	0	330	1201					
04:35:00 PM	3	14	5	0	2	18	3	0	1	14	8	0	7	32	13	0	334	1234					
04:40:00 PM	7	13	2	0	4	18	2	0	0	13	7	0	9	17	6	0	324	1257					
04:45:00 PM	3	18	4	0	2	15	3	1	0	20	8	0	9	28	10	0	339	1299					
04:50:00 PM	2	10	4	0	4	17	9	0	1	8	4	0	8	30	13	0	329	1306					
04:55:00 PM	0	0	0	0	6	2	3	0	0	0	0	0	0	0	0	0	242	1213					
05:00:00 PM	6	13	10	0	2	12	2	0	1	15	1	0	7	31	11	0	232	1230					
05:05:00 PM	8	11	7	0	3	13	4	0	1	16	2	0	9	34	17	0	247	1245					
05:10:00 PM	9	12	13	0	7	6	0	0	0	15	3	0	7	43	13	0	364	1264					
05:15:00 PM	8	13	10	0	7	12	5	0	0	23	2	1	3	37	5	0	379	1280					
05:20:00 PM	8	13	13	0	3	19	3	0	1	6	4	0	9	25	8	0	366	1276					
05:25:00 PM	7	11	7	0	8	8	3	0	0	11	3	0	12	26	9	0	343	1273					
05:30:00 PM	12	11	3	0	6	9	2	0	0	16	3	0	9	27	7	0	322	1272					
05:35:00 PM	5	13	10	0	9	5	2	0	0	8	3	0	4	27	10	0	306	1248					
05:40:00 PM	6	12	4	0	5	13	1	1	4	7	1	0	2	27	8	0	292	1241					
05:45:00 PM	9	15	6	0	8	5	3	0	0	8	5	0	6	28	3	0	283	1216					
05:50:00 PM	8	14	4	0	3	11	3	0	0	14	3	0	7	26	8	0	288	1207					
05:55:00 PM	14	15	5	0	4	13	8	0	1	8	4	0	7	23	10	1	310	1309					

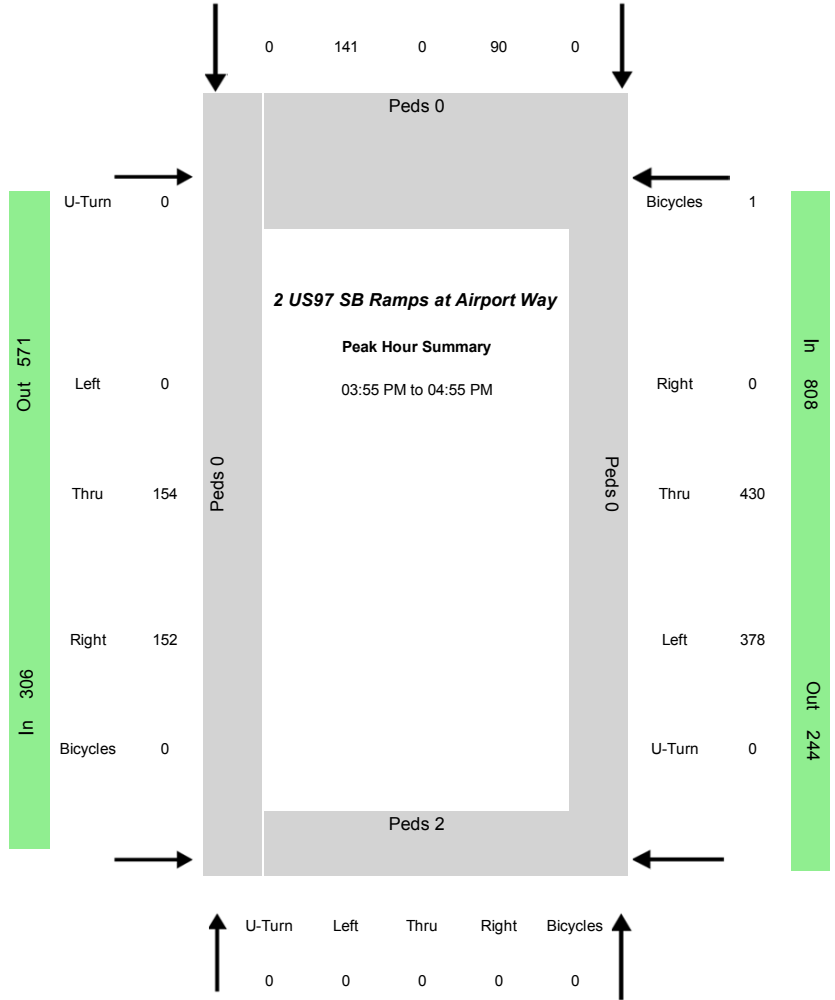


Southbound  
US-97 SB Ramps  
Heavy Vehicle 3.0%

In	231	Out	0
Bicycles	Right	Thru	Left
			U-Turn

Data Provided by K-D-N.com 503-594-4224	
N/S street	US-97 SB Ramps
E/W street	SW Yew Ave
City, State	Redmond OR
Site Notes	
Location	44.242809 - -121.193704
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	2
Peak Hour Start	03:55:00 PM
Peak 15 Min Start	04:00:00 PM
PHF (15-Min Int)	0.84

Eastbound  
SW Yew Ave  
Heavy Vehicle 3.3%



In	0	Out	530
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Heavy Vehicle NaN  
US-97 SB Ramps  
Northbound

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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	0	0	0	90	0	141	0	0	154	152	0	378	430	0	0	0	231	306	808	530	0	571	244
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	2.2%	0.0%	3.5%	0.0%	0.0%	5.8%	0.7%	0.0%	4.5%	1.6%	0.0%	0.0%	#DIV/0!	3.0%	3.3%	3.0%	3.4%	0.0%	2.1%	4.5%
PHV - Bicycles															PHV - Pedestrians								
Northbound				Southbound				Eastbound				Westbound			Sum	in Crosswalk				Sum			
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	1	0	0	1	2	0	0	0	2		
All Vehicle Volumes																							
Time	Northbound US-97 SB Ramps				Southbound US-97 SB Ramps				Eastbound SW Yew Ave				Westbound SW Yew Ave				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
02:00:00 PM	0	0	0	0	12	0	6	0	0	10	6	0	13	10	0	0							
02:05:00 PM	0	0	0	0	13	0	11	0	0	11	13	0	16	21	0	0							
02:10:00 PM	0	0	0	0	8	0	6	0	0	10	13	0	17	31	0	0	227						
02:15:00 PM	0	0	0	0	16	0	14	0	0	9	12	0	7	15	0	0	243						
02:20:00 PM	0	0	0	0	7	0	7	0	0	9	8	0	17	21	0	0	227						
02:25:00 PM	0	0	0	0	5	0	9	0	0	13	12	0	16	20	0	0	217						
02:30:00 PM	0	0	0	0	12	0	7	0	0	19	12	0	18	19	0	0	231						
02:35:00 PM	0	0	0	0	6	0	3	0	0	9	10	0	10	35	0	0	235						
02:40:00 PM	0	0	0	0	9	0	3	0	0	17	11	0	31	29	0	0	260						
02:45:00 PM	0	0	0	0	7	0	10	0	0	13	14	0	22	29	0	0	268						
02:50:00 PM	0	0	0	0	5	0	9	0	0	25	12	0	28	23	0	0	297						
02:55:00 PM	0	0	0	0	11	0	15	0	0	18	6	0	29	24	0	0	300	1004					
03:00:00 PM	0	0	0	0	7	0	11	0	0	17	9	0	23	16	0	0	288	1030					
03:05:00 PM	0	0	1	0	15	0	9	0	0	15	7	0	17	24	0	0	274	1033					
03:10:00 PM	0	0	0	0	12	0	11	0	0	13	12	0	16	27	0	0	262	1039					
03:15:00 PM	0	0	0	0	7	0	9	0	0	16	12	0	19	40	0	0	282	1069					
03:20:00 PM	0	0	0	0	2	0	7	0	0	8	14	0	20	29	0	0	274	1080					
03:25:00 PM	0	0	0	0	2	0	9	0	0	18	11	0	17	24	0	0	264	1086					
03:30:00 PM	0	0	0	0	10	0	2	0	0	15	12	0	20	27	0	0	247	1085					
03:35:00 PM	0	0	0	0	4	0	13	0	0	11	11	0	32	33	0	0	271	1116					
03:40:00 PM	0	0	0	0	5	0	8	0	0	14	6	0	26	19	0	0	268	1094					
03:45:00 PM	0	0	0	0	6	0	8	0	0	13	7	0	21	25	0	0	262	1079					
03:50:00 PM	0	0	0	0	2	0	12	0	0	15	14	0	26	33	0	0	260	1079					
03:55:00 PM	0	0	0	0	6	0	15	0	0	8	13	0	48	30	0	0	302	1096					
04:00:00 PM	0	0	0	0	6	0	11	0	0	15	13	0	47	32	0	0	346	1137					
04:05:00 PM	0	0	0	0	7	0	16	0	0	13	13	0	53	37	0	0	383	1188					
04:10:00 PM	0	0	0	0	8	0	12	0	0	11	16	0	51	40	0	0	401	1235					
04:15:00 PM	0	0	0	0	8	0	8	0	0	13	14	0	22	39	0	0	381	1236					
04:20:00 PM	0	0	0	0	9	0	14	0	0	18	14	0	12	34	0	0	343	1257					
04:25:00 PM	0	0	0	0	11	0	8	0	0	14	12	0	19	29	0	0	298	1269					
04:30:00 PM	0	0	0	0	9	0	7	0	0	17	10	0	28	43	0	0	308	1297					
04:35:00 PM	0	0	0	0	8	0	13	0	0	9	15	0	23	39	0	0	314	1300					
04:40:00 PM	0	0	0	0	6	0	11	0	0	8	12	0	25	31	0	0	314	1315					
04:45:00 PM	0	0	0	0	7	0	15	0	0	16	15	0	14	38	0	0	305	1340					
04:50:00 PM	0	0	0	0	5	0	11	0	0	12	5	0	36	38	0	0	305	1345					
04:55:00 PM	0	0	0	0	6	0	9	0	0	14	12	0	17	42	0	0	312	1325					
05:00:00 PM	0	0	0	0	7	0	10	0	0	13	13	1	23	40	0	0	314	1308					
05:05:00 PM	0	0	0	0	4	0	12	0	0	14	14	0	28	51	0	0	330	1292					
05:10:00 PM	0	0	0	0	10	0	14	0	0	16	14	0	19	59	0	0	362	1286					
05:15:00 PM	0	0	0	0	7	0	9	0	0	17	20	0	12	41	0	0	361	1288					
05:20:00 PM	0	0	0	0	8	0	12	0	0	15	11	0	10	35	0	0	329	1278					
05:25:00 PM	0	0	0	0	3	0	14	0	0	8	17	0	14	45	0	0	298	1286					
05:30:00 PM	0	0	0	0	7	0	13	0	0	13	13	0	20	32	0	0	290	1270					
05:35:00 PM	0	0	0	0	3	0	4	0	0	15	11	0	12	43	0	0	287	1251					
05:40:00 PM	0	0	0	0	7	0	5	0	0	11	6	0	10	32	0	0	257	1229					
05:45:00 PM	0	0	0	0	4	0	14	0	0	11	12	0	17	32	0	0	249	1214					
05:50:00 PM	0	0	0	0	5	0	11	0	0	14	10	0	19	40	0	0	260	1206					
05:55:00 PM	0	0	0	0	2	0	9	0	0	13	10	0	17	35	0	0	275	1192					

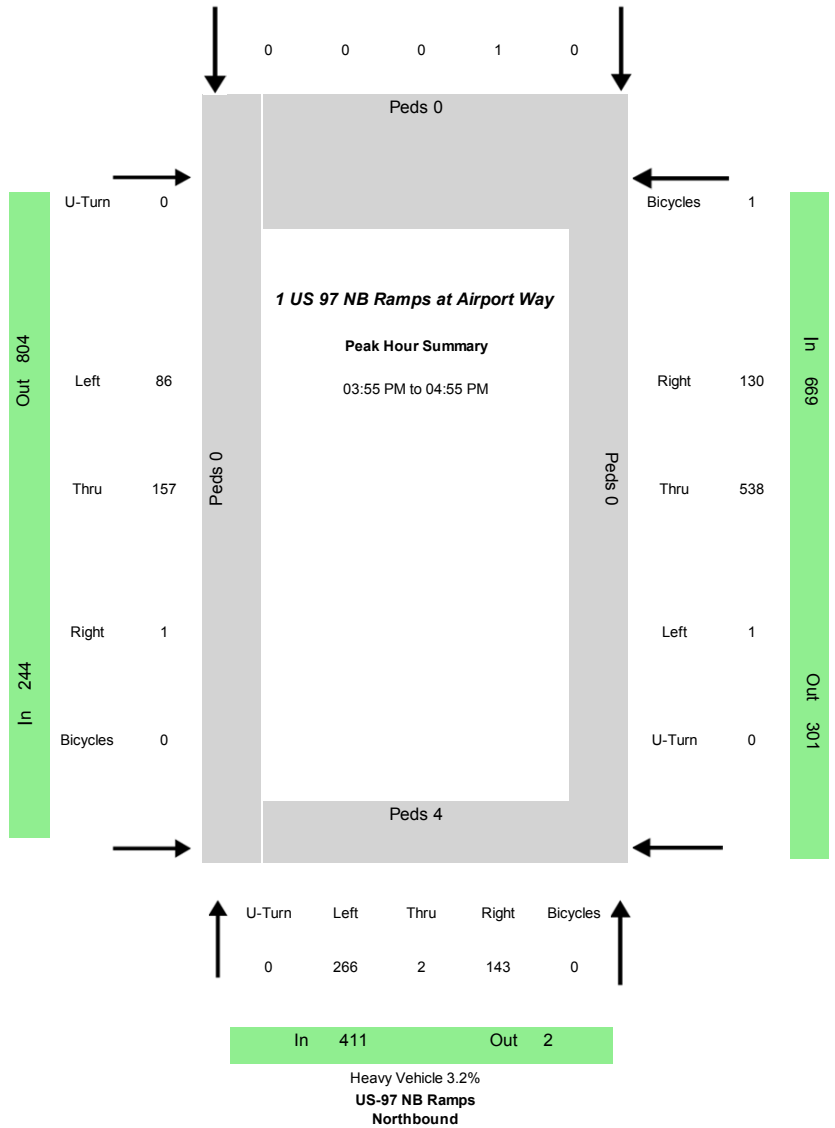




Data Provided by K-D-N.com 503-594-4224

N/S street	<b>US-97 NB Ramps</b>
E/W street	<b>SE Airport Way</b>
City, State	Redmond OR
Site Notes	
Location	44.241845 - -121.192247
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	1
Peak Hour Start	03:55:00 PM
Peak 15 Min Start	04:00:00 PM
PHF (15-Min Int)	0.83

Eastbound  
SE Airport Way  
Heavy Vehicle 5.7%



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
266	2	143	0	1	0	0	0	86	157	1	0	1	538	130	0	411	1	244	669	2	218	804	301
Percent Heavy Vehicles																							
1.5%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	6.4%	0.0%	0.0%	0.0%	4.1%	3.1%	0.0%	3.2%	0.0%	5.7%	3.9%	0.0%	3.7%	3.2%	6.3%
PHV- Bicycles														PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk		Sum					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB		SB	EB	WB		
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4		
All Vehicle Volumes																							
Time	Northbound US-97 NB Ramps				Southbound US-97 NB Ramps				Eastbound SE Airport Way				Westbound SE Airport Way				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			Sum	Sum			
02:00:00 PM	8	0	26	0	0	0	0	0	8	9	0	0	0	20	7	0							
02:05:00 PM	8	0	32	0	0	0	0	0	9	19	0	0	0	27	10	0							
02:10:00 PM	15	0	17	0	0	0	0	0	4	14	0	0	0	30	11	0	274						
02:15:00 PM	7	0	20	0	0	0	0	0	7	20	0	0	0	14	7	0	271						
02:20:00 PM	13	0	22	0	0	0	0	0	3	11	0	0	0	23	10	0	248						
02:25:00 PM	14	0	19	0	0	0	0	0	6	13	0	0	0	25	12	0	246						
02:30:00 PM	11	0	16	0	0	0	0	0	14	18	0	0	0	23	11	0	264						
02:35:00 PM	17	0	25	0	0	0	0	0	10	10	0	0	0	29	11	0	284						
02:40:00 PM	14	0	17	0	0	0	0	0	7	14	0	0	0	46	12	0	305						
02:45:00 PM	17	0	19	0	0	0	0	0	8	14	0	0	0	34	8	0	312						
02:50:00 PM	15	0	15	0	0	0	0	0	9	22	0	0	0	35	8	0	314						
02:55:00 PM	20	0	19	0	0	0	0	0	9	22	0	0	0	33	8	0	315	1140					
03:00:00 PM	13	0	18	0	0	0	0	0	3	19	0	0	0	26	8	0	302	1149					
03:05:00 PM	14	0	24	0	0	0	0	0	11	17	0	0	0	24	10	0	298	1144					
03:10:00 PM	17	0	11	0	0	0	0	0	10	16	0	0	0	28	16	1	286	1152					
03:15:00 PM	27	0	20	0	0	0	0	0	8	14	0	0	0	33	10	0	311	1189					
03:20:00 PM	14	0	14	0	0	0	0	0	4	10	0	0	0	33	10	0	296	1192					
03:25:00 PM	16	0	18	0	0	0	0	0	6	13	0	0	0	24	15	0	289	1195					
03:30:00 PM	15	0	19	0	0	0	0	0	6	15	0	0	0	37	14	0	283	1208					
03:35:00 PM	17	0	14	0	0	0	0	0	6	12	0	0	0	41	8	0	296	1204					
03:40:00 PM	11	0	7	0	0	0	0	0	7	12	0	0	0	33	9	0	283	1173					
03:45:00 PM	20	0	17	0	0	0	0	0	6	15	0	0	0	27	5	0	267	1163					
03:50:00 PM	24	0	11	0	0	0	0	0	5	12	0	0	0	38	11	0	270	1160					
03:55:00 PM	17	0	16	0	0	0	0	0	4	10	0	0	0	63	8	0	309	1167					
04:00:00 PM	16	0	7	0	0	0	0	0	8	12	0	0	0	68	13	0	343	1204					
04:05:00 PM	24	1	11	0	1	0	0	0	7	13	1	0	1	63	24	0	388	1250					
04:10:00 PM	14	0	8	0	0	0	0	0	8	11	0	0	0	71	16	0	398	1279					
04:15:00 PM	28	0	9	0	0	0	0	0	7	16	0	0	0	31	7	0	372	1265					
04:20:00 PM	29	0	17	0	0	0	0	0	12	11	0	0	0	21	13	0	329	1283					
04:25:00 PM	26	0	20	0	0	0	0	0	7	17	0	0	0	26	6	0	303	1293					
04:30:00 PM	24	0	9	0	0	0	0	0	11	15	0	0	0	41	7	0	312	1294					
04:35:00 PM	17	0	15	0	0	0	0	0	6	13	0	0	0	42	12	0	314	1301					
04:40:00 PM	20	1	6	0	0	0	0	0	4	13	0	0	0	38	8	0	302	1312					
04:45:00 PM	24	0	11	0	0	0	0	0	6	13	0	0	0	30	9	0	288	1315					
04:50:00 PM	27	0	14	0	0	0	0	0	6	13	0	0	0	44	7	0	294	1325					
04:55:00 PM	23	0	12	0	0	0	0	0	5	15	0	0	0	36	11	0	306	1309					
05:00:00 PM	27	0	15	0	0	0	0	0	2	16	0	0	0	40	10	0	323	1295					
05:05:00 PM	26	0	16	0	0	0	0	0	11	8	0	0	0	48	11	0	332	1269					
05:10:00 PM	36	0	20	0	0	0	0	0	7	21	0	0	0	42	13	0	369	1280					
05:15:00 PM	30	0	19	0	0	0	0	0	6	17	0	0	0	25	7	0	363	1286					
05:20:00 PM	24	0	12	0	0	0	0	0	12	12	0	0	0	16	12	0	331	1271					
05:25:00 PM	38	0	10	0	0	0	0	0	3	8	0	0	0	24	6	0	281	1258					
05:30:00 PM	18	0	14	0	0	0	0	0	4	16	0	0	0	32	6	0	267	1241					
05:35:00 PM	33	0	22	0	0	0	0	0	8	10	0	0	0	23	5	0	280	1237					
05:40:00 PM	21	0	15	0	0	0	0	0	4	13	0	0	0	19	10	0	273	1229					
05:45:00 PM	28	0	17	0	0	0	0	0	4	12	0	0	0	24	8	0	276	1229					
05:50:00 PM	30	0	7	0	0	0	0	0	6	10	0	0	0	32	5	0	265	1208					
05:55:00 PM	14	0	7	0	0	0	0	0	1	3	0	0	0	14	4	0	226	1149					



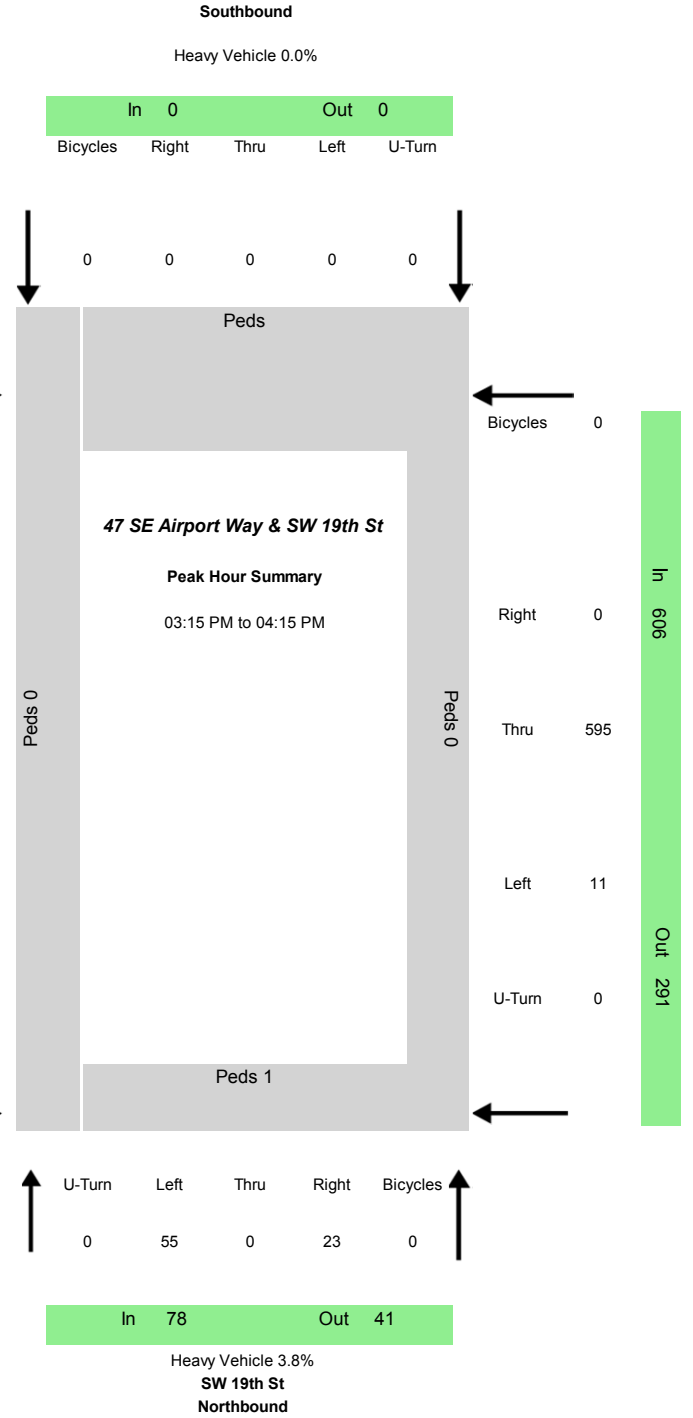
Data Provided by K-D-N.com 503-594-4224

N/S street	<b>SW 19th St</b>
E/W street	<b>SE Airport Way</b>
City, State	Redmond OR
Site Notes	
Location	44.240122 - -121.189137
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	47
Peak Hour Start	03:15:00 PM
Peak 15 Min Start	03:55:00 PM
PHF (15-Min Int)	0.75

Eastbound  
SE Airport Way  
Heavy Vehicle 5.7%

In 298  
Out 650

U-Turn 0  
Left 0  
Thru 268  
Right 30  
Bicycles 1



In 606  
Out 291

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
55	0	23	0	0	0	0	0	0	268	30	0	11	595	0	0	78	0	298	606	41	0	650	291
Percent Heavy Vehicles																							
3.6%	0.0%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	27.3%	3.5%	0.0%	0.0%	3.8%	0.0%	5.7%	4.0%	7.3%	0.0%	3.5%	6.2%

PHV - Bicycles															PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound			Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right		NB	SB	EB	WB			
0		0	0					1	0	0		0	0	0	1		0	0	1		0	0

Time	All Vehicle Volumes																15 Min	1 HR			
	Northbound SW 19th St				Southbound				Eastbound SE Airport Way				Westbound SE Airport Way								
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn					
02:00:00 PM	4		1	0								33	5	0	0	1	19	0	0		
02:05:00 PM	4		0	0								43	5	0	0	0	32	0	0		
02:10:00 PM	10		0	0								23	5	0	0	1	35	0	0	221	
02:15:00 PM	4		6	0								32	7	0	0	2	12	0	0	221	
02:20:00 PM	4		1	0								32	4	0	0	0	26	0	0	204	
02:25:00 PM	9		0	0								22	4	0	0	1	25	0	0	191	
02:30:00 PM	5		0	0								30	4	0	0	0	21	0	0	188	
02:35:00 PM	4		1	0								29	5	0	0	1	29	0	0	190	
02:40:00 PM	2		2	0								20	2	0	0	0	44	0	0	199	
02:45:00 PM	6		1	0								37	1	0	0	1	33	0	0	218	
02:50:00 PM	5		2	0								31	1	0	0	0	29	0	0	217	
02:55:00 PM	6		2	0								33	3	0	0	2	36	0	0	229	840
03:00:00 PM	5		1	0								32	5	0	0	1	26	0	0	220	847
03:05:00 PM	3		1	0								26	4	0	0	0	26	0	0	212	823
03:10:00 PM	5		1	0								23	3	0	0	3	30	0	0	195	814
03:15:00 PM	8		0	0								28	3	0	0	0	35	0	0	199	825
03:20:00 PM	4		0	0								18	1	0	0	1	35	0	0	198	817
03:25:00 PM	2		3	0								30	0	0	0	1	34	0	0	203	826
03:30:00 PM	2		1	0								29	5	0	0	1	40	0	0	207	844
03:35:00 PM	4		1	0								24	2	0	0	1	51	0	0	231	858
03:40:00 PM	2		0	0								16	5	0	0	2	33	0	0	219	846
03:45:00 PM	2		2	0								19	4	0	0	0	31	0	0	199	825
03:50:00 PM	8		1	0								27	1	0	0	0	35	0	0	188	829
03:55:00 PM	4		5	0								24	2	0	0	2	69	0	0	236	853
04:00:00 PM	7		2	0								19	3	0	0	2	81	0	0	292	897
04:05:00 PM	4		7	0								20	2	0	0	1	75	0	0	329	946
04:10:00 PM	8		1	0								14	2	0	0	0	76	0	0	324	982
04:15:00 PM	2		1	0								17	1	0	0	3	29	0	0	263	961
04:20:00 PM	1		1	0								22	2	0	0	0	29	0	0	209	957
04:25:00 PM	2		0	0								27	3	0	0	3	26	0	0	169	948
04:30:00 PM	5		0	0								19	2	1	0	2	31	0	0	176	930
04:35:00 PM	6		1	0								27	1	0	0	0	32	0	0	188	914
04:40:00 PM	2		0	0								11	1	0	0	0	36	0	0	177	906
04:45:00 PM	3		1	0								14	4	0	0	0	30	0	0	169	900
04:50:00 PM	3		3	0								22	5	0	0	0	42	0	0	177	903
04:55:00 PM	0		2	0								15	5	0	0	1	40	0	0	190	860
05:00:00 PM	3		0	0								22	1	0	0	1	36	0	0	201	809
05:05:00 PM	5		2	0								15	3	0	0	0	41	0	0	192	766
05:10:00 PM	8		0	0								29	2	1	0	0	40	0	0	209	745
05:15:00 PM	2		1	0								31	1	0	0	1	28	0	0	210	756
05:20:00 PM	8		0	0								25	0	0	0	0	18	0	0	195	752
05:25:00 PM	3		2	0								17	0	0	0	0	21	0	0	158	734
05:30:00 PM	3		0	0								18	5	0	0	0	26	0	0	146	726
05:35:00 PM	5		2	0								22	2	0	0	0	19	0	0	145	709
05:40:00 PM	7		0	0								18	1	0	0	2	17	0	0	147	704
05:45:00 PM	6		0	0								19	1	0	0	0	20	0	0	141	698
05:50:00 PM	2		0	0								13	0	0	0	1	27	0	0	134	666
05:55:00 PM	5		0	0								19	1	0	0	0	21	0	0	135	649



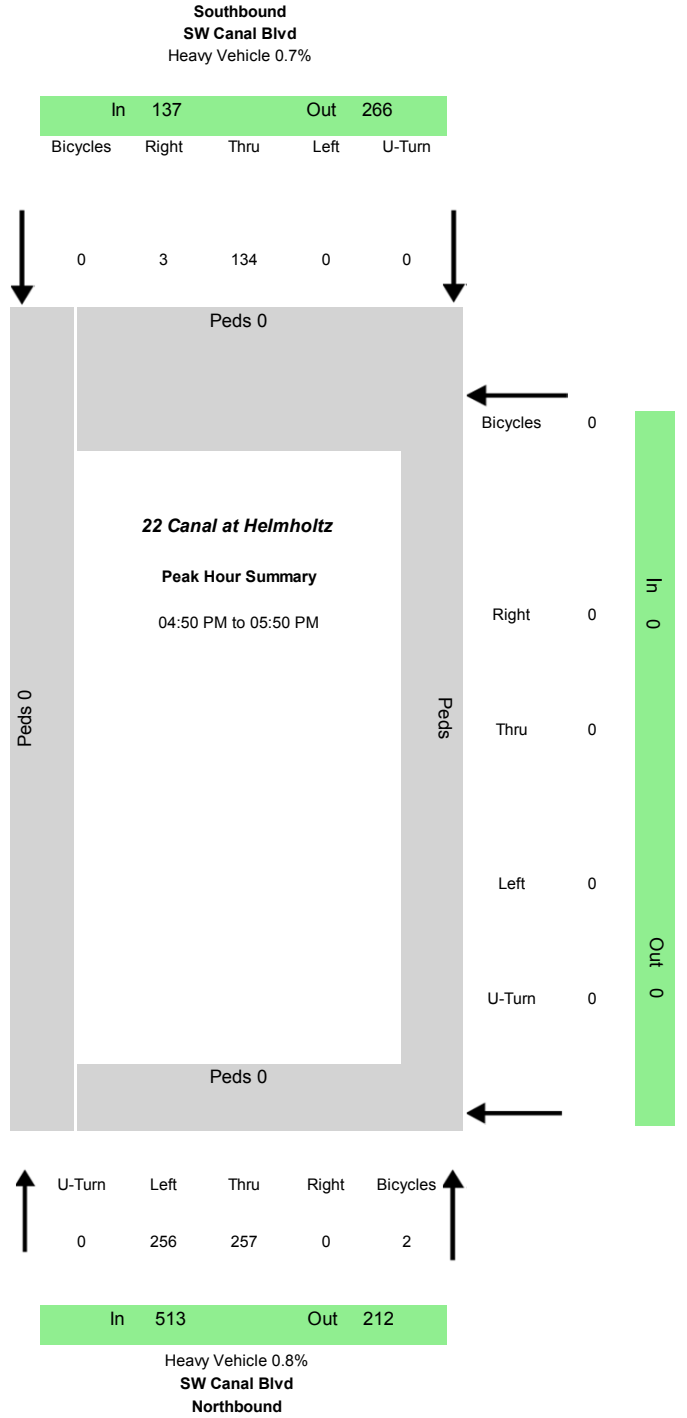
Data Provided by K-D-N.com 503-594-4224

N/S street	SW Canal Blvd
E/W street	SW Helmholtz Way
City, State	Redmond OR
Site Notes	
Location	44.221881 - -121.228094
Start Date	Wednesday, April 19, 2017
Start Time	02:00:00 PM
Weather	
Study ID #	22
Peak Hour Start	04:50:00 PM
Peak 15 Min Start	05:15:00 PM
PHF (15-Min Int)	0.87

Eastbound  
SW Helmholtz Way  
Heavy Vehicle 3.5%

In 85  
Out 259

U-Turn	0
Left	7
Thru	0
Right	78
Bicycles	0



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				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
256	257	0	0	0	134	3	0	7	0	78	0	0	0	0	0	513	137	85	0	212	264	259	0

Percent Heavy Vehicles																							
0.8%	0.8%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.7%	3.5%	0.0%	1.9%	0.8%	0.8%	0.0%

PHV - Bicycles															PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound			in Crosswalk			Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Sum	NB	SB		EB	WB
0	2		0	0	0	0	0	0		0	0	0			2	0	0	0	0	

Time	All Vehicle Volumes																15 Min	1 HR
	Northbound				Southbound				Eastbound				Westbound					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
02:00:00 PM	3	12		0	10	0	0	1	0		3	0						
02:05:00 PM	3	13		0	15	0	0		0		6	0						
02:10:00 PM	4	8		0	12	0	0		1		7	0					98	
02:15:00 PM	9	7		0	10	0	0		0		5	0					100	
02:20:00 PM	9	14		0	9	0	0		0		6	0					101	
02:25:00 PM	7	21		0	11	0	0		1		4	0					113	
02:30:00 PM	5	7		0	9	0	0		1		4	0					108	
02:35:00 PM	13	10		0	9	0	0		0		9	0					111	
02:40:00 PM	2	10		0	9	0	0		0		6	0					94	
02:45:00 PM	6	8		0	20	1	0		1		5	0					109	
02:50:00 PM	13	19		0	8	0	1		0		5	0					114	
02:55:00 PM	8	13		0	10	1	0		1		2	0					122	427
03:00:00 PM	7	14		0	11	1	0		0		7	0					121	438
03:05:00 PM	11	12		0	8	0	0		0		9	0					115	441
03:10:00 PM	4	8		0	12	0	0		5		4	0					113	442
03:15:00 PM	9	10		0	10	0	0		0		9	0					111	449
03:20:00 PM	9	13		0	12	1	0		0		10	0					116	456
03:25:00 PM	7	12		0	18	1	0		0		6	0					127	456
03:30:00 PM	10	14		0	10	0	0		0		7	0					130	471
03:35:00 PM	16	13		0	6	0	0		1		7	0					128	473
03:40:00 PM	7	8		0	14	1	0		1		8	0					123	485
03:45:00 PM	13	20		0	9	0	0		1		7	0					132	494
03:50:00 PM	15	18		0	16	2	0		0		4	0					144	503
03:55:00 PM	11	12		0	16	0	0		0		10	0					154	517
04:00:00 PM	14	19		0	10	1	0		0		3	0					151	524
04:05:00 PM	14	26		0	14	0	0		1		2	0					153	541
04:10:00 PM	16	23		0	12	0	0		0		3	0					158	562
04:15:00 PM	21	25		0	14	1	0		0		5	0					177	590
04:20:00 PM	19	27		0	10	0	0		0		7	0					183	608
04:25:00 PM	17	30		0	9	1	0		0		7	0					193	628
04:30:00 PM	14	23		0	12	0	0		0		4	0					180	640
04:35:00 PM	20	15		0	15	1	0		0		8	0					176	656
04:40:00 PM	15	24		0	9	1	0		0		4	0					165	670
04:45:00 PM	14	12		0	16	0	0		0		5	0					159	667
04:50:00 PM	17	25		0	14	1	0		2		8	0					167	679
04:55:00 PM	15	21		0	7	0	0		0		5	0					162	678
05:00:00 PM	20	17		0	10	0	0		0		5	0					167	683
05:05:00 PM	15	19		0	11	0	0		0		7	0					152	678
05:10:00 PM	16	22		0	10	0	0		0		6	0					158	678
05:15:00 PM	23	30		0	16	0	0		1		3	0					179	685
05:20:00 PM	31	26		0	14	1	0		0		7	0					206	701
05:25:00 PM	23	19		0	10	0	0		1		6	0					211	696
05:30:00 PM	24	21		0	10	1	0		2		6	0					202	707
05:35:00 PM	26	24		0	10	0	0		0		8	0					191	716
05:40:00 PM	24	15		0	10	0	0		0		7	0					188	719
05:45:00 PM	22	18		0	12	0	0		1		10	0					187	735
05:50:00 PM	14	27		0	14	1	0		1		6	0					182	731
05:55:00 PM	13	11		0	14	1	0		0		5	0					170	727

Appendix E – Signal  
Timing Worksheets

NW Canal Blvd/ US 97 NB Ramps
NW Canal Blvd/ US 97 SB Ramps
NW Maple Ave/ NW 6th St
W Antler Ave/ SW 27th St
W Antler Ave/ SW Rimrock Way
SW Evergreen Ave/ SW 6th St
SW Evergreen Ave/ SW 5th St
SW Evergreen Ave/ US 97
OR 126 (SW Glacier Ave)/ SW 11th St
OR 126 (SW Glacier Ave)/ SW 9th St
OR 126 (SW Glacier Ave)/ SW 6th St
OR 126 (SW Glacier Ave)/ SW 5th St
OR 126 (SW Glacier/Highland Ave)/ US 97
OR 126 (SW Highland Ave)/ SW 27th St
OR 126 (SW Highland Ave)/ SW Rimrock Way
OR 126 (SW Highland Ave)/ SW 15th St
OR 126 (SW Highland Ave)/ SW 11th St
OR 126 (SW Highland Ave)/ SW 9th St
OR 126 (SW Highland Ave)/ SW 6th St
OR 126 (SW Highland Ave)/ SW 5th St
SW Veterans Way/ SW Canal Blvd
SW Veterans Way/ US 97
SW Odem Medo Way/ SW Canal Blvd
SW Odem Medo Way/ US 97



NW Canal Blvd/ US 97 NB Ramps

The screenshot displays the SCATS (Signal Control and Traffic Management System) interface for the NW Canal Blvd/ US 97 NB Ramps intersection. The main window shows the 'SCATS Access' menu and the 'RDMND Subsystem 1' configuration. A 'Split Plan' window is open, showing the active plan (1) and various settings for stages A, B, and C. A 'Local Times' window is also open, displaying a table of stage times for approaches A, B, and C.

**Local Times Table:**

Stage times	A	B	C
Late start	3.0	0	0
Minimum green	6.0	6.0	6.0
Early cut-off green	0	0	0
Yellow	4.0	4.0	4.0
All-red	0.5	0.5	0.5
Maximum green	30	15	20
Increment	0	0	0
Maximum initial green	0	0	0
Special red	1.0	0	0
Special time	0	0	0

NW Canal Blvd/ US 97 SB Ramps

The screenshot displays the SCATS (Signal Control and Administration Tool) software interface for managing traffic signals at intersection 10094. The main window shows a map of the intersection with three stages (A, B, C) and a 'TCS 10094' overlay. The 'Local Times' window provides a detailed table of stage times for each approach (A, B, C).

Stage times	A	B	C
Late start	2.0	0	0
Minimum green	6.0	6.0	6.0
Early cut-off green	0	0	0
Yellow	4.0	4.0	4.0
All-red	0.5	0.5	0.5
Maximum green	30	15	20
Increment	0	0	0
Maximum initial green	0	0	0
Special red	1.0	0	0
Special time	0	0	0

# NW Maple/ NW 6<sup>th</sup> St

The screenshot displays the SCATS (Signal Control and Timing) software interface for intersection 10089. The main window shows a map of the intersection with various status indicators and a 'Local Times' window open at the bottom.

**10089 - Split Plan**

Active plan	Stretch	Split	Features	Next stage
A	36%	AS	FG FS NS NG PD TG	B
B	20%	AS	FG FS NS NG PD TG	C
C	24%	AS	FG FS NS NG PD TG	D
D	20%	AS	FG FS NS NG PD TG	A

Special facilities:  Allow double cycling  
 XSF: [1] [2] [3] [4] [5] [6] [7] [8] [9] [10] [11] [12] [13] [14] [15] [16]  
 [17] [18] [19] [20] [21] [22] [23] [24] [25] [26] [27] [28] [29] [30] [31] [32]

Cycle length threshold for double cycle, AS and FS: 0 seconds  
 Allow late demands at all cycle lengths:  before 1 seconds

**RDMND Subsystem 5 - Cycle Length**

Cycle lengths		Adaptive links		Stretch	Maximum
Min 1	Min 2	Min 3			
70	90	0		100	120

Manual cycle length:  Current cycle length: 70

**10089 - Local Times**

	A	B	C	D
Late start	3.0	0	3.0	0
Minimum green	10	6.0	6.0	6.0
Early cut-off green	0	0	0	0
Yellow	4.0	4.0	4.0	4.0
All-red	0.5	0	0	0
Maximum green	30	15	30	15
Increment	0	0	0	0
Maximum initial green	0	0	0	0
Special red	0	0	0	0
Special time	0	0	0	0

SW Evergreen Ave/SW 6<sup>th</sup> St

The screenshot displays the SCATS (Signal Control and Access Traffic) software interface for managing traffic signals at the SW Evergreen Ave/SW 6<sup>th</sup> St intersection. The main window shows a map of the intersection with three stages (A, B, C) and a data table for cycle lengths and special facilities. Two configuration windows are open: '10029 - Split Plan' and 'RDMND Subsystem 7 - Cycle Length'.

**10029 - Split Plan**

Stretch	Split	Features	Next stage
A	62%	AS FG FS NS NG PD TG	B
B	24%	AS FG FS NS NG PD TG	C
C	14%	AS FG FS NS NG PD TG	A

Special facilities: XSF: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32

Cycle length threshold for double cycle, AS and FS: 0 seconds

Allow late demands at all cycle lengths:  or below 1 seconds

**RDMND Subsystem 7 - Cycle Length**

Adaptive limits		Stretch		Maximum
Min 1	Min 2	Min 3	Stretch	Maximum
40	60	75	90	90

Cycle plans							
1	2	3	4	5	6	7	8
30	40	45	50	60	70	75	80
9	10	11	12	13	14	15	16
90	100	110	115	120	125	130	140

Manual cycle length:  Current cycle length: 60

**SCATS Access - TCS 10029**

Stage	AS	FG	FS	NS	NG	PD	TG
A	62%	38					
B	24%	14					
C	14%	8					

Stage times	A	B	C
Late start	0	0	0
Minimum green	8.0	6.0	6.0
Early out-off green	0	0	0
Yellow	4.0	4.0	4.0
Allred	1.0	1.0	1.0
Maximum green	40	35	15
Increment	0	0	0
Maximum initial green	0	0	0
Special red	0	0	0
Special time	0	0	0

# SW Evergreen Ave/SW 5<sup>th</sup> St

The screenshot displays the SCATS Access software interface for traffic signal control. The main window shows a map of the intersection and a pie chart representing the active plan's cycle lengths. The 'Split Plan' window is open, showing details for three stages (A, B, C) with their respective cycle lengths and features. The 'RDMND Subsystem 8 - Cycle Length' dialog box is also open, showing cycle length settings for different stages and manual cycle length options.

**10028 - Split Plan**

Active plan	Stretch	Split	Features	Next stage
1	A	55%	AS FG FS NS NG PD TG	B
	B	27%	AS FG FS NS NG PD TG	C
	C	14%	AS FG FS NS NG PD TG	A

**RDMND Subsystem 8 - Cycle Length**

Cycle lengths		Adaptive limits	
Min 1	Min 2	Min 3	Stretch
40	60	75	80
Maximum 90			

Cycle plans	
1	2
30	40
9	10
90	100

**Manual cycle length:** Use value: 40. Current cycle length: 60.

**Stage times Table:**

	A	B	C
Late start	0	0	0
Minimum green	8.0	6.0	6.0
Early cut-off green	0	0	0
Yellow	4.0	4.0	4.0
All-red	1.0	1.0	1.0
Maximum green	40	35	15
Increment	0	0	0
Maximum initial green	0	0	0
Special red	1.0	0	0
Special time	0	0	0

SW Evergreen Ave/US 97

The screenshot displays the SCATS (Signal Control and Traffic Management) software interface for intersection 10087 (SW Evergreen Ave/US 97). The interface is divided into several windows:

- 10087 - Split Plan:** Shows active plans (A-F) with stretch percentages and features (AS, FG, FS, NS, NG, PD, TG). Special facilities and XSF (1-16) are also visible.
- RDMND Subsystem 9 - Cycle Length:** A window for configuring cycle lengths, including adaptive limits and manual cycle length settings. The current cycle length is 121.
- SCATS Access:** The main control window showing system status, alarms, and a map of the intersection. It includes a 'Stage times' table.

The 'Stage times' table in the SCATS Access window provides the following data:

Stage times	A	B	C	D	E	F
Late start	0	0	0	0	0	0
Minimum green	10	6.0	6.0	8.0	8.0	6.0
Early cut-off green	0	0	0	0	0	0
Yellow	4.5	4.0	4.0	4.0	4.0	4.0
All-red	1.8	0.5	0.5	1.0	0.5	0.5
Maximum green	50	8.0	20	30	15	15
Increment	0	0	0	0	0	0
Maximum initial green	0	0	0	0	0	0
Special red	0	0	0	0	0	0
Special time	0	0	0	0	0	0

OR 126 (SW Glacier Ave)/SW 11<sup>th</sup> St

The screenshot displays the SCATS (Signal Control and Access Traffic) software interface for managing traffic signals at the intersection of OR 126 (SW Glacier Ave) and SW 11th St. The interface is divided into several windows:

- 10084 - Split Plan:** Shows active plans (A and B) with stretch and split percentages. Plan A has a 65% stretch and 35% split, while Plan B has a 35% stretch and 65% split. Features include AS, FG, FS, NS, NG, PD, and TG. A 'Next stage' dropdown is set to 'A'. Special facilities include checkboxes for 'Allow double cycling' and 'Allow late demands at all cycle lengths'. A table shows cycle lengths for 32 XSFs (1-32).
- SCATS Access:** The main control window showing a map of the intersection. It includes a menu bar (File, View, Edit, Tools, Window, Help) and a toolbar with buttons for Cycle Lock, Dwell, Plan Lock, Tim, Notices, Incidents, Detector Alarm, Lamp Fault, Major Alarm, RAM Update, System Alarm, Short Clearance, Long Clearance, Messages, Fallback, High Density, Increment Failure, Manage Region, and File Update. The status bar shows 'Central Manager - Redmond, OR SCATS System', 'User 0 - Level 0', and the date/time '8/28/2017 11:10:49 AM'.
- (1) 10084 - Glacier Ave, 11th - RDMND:** A detailed view of the intersection. It shows 'Alarms NF', 'RDMND Subsystem 13', 'Degree of Saturation 24', and 'SCATS 6'. It includes a 'Find Monitor Subsystem Strategic Monitor' dropdown and a 'Special Facilities 23.6' section. A pie chart shows 'Active Plan' with 60% for A and 35% for B. A 'Site Operation' pie chart shows 26% for A and 59% for B. A map shows the intersection with 'GLACIER AVE' and '11TH' streets. The status bar shows 'Region - RDMND - Version 6.9.2.19', 'User 0 - Level 0', and '8/28/2017 11:10:48 AM'.
- RDMND Subsystem 13 - Cycle Length:** A window for configuring cycle lengths. It includes a table for 'Adaptive limits' (Min 1, Min 2, Min 3, Stretch, Maximum) and a table for 'Cycle plans' (1-8). The 'Manual cycle length' is set to 60. It also has options for 'Tim', 'Timed lock', and 'Permanent lock'.
- Indicates RAM value:** A window with buttons for 'Set RAM', 'Clear All RAM', 'Show ROM', 'Refresh', and 'Save'. It includes a table for 'Stage times' with columns for Approaches, Detectors, Walks, and Special times.

Stage times	Approaches	Detectors	Walks	Special times
Late start	A	B		
Minimum green	10	6.0		
Early cut-off green	0	0		
Yellow	4.0	4.0		
All-red	0.5	0.5		
Maximum green	40	30		
Increment	0	0		
Maximum initial green	0	0		
Special red	1.0	0		
Special time	0	0		

OR 126 (SW Glacier Ave)/SW 9<sup>th</sup> St

The screenshot displays the SCATS (Signal Control and Traffic Signal) software interface for the intersection of OR 126 (SW Glacier Ave) and SW 9th St. The interface is divided into several windows and panels:

- 10083 - Split Plan:** Shows active plans (A and B) with split percentages (60% and 40%) and features like AS, FG, FS, NS, NG, PD, TG. It includes a 'Next stage' dropdown and a 'Refresh' button. Special facilities and cycle length thresholds are also visible.
- 10083 - Cycle Length (RDMND Subsystem 12):** A detailed window for configuring cycle lengths. It includes 'Adaptive limits' (Min 1-3, Stretch, Maximum) and 'Cycle plans' (1-8) with their respective cycle lengths. A 'Manual cycle length' section shows the current cycle length is 60 seconds.
- SCATS Access:** The main control panel at the top right, showing system status, alarms, and a menu of options like Cycle Lock, Dwell, Plan Lock, etc.
- Map and Site Operation:** A central map showing the intersection layout with stages A and B. A 'Site Operation' pie chart indicates the current cycle length of 60 seconds.
- Stage times table:** A table at the bottom right listing timing parameters for stages A and B.

	A	B
Late start	0	0
Minimum green	10	6.0
Early cut-off green	0	0
Yellow	4.0	4.0
All-red	0.5	0.5
Maximum green	40	30
Increment	0	0
Maximum initial green	0	0
Special red	0	0
Special time	0	0



OR 126 (SW Glacier Ave)/SW 6<sup>th</sup> St

The screenshot displays the SCATS (Signal Control and Access Traffic) software interface for the intersection of OR 126 (SW Glacier Ave) and SW 6th St. The interface is divided into several windows:

- 10082 - Split Plan:** Shows the active plan (1) and split percentages for stretches A (54%) and B (46%). It includes a table for special facilities (XSF) and a cycle length threshold for double cycles.
- SCATS Access:** The main control window showing the intersection map, degree of saturation (91), and cycle length (60). It includes a menu bar and various status indicators.
- RDMND Subsystem 11 - Cycle Length:** A configuration window for cycle lengths, showing adaptive limits (Min 1: 40, Min 2: 60, Min 3: 75, Stretch: 90, Maximum: 90) and a table of cycle plans (1-8) with their respective lengths.
- SCATS 6:** A window showing the current cycle length (60) and the degree of saturation (91).
- Stage times:** A table showing the timing for stages A and B, including late start, minimum green, early cut-off green, yellow, all-red, maximum green, increment, maximum initial green, special red, and special time.

Stage times	A	B
Late start	0	0
Minimum green	10	6.0
Early cut-off green	0	0
Yellow	4.0	4.0
All-red	0.5	0.5
Maximum green	40	30
Increment	0	0
Maximum initial green	0	0
Special red	0	0
Special time	0	0

OR 126 (SW Glacier Ave)/SW 5<sup>th</sup> St

The screenshot displays the SCATS Access software interface for traffic signal control. The main window shows a map of the intersection and various control parameters. A 'Split Plan' window is open, showing the current split percentages for phases A and B. A 'Cycle Length' configuration window is also open, showing the current cycle length and various limits.

**Split Plan Window:**

Active plan	Stretch	Split	Features	Next stage
1	A	54%	AS FG FS NS NG PD TG	B
	B	46%	AS FG FS NS NG PD TG	A

**SCATS Access Main Window:**

Find: 10081 | Monitor | Subsystem | Strategic Monitor

10081 | Alarms NF | RDMND Subsystem 10 | Degree of Saturation 67 | SCATS 6

Split Plan 1 | Masterlink | System Plan 1 | Married + | Cycle Generator 75

Offset Plan 1 | Offset 0, 0 °A | Link Plan 1 | Link -5, -5 °A 10082 | Active Link -5 °A 10082

Special Facilities Z3.6 | Cycle Plan none | Cycle Length 60 | Required Cycle Length 64

XSF

Active Plan: 60 (Phase A: 54%, Phase B: 46%)

Site Operation: 63

Active Offset 0 °A | Site Fallback 0 | B RT.@14

MSS | Masterlink

Region - RDMND - Version 6.9.2.19 | User 0 - Level 0 | 8/28/2017 11:13:56 AM

**Cycle Length Configuration Window:**

RDMND Subsystem 10 - Cycle Length

Cycle lengths: Adaptive limits

Min 1	Min 2	Min 3	Stretch	Maximum
40	60	75	90	90

Cycle plans:

1	2	3	4	5	6	7	8
30	40	45	50	60	70	75	80
9	10	11	12	13	14	15	16
90	100	110	115	120	125	130	140

Manual cycle length: User value 40 | Current cycle length: 60

Timed lock: Period 0:01:00

Locked to: | Lock period: | Time remaining: | Applied by: | All queued entries: | Remove: | Show all locks and times... | Close

**Stage Times Table:**

	A	B
Late start	0	0
Minimum green	10	6.0
Early cut-off green	0	0
Yellow	4.0	4.0
All-red	0.5	0.5
Maximum green	40	20
Increment	0	0
Maximum initial green	0	0
Special red	0	0
Special time	0	0

OR 126 (SW Glacier/Highland Ave)/US 97

The screenshot displays the SCATS (Signal Control and Administration Tool) interface for intersection 10086. The main window shows a map of the intersection with a pie chart representing the current cycle plan. The 'Split Plan' window shows the following details:

Active plan	Stretch	Split	Features	Next stage
1	A	46%	AS FG FS NS NG PD TG	B
	B	20%	AS FG FS NS NG PD TG	C
	C	10%	AS FG FS NS NG PD TG	D
	D	24%	AS FG FS NS NG PD TG	A

The 'Cycle Length' window shows the following configuration:

Cycle lengths		Adaptive limits	
Min 1	Min 2	Min 3	Stretch
70	90	0	100

Current cycle length: 120. Manual cycle length is set to 40. The 'Stage times' table at the bottom is as follows:

Stage times	A	B	C	D
Late start	0	0	0	0
Minimum green	10	6.0	6.0	6.0
Early cut-off green	0	0	0	0
Yellow	4.5	4.0	4.0	4.0
All-red	1.0	0.5	0.5	0.5
Maximum green	60	24	30	30
Increment	0	0	0	0
Maximum initial green	0	0	0	0
Special red	0	0	0	0
Special time	0	0	0	0

OR 126 (SW Highland Ave)/SW 27<sup>th</sup> St

The screenshot displays the SCATS (Signal Control and Adaptive Traffic System) interface for the intersection of OR 126 (SW Highland Ave) and SW 27th St. The main window shows a map of the intersection with a pie chart representing the active plan's cycle lengths. The pie chart is divided into four segments: A (44%), B (18%), C (24%), and D (14%). The total cycle length is 100 seconds.

The '10088 - Split Plan' window shows the following split plan details:

Active plan	Stretch	Split	Features	Next stage
1	A	44%	AS FG FS NS NG PD TG	B
	B	18%	AS FG FS NS NG PD TG	C
	C	24%	AS FG FS NS NG PD TG	D
	D	14%	AS FG FS NS NG PD TG	A

The 'RDMND Subsystem 21 - Cycle Length' window shows the following cycle lengths and adaptive limits:

Cycle lengths	Adaptive limits			
Min 1	Min 2	Min 3	Stretch	Maximum
60	80	0	95	120

The 'Stage times' table at the bottom provides the following data:

Stage times	A	B	C	D
Late start	3.0	0	3.0	0
Minimum green	10	6.0	6.0	6.0
Early cut-off green	0	0	0	0
Yellow	4.0	4.0	4.0	4.0
Allred	1.0	0.7	1.0	0.7
Maximum green	45	15	30	15
Increment	0	0	0	0
Maximum initial green	0	0	0	0
Special red	0	0	0	0
Special time	0	0	0	0

OR 126 (SW Highland Ave)/SW Rimrock Way

The screenshot displays the SCATS (Signal Control and Administration Tool) interface for intersection 10034. The main window shows the intersection layout with four stages (A, B, C, D) and their respective cycle lengths: A (48%), B (18%), C (18%), and D (16%). The 'Cycle Length' window provides detailed configuration options, including adaptive limits and a table of special times.

**Cycle Length Configuration Table:**

Cycle lengths		Adaptive limits	
Min 1	Min 2	Min 3	Maximum
60	80	0	120

Cycle plans	
1	2
30	45
9	11
90	110

**Special Times Table:**

	A	B	C	D
Late start	3.0	0	3.0	0
Minimum green	10	6.0	6.0	6.0
Early cut-off green	0	0	0	0
Yellow	4.0	4.0	4.0	4.0
All red	0.5	0.5	0.5	0.5
Maximum green	60	25	40	20
Increment	0	0	0	0
Maximum initial green	0	0	0	0
Special red	0	0	0	0
Special time	0	0	0	0

OR 126 (SW Highland Ave)/SW 15<sup>th</sup> St

**10080 - Split Plan**

Active plan	Stretch	Split	Features	Next stage
A	70%	AS	FG FS NS NG PG TG	B
B	30%	AS	FG FS NS NG PD TG	A

Special facilities:  Y  Z  Z+  Allow double cycling  
 NSF: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16  
 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32

Cycle length threshold for double cycle, AS and FS: 100 seconds  
 Allow late demands at all cycle lengths:  or below 1 seconds

Locked to: Lock period: Time remaining: Applied by: Show all locks and times... Close

---

**SCATS Access**

File View Edit Tools Window Help

Cycle Lock Trim Detector Alarm RAM Update Short Clearance Fallback Manager  
 Dwell Notices Incidents Lamp Fault Long Clearance High Density Region  
 Plan Lock Major Alarm System Alarm Messages Increment Failure File Update

Central Manager - Redmond, OR SCATS System User 0 - Level 0 8/28/2017 11:50:23 AM

(1) 10080 - Or 126 (Highland), 15th St : Redmond - RDMND

Show Configure Options

Find Monitor Subsystem Strategic Monitor

10080 Alarms NF RDMND Subsystem 19 Degree of Saturation 55 SCATS 6  
 Split Plan 1 Masterlink System Plan 1 Divorced - Cycle Generator 1  
 Offset Plan 3 Offset 0.0 \*A Link Plan 3 Link -27, -27 \*A 10085 Active Link -27 \*A 10085  
 Special Facilities Z3.6 Cycle Plan none Cycle Length 100 Required Cycle Length 84

XSF

A: 70% 70 Active Plan  
 B: 30% 30

Site Operation  
 A: 6 68  
 B: 100

2 STAGES  
 A TG3 <>  
 MIN A TG3 <>

Active Offset 0 \*A Site Fallback: 0  
 MSS Masterlink

Region - RDMND - Version 6.9.2.19 User 0 - Level 0 8/28/2017 11:50:23 AM

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**RDMND Subsystem 19 - Cycle Length**

Cycle lengths: Adaptive limits  
 Min 1 Min 2 Min 3 Stretch Maximum  
 60 80 0 95 120

Cycle plans: 1 2 3 4 5 6 7 8  
 30 40 45 50 60 70 75 80 Refresh  
 9 10 11 12 13 14 15 16 Save  
 90 100 110 115 120 125 130 140

Manual cycle length:  
 Cycle plan  
 User value 40 Current cycle length: 100  
 Tim Period: 0.01.00 Apply  
 Permanent lock

Locked to: Lock period: Time remaining: Applied by: Show all locks and times... Close

---

Indicates RAM value: Set RAM Clear All RAM Show ROM Refresh Save Close

Stage times Approaches Detectors Walks Special times

	A	B
Late start	0	0
Minimum green	10	5.0
Early cut-off green	0	0
Yellow	4.0	4.0
All-red	0	0
Maximum green	30	15
Increment	0	0
Maximum initial green	0	0
Special red	1.0	0
Special time	0	0

OR 126 (SW Highland Ave)/SW 11<sup>th</sup> St

The screenshot displays the SCATS (Signal Control and Traffic Management) software interface for the intersection of OR 126 (SW Highland Ave) and SW 11th St. The interface is divided into several windows and panels:

- 10085 - Split Plan:** A window showing the configuration for the intersection. It includes a table for 'Active plan' with columns for 'Stretch', 'Split', 'Features', and 'Next stage'. The 'Split' column shows percentages of 68% for stage A and 32% for stage B. The 'Features' column lists various signal features like AS, FG, FS, NS, NG, PD, TG. Below this, there are options for 'Special facilities' and 'Allow double cycling', and a table for 'XSF' (Signal State Factors) with values for stages 1 through 32.
- SCATS Access:** The main interface window. It shows a menu bar (File, View, Edit, Tools, Window, Help) and a toolbar with buttons for 'Cycle Lock', 'Dwell', 'Plan Lock', 'Tim', 'Notices', 'Incidents', 'Detector Alarm', 'Lamp Fault', 'Major Alarm', 'System Alarm', 'RAM Update', 'Short Clearance', 'Long Clearance', 'Messages', 'Fallback', 'High Density', 'Increment Failure', 'Manager', and 'Region'. The status bar indicates 'Central Manager - Redmond, OR SCATS System' and 'User 0 - Level 0'.
- RDMND Subsystem 18 - Cycle Length:** A dialog box for configuring cycle lengths. It includes a table for 'Cycle lengths' with columns for 'Min 1', 'Min 2', 'Min 3', 'Stretch', and 'Maximum'. Below this is a table for 'Cycle plans' with values for stages 1 through 8. There are also fields for 'Manual cycle length' and 'Current cycle length: 60'.
- Main SCATS Window:** Displays a map of the intersection with a pie chart showing the 'Active Plan' (68% for stage A, 32% for stage B). It also shows 'Site Operation' and 'Degree of Saturation 46'. A table at the bottom right lists 'Stage times' for stages A and B.

	A	B
Late start	0	0
Minimum green	10	6.0
Early cut-off green	0	0
Yellow	4.0	4.0
All-red	0.5	0
Maximum green	30	20
Increment	0	0
Maximum initial green	0	0
Special red	0	0
Special time	0	0

OR 126 (SW Highland Ave)/SW 9<sup>th</sup> St

**10058 - Split Plan**

Active plan	Stretch	Split	Features	Next stage
1	60%	AS	FG FS NS NG PD TG	B
2				
3	40%	AS	FG FS NS NG PD TG	A
4				

Special facilities:  Y  Z  Z-  Allow double cycling  
 YSF: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16  
 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32

Cycle length threshold for double cycle, AS and FS: 0 seconds  
 Allow late demands of all cycle lengths  or below: 1 seconds

Locked to: \_\_\_\_\_  
 Lock period: \_\_\_\_\_  
 Time remaining: \_\_\_\_\_  
 Applied by: \_\_\_\_\_

**RDMND Subsystem 17 - Cycle Length**

Cycle lengths		Adaptive limits		Stretch	Maximum
Min 1	Min 2	Min 3			
40	60	75		80	90

Cycle plans							
1	2	3	4	5	6	7	8
30	40	45	50	60	70	75	80
9	10	11	12	13	14	15	16
90	100	110	115	120	125	130	140

Manual cycle length:  Cycle plan  User value: 40 Current cycle length: 60

Timed lock Period: 0.01.00  
 Permanent lock

Locked to: \_\_\_\_\_  
 Lock period: \_\_\_\_\_  
 Time remaining: \_\_\_\_\_  
 Applied by: \_\_\_\_\_

**SCATS Access**

File View Edit Tools Window Help

Cycle Lock	Tim	Detector Alarm	RAM Update	Short Clearance	Fallback	Manage
Dwell	Notices	Lamp Fault		Long Clearance	High Density	Region
Plan Lock	Incidents	Major Alarm	System Alarm	Messages	Increment Failure	File Update

Central Manager - Redmond, OR SCATS System User 0 - Level 0 8/28/2017 11:52:16 AM

(1) 10058 - Highland Ave, 9th St, Veterans Way - RDMND

Find Monitor Subsystem Strategic Monitor

10058 Alarms NF RDMND Subsystem 17 Degree of Saturation 100 SCATS 6  
 Split Plan 1 Masterlink System Plan 1 Married + Cycle Generator 13  
 Offset Plan 1 Offset 0.0 "A Link Plan 1 Link -17, -17 "B 10020 Active Link -17 "B 10020  
 Special Facilities Z3.6 Cycle Plan none Cycle Length 60 Required Cycle Length 68

XSf

Active Plan: 60% 36  
 Site Operation: 27  
 40% 24

TCS 10058  
 RDMND SS=17  
 2 STAGES  
 A  
 B

Active Offset 0 "A Site Fallback 0  
 MSS Masterlink

Region - RDMND - Version 6 9.2.19 User 0 - Level 0 8/28/2017 11:52:16 AM

Indicates RAM value:  Set RAM  Clear All RAM  Show ROM  Refresh  Save  Close

Stage times Approaches Detectors Walks Special times

	A	B
Late start	0	0
Minimum green	10	10
Early cut-off green	0	0
Yellow	4.0	4.0
All-red	0.5	0.5
Maximum green	30	20
Increment	0	0
Maximum initial green	0	0
Special red	0	0
Special time	0	0



OR 126 (SW Highland Ave)/SW 6<sup>th</sup> St

The screenshot displays the SCATS 6 software interface for managing traffic signals at intersection 10020. The main window shows a map of the intersection with two stages (A and B) and various status indicators. The 'Special Facilities' table is as follows:

Special Facilities	Z3.6
Active Plan	50
Site Operation	50

The '10020 - Split Plan' window shows the following settings:

- Active plan: 1
- Stretch: A 46%, B 54%
- Split: AS FG NS NG PD TG B
- Features: AS FG NS NG PD TG A
- Next stage: B
- Special facilities: Allow double cycling (checked)
- YXS: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
- Cycle length threshold for double cycle, AS and FS: 0
- Allow late demands at all cycle lengths: checked
- Lock period: 0.01:00

The 'RDMND Subsystem 16 - Cycle Length' dialog box shows the following settings:

- Cycle lengths: Min 1 40, Min 2 60, Min 3 75, Stretch 80, Maximum 90
- Adaptive limits: Min 1 30, Min 2 40, Min 3 45, Min 4 50, Min 5 60, Min 6 70, Min 7 75, Min 8 80
- Cycle plans: 9 10 11 12 13 14 15 16, 90 100 110 115 120 125 130 140
- Manual cycle length: User value 40, Current cycle length 60
- Lock period: 0.01:00

The 'SCATS Access' window shows the following settings:

- Alarms: NF
- System Plan 1: Married +
- Link Plan 1: Link 10, 10 "B 10082
- Cycle Plan none: Cycle Length 60
- Required Cycle Length 67
- Active Offset 0 °A
- Site Fallback 0
- Masterlink

The 'Special times' table at the bottom right is as follows:

	A	B
Late start	0	0
Minimum green	10	10
Early cut-off green	0	0
Yellow	4.0	4.0
All-red	0	0
Maximum green	50	40
Increment	0	0
Maximum initial green	0	0
Special red	0	0
Special time	0	0

OR 126 (SW Highland Ave)/SW 5<sup>th</sup> St

The screenshot displays the SCATS (Signal Control and Access Traffic) software interface for the intersection of OR 126 (SW Highland Ave) and SW 5<sup>th</sup> St. The main window shows the '10022 - Split Plan' configuration, including stretch and split percentages for stages A and B, and various features like 'Allow double cycling'. A 'Cycle Length' dialog box is open, showing adaptive limits and cycle plans for the intersection. The 'Stage times' table at the bottom right provides detailed timing parameters for stages A and B.

	A	B
Late start	0	0
Minimum green	6.0	6.0
Early cut-off green	0	0
Yellow	4.0	4.0
All-red	0.5	0.5
Maximum green	35	25
Increment	0	0
Maximum initial green	0	0
Special red	0	0
Special time	56	40

SW Veterans Way/Canal Blvd

The screenshot displays the SCATS (Signal Control and Administration Tool) software interface for the Veterans Way/Canal Blvd intersection. The interface is divided into several windows:

- 10095 - Split Plan:** Shows a table of split plans for four approaches (A, B, C, D). Approach A has a 25% split, B has 27%, C has 26%, and D has 22%. Features include AS, FG, FS, NS, NG, PD, and TG. A 'Next stage' column is also present.
- SCATS Access:** The main control window showing system status, including 'Alarms LC NF', 'System Plan 1', 'Link Plan 1', and 'Cycle Length 95'. It includes a 'Show Configure Options' menu and a 'TCS 10095' section with a traffic signal diagram and a 'Site Operation' pie chart.
- RDMND Subsystem 22 - Cycle Length:** A window for configuring cycle lengths. It shows 'Adaptive limits' (Min 1: 95, Min 2: 100, Min 3: 0, Stretch: 115, Maximum: 130) and 'Cycle plans' (1-8). The 'Current cycle length' is set to 95.
- TCS 10095:** A window showing a traffic signal diagram with 8 stages (A, B, C, D, B1, D1, B2, D2) and a timing table.

The timing table for TCS 10095 is as follows:

Stage times	A	B	C	D
Late start	3.0	0	0	0
Minimum green	10	6.0	6.0	6.0
Early cut-off green	0	0	0	0
Yellow	4.0	4.0	4.0	4.0
All-red	0	0	0	0
Maximum green	40	12	25	12
Increment	0	0	0	0
Maximum initial green	0	0	0	0
Special red	0	0	0	0
Special time	0	0	0	0

SW Veterans Way/US 97

The screenshot displays the SCATS (Signal Control and Traffic Management) software interface for the Veterans Way/US 97 intersection. The interface is divided into several windows:

- 10039 - Split Plan:** Shows active plan 1 with stretch percentages (34%, 22%, 22%, 22%) and features (AS, FG, FS, NS, NG, PD, TG) for stages A, B, C, and D.
- SCATS Access:** A control panel with buttons for Cycle Lock, Dwell, Plan Lock, Trim, Incidents, Major Alarm, Detector Alarm, Lamp Fault, RAM Update, System Alarm, Short Clearance, Long Clearance, Messages, Fallback, High Density, Increment Failure, Manage, Freeze, and File Update.
- RDMND Subsystem 23 - Cycle Length:** A configuration window for cycle lengths. It includes a table for cycle lengths and a table for adaptive limits.
- Monitor:** The main interface showing a traffic map of the intersection, a pie chart for the active plan (110), and a 'Stage times' table.

The 'Stage times' table is as follows:

	A	B	C	D
Late start	3.0	0	3.0	0
Minimum green	20	6.0	6.0	12
Early cut-off green	0	0	0	0
Yellow	4.5	4.0	4.0	4.0
All-red	0.5	0.5	0.5	0.5
Maximum green	45	15	20	20
Increment	0	0	0	0
Maximum initial green	0	0	0	0
Special red	0	0	0	0
Special time	0	0	0	0

SW Odem Medo Way/US 97

The screenshot displays the SCATS software interface for managing traffic signals at intersection 10033. The main window shows a 'Split Plan' with four stages (A, B, C, D) and their respective cycle lengths and features. A 'SCATS Access' panel provides control over various signal functions like Cycle Lock, Dwell, and Plan Lock. A 'RDMND Subsystem 24 - Cycle Length' window allows for configuring adaptive limits and cycle plans. A 'Stage times' table is also visible, detailing timing parameters for each approach.

**10033 - Split Plan**

Active plan	Stretch	Split	Features	Next stage
A	44%		AS FG FS NS NG PD TG	B
B	18%		AS FG FS NS NG PD TG	C
C	18%		AS FG FS NS NG PD TG	D
D	20%		AS FG FS NS NG PD TG	A

**SCATS Access**

Control Manager - Redmond, OR SCATS System    User 0 - Level 0    8/28/2017 1:51:30 PM

**RDMND Subsystem 24 - Cycle Length**

Cycle lengths: Min 1: 70, Min 2: 80, Min 3: 0, Stretch: 105, Maximum: 150

Adaptive limits: Min 1: 30, Min 2: 40, Min 3: 45, Stretch: 50, Maximum: 60, 70, 75, 80

Cycle plans: 1-8 (values: 30, 40, 45, 50, 60, 70, 75, 80)

Manual cycle length: User value: 40, Current cycle length: 111

**Stage times**

	A	B	C	D
Late start	3.0	0	0	0
Minimum green	10	6.0	6.0	8.0
Early cut-off green	0	0	0	0
Yellow	5.0	4.0	4.0	4.0
All-red	1.0	1.0	1.0	1.0
Maximum green	26	25	25	20
Increment	0	0	0	0
Maximum initial green	0	0	0	0
Special red	0	0	0	0
Special time	0	0	0	0

# NB US 97 at Yew Avenue

The screenshot displays the SCATS (Signal Control and Adaptive Traffic System) interface for the intersection of NB US 97 and Yew Avenue. The interface is divided into several windows:

- 10097 - Split Plan:** Shows the active plan (1) and stretch (A) with split percentages: 57% for stretch A, 19% for stretch B, and 24% for stretch C. It also lists features like AS, FG, FS, NS, NG, PD, TG, and TG, and a next stage (B).
- 97 - Local Times:** A table showing stage times for approaches A, B, and C.
 

	A	B	C
Lake start	3.0	0	0
Minimum green	10	3.0	5.0
Early cut-off green	0	0	0
Yellow	4.0	4.0	4.0
All-red	1.0	1.0	1.0
Maximum green	50	25	20
Increment	0	0	0
Maximum initial green	0	0	0
Special red	0	0	0
Special time	0	0	0
- SCATS Access:** A menu bar with options like Cycle Lock, Dwell, Plan Lock, Trim, Notices, Incidents, Detector Alarm, Lamp Fault, Major Alarm, RAM Update, System Alarm, Short Clearance, Messages, Fallback, High Density, Increment Failure, and File Update.
- 10097 - Yew Ave, Hwy 97 Nb Off Ramp, Airport Way:** The main control window showing a map of the intersection. It includes a 'TCS 10097' section with a pie chart showing the active plan (50%) and site operation (50%). The map shows the intersection with various stages and signals.
- RDMND Subsystem 25 - Cycle Length:** A dialog box showing cycle lengths for different stages.
 

	Min 1	Min 2	Min 3	Stretch	Maximum
1	30	40	45	60	60
2	40	45	50	60	70
3	45	50	55	60	75
4	50	55	60	60	80
5	55	60	65	60	85
6	60	65	70	60	90
7	65	70	75	60	95
8	70	75	80	60	100
9	75	80	85	60	105
10	80	85	90	60	110
11	85	90	95	60	115
12	90	95	100	60	120
13	95	100	105	60	125
14	100	105	110	60	130
15	105	110	115	60	135
16	110	115	120	60	140

# SB US 97 at Yew Avenue

**10098 - Split Plan**

Active plan	Stretch	Split	Features	Next stage
A	57%		AS FG FS NS NG PD TG	B
B	19%		AS FG FS NS NG PD TG	C
C	24%		AS FG FS NS NG PD TG	A

Special facilities:  Y-  Z-  Z+  Allow double cycling

XSF: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16  
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32

Cycle length threshold for double cycle, AS and FS: 0 seconds

Allow late demands at all cycle lengths:  or below 1 seconds

Locked to: Lock period: Time remaining: Applied by:

Timed lock: Period: 0:01:00

**Local Times**

	A	B	C
Late start	3.0	0	0
Minimum green	10	3.0	5.0
Early cut-off green	0	0	0
Yellow	4.0	4.0	4.0
All-red	1.0	1.0	1.0
Maximum green	50	20	20
Increment	0	0	0
Maximum initial green	0	0	0
Special red	0	0	0
Special time	0	0	0

**SCATS Access**

Central Manager - Redmond, OR SCATS System User 0 - Level 0 7/31/2017 11:15:18 AM

**(1) 10098 - Yew Ave, Hwy 97 Sb On Ramp, Hwy 97 Sb Off Ramp : Redmond - RDMND**

Find Monitor Subsystem Strategic Monitor

10098 Alarms NF RDMND Subsystem 26 Degree of Saturation 22 SCATS 6

Split Plan 1 Masterlink System Plan 1 Married + Cycle Generator 87

Offset Plan 1 Offset 0.0 A Link Plan 1 Link 0.0 A 10097 Active Link 0 A 10097

Special Facilities Z3.6 Cycle Plan none Cycle Length 50 Required Cycle Length 50

XSF

Active Plan

A	57%	28
B	19%	10
C	24%	12

Site Operation

A	57%	28
B	19%	10
C	24%	12

Active Offset 0 A Site Falback 0

MSS Mastelink

Region - RDMND - Version 6.9.2.19

**RDMND Subsystem 26 - Cycle Length**

Cycle lengths: Adaptive limits

Min 1	Min 2	Min 3	Stretch	Maximum
50	75	0	100	120

Cycle plans

1	2	3	4	5	6	7	8
30	40	45	50	60	70	75	80
9	10	11	12	13	14	15	16
90	100	110	115	120	125	130	140

Manual cycle length

Cycle plan: User value: 50 Current cycle length: 50

Timed lock: Period: 0:01:00

Locked to: Lock period: Time remaining: Applied by:

*Regio*

Monday, August 28, 2017 14:47

<b>Intersection Name</b>	1 - 19th at Rimrock	<b>Local ID</b>	1	
<b>Intersection Telephone Number</b>				
<b>System Name</b>	158 - 19th at Rimrock (Isolated)	<b>System ID</b>	158	
<b>Controller Type</b>	Voyage - C1-C11			
<b>Controller Serial Number</b>		<b>Installation Date</b>		
<b>Programmed by</b>		<b>Programmed Date</b>		

<b>Graphic Map Background</b>	<b>Phase Rotation Diagram</b>

### Control Data (next/2/2)

#### Controller Function and Timing (next/2/1, next/2/2)

#### Security, Sequence, Initialization

<b>Security Code</b>	****	0 = disabled, or 1000-9999
<b>Sequence</b>	1	0 = sequential, 1 = quad left turn, 2-6 = special A-E, 7 = lead lag

	<b>Lead Lag (next/2/2/3)</b>			
	<b>Phases 1 - 2</b>	<b>Phases 3 - 4</b>	<b>Phases 5 - 6</b>	<b>Phases 7 - 8</b>
0 = no reversal, 1 = reversal, 2 = by coord plan or clock				

#### Initialization and Flash (next/2/2/5)

	Initialization	Flash Entry	Flash Exit	
<b>Ring 1 Phase</b>	1	2	1	phase 1-8
<b>Ring 2 Phase</b>	5	6	5	phase 1-8
<b>Interval</b>	2	0	0	0 = red, 1 = yellow, 2 = green
<b>Power up Flash</b>	0.0	0.0 - 25.5 seconds	<b>First All Red</b>	6.0
				0.0 - 25.5 seconds

#### Soft Flash (next/2/2/5)

Phase	1	2	3	4	5	6	7	8	0 = dark, 1=flash yel WIG, 2 = flash yel WAG, 3 = flash red WIG, 4 = flash red WAG				
	3	4	3	4	3	4	3	4					
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	same as phase
	3	4	3	4	3	4	3	4	3	4	3	4	
Internal Logic Output	1	2	3	4	5	6	7	8	9	10	11	12	0 = normal, 1 = dark, 2 = flash WIG
	0	0	0	0	0	0	0	0	0	0	0	0	



Per Phase Functions (next/2/2/3, next/2/2/1)									
	1	2	3	4	5	6	7	8	
Phases Used	X	X	X	X	X	X	X	X	X = on
Restricted Phases									X = on (Sequence 2, 6, 7 only)
Exclusive Phases									X = on (Sequence 7 only)
Yellow Lock									X = on
Min Recall		X				X			
Max Recall									
Ped Recall									
Red Lock									
Max Out Recall Inhibit	X		X	X	X		X	X	
Soft Recall		X				X			
Free Walk Rest									
Conditional Ped	X		X		X		X		
Disable Inhibit Max Termination									
Call to Non Act 1									
Call to Non Act 2									
Dual Entry (next/2/2/9/3)									
Mode	1	0 = off, 1 = on, 2 = Not Used, 3 = by coord plan, 4 = by time clock circuit 61							
Dual Entry Phase -->	1	2	3	4	5	6	7	8	
Phase	0	0	0	8	0	0	0	4	0 = none, 1-8 = phase 1-8
Conditional Service, Five Section Head									
Conditional Service (next/2/2/9/3)			5 Section Head Logic (next/2/2/9/4)						
Phase	Mode	CS Max Time	X Omits Y		Anti-Trap			Yellow Blanking LT	
			X : Y		Trap Protected Phase	Next Phase	Phase		
Phase 1	0	0	X : Y				< (5)	1	
Phase 3	0	0	6 : 1	0	1		< (7)	3	
Phase 5	0	0	8 : 3	0	3		< (1)	5	X
Phase 7	0	0	2 : 5	0	5		< (3)	7	
0 = off, 1 = C.S.On. 2 = C.S. on by TOD circuit 57, 3 = N/A, 4 = C.S. and C.R. On, 5 = C.R. on by TOD circuit 57.			0=off, 1=side call, 2=no side call		X = On				

Phase Times (next/2/2/2, next/2/2/9/5)									
	1	2	3	4	5	6	7	8	
<b>Movement</b>	<i>WBLT</i>	<i>EB</i>	<i>NBLT</i>	<i>SB</i>	<i>EBLT</i>	<i>WB</i>	<i>SBLT</i>	<i>NB</i>	
<b>Minimum Green</b>	6	10	6	6	6	10	6	6	0 - 255 sec
<b>Passage</b>	2.0	3.5	2.0	3.0	2.0	3.5	2.0	3.0	0.0 - 25.5 sec
<b>Yellow</b>	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0.0 - 25.5 sec
<b>Red Clearance</b>	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.0 - 25.5 sec or 0 - 255 sec
<b>Max 1</b>	12	30	15	35	10	30	15	35	0 - 255 sec
<b>Max 2</b>	10	30	12	20	20	30	10	20	0 - 255 sec
<b>Walk</b>	0	7	0	7	0	7	0	7	0 - 255 sec
<b>Ped Clear</b>	0	16	0	16	0	16	0	16	0 - 255 sec
<b>Seconds Per Actuation</b>	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0 - 25.5 sec
<b>Time Before Reduction</b>	6	10	6	6	6	10	6	6	0 - 255 sec
<b>Time to Reduce</b>	6	20	6	6	6	20	6	6	0 - 255 sec
<b>Minimum Gap</b>	1.0	2.5	1.0	2.0	1.5	3.2	1.5	1.5	0.0 - 25.5 sec
<b>Max Variable Initial</b>	7	20	7	7	7	20	7	7	0 - 255 sec
<b>Auto Max Adjust</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
<b>Auto Max Limit</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Inhibit Min Yellow</b>									X = On
<b>Red Decimal Off</b>									X = On
<b>Advance Walk</b>	0	0	0	0	0	0	0	0	0 - 255 sec
Other Controller Functions (next/2/2/9)									
<b>Phase --&gt;</b>	1	2	3	4	5	6	7	8	
<b>Inhibit Simultaneous Gap Out</b>	X		X	X	X		X	X	X = On
<b>Last Car Passage</b>	2	0 = recall phase, 1 = last car passage, 2 = NOT recall - Not last car passage							
<b>Red Revert (+2 seconds)</b>	3.0	0 - 25.5 sec							
<b>Auto Ped Clear</b>	X	X = On							
<b>Flashing Don't Walk Into Yellow</b>		X = On							
<b>Soft Recall / Red Rest Delay</b>	0.0	0 - 25.5 sec							
<b>Ped Pushbutton</b>	0	0 - 5 sec, 0 = disable							
<b>Advance Flash Rate</b>	0	0 = disable, 1 = 120 FPM							
<b>Change Sequence</b>		X = On (After a download with a power on - off cycle)							
<b>Phase --&gt;</b>	1	2	3	4	5	6	7	8	
<b>Red Clear Extension Detector</b>	0	0	0	0	0	0	0	0	0 = none 1 - 32 = detector 1 - 32
<b>Red Clear Extension Red Time</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec.

**Local Detectors (next/2/2/4)**

**Detector Data**

	Yellow Lock	Detector Inhibit	Call Phase	Extend Phase	Switch Phase	Delay Time	Stretch / Disconnect Time	Delay or Disconnect Mode
Detector 1 - I1 NBLT*			1	1	0	0	0.0	0
Detector 2 - I9U NBLT			2	2	0	0	0.0	0
Detector 3 - I5 EBLT*			3	3	0	0	0.0	0
Detector 4 - I9L EBLT			2	2	0	0	0.0	0
Detector 5 - J1 SBLT*			5	5	0	0	0.0	0
Detector 6 - J9U SBLT			5	5	0	0	0.0	0
Detector 7 - J5 WBLT*			7	7	0	0	0.0	0
Detector 8 - J9L WBLT			4	4	0	0	0.0	0
Detector 9 - I2U SBBK*			2	2	0	0	0.0	0
Detector 10 - I2L SBFT			2	2	0	0	0.0	0
Detector 11 - I3U			7	7	0	0	0.0	0
Detector 12 - I3L			7	7	0	0	0.0	0
Detector 13 - I4			2	2	0	0	0.0	0
Detector 14 - I6U WBRT*			0	4	0	0	0.0	0
Detector 15 - I6L			4	4	0	0	0.0	0
Detector 16 - I7U WBRT			0	4	0	0	0.0	0
Detector 17 - I7L WB			1	1	0	0	0.0	0
Detector 18 - I8			8	8	0	0	0.0	0
Detector 19 - J2U NBBK*			6	6	0	0	0.0	0
Detector 20 - J2L NB			6	6	0	0	0.0	0
Detector 21 - J3U			0	0	0	0	0.0	0
Detector 22 - J3L			0	0	0	0	0.0	0
Detector 23 - J4			0	0	0	0	0.0	0
Detector 24 - J6U EBBK*			8	8	0	0	0.0	0
Detector 25 - J6L EBBIKE			0	8	0	0	0.0	0
Detector 26 - J7U EB			8	8	0	0	0.0	0
Detector 27 - J7L			0	0	0	0	0.0	0
Detector 28 - J8			0	0	0	0	0.0	0
Detector 29 -			0	0	0	0	0.0	0
Detector 30 -			0	0	0	0	0.0	0
Detector 31 -			0	0	0	0	0.0	0
Detector 32 -			0	0	0	0	0.0	0

yellow lock, detector inhibit, - X = On; call, extend, phase - 0 = none 1 - 8 = phase 1 - 8; delay time - 0 - 255 sec  
stretch / disconnect time - 0.0 - 25.5 sec.; delay or disconnect Mode - 0 - 13

**Detector Plans (next/2/2/4/5)**

Loop Number											
Plan Detectors											
	0	0	0	0	0	0	0	0	0	0 - 32, 0 = none, 1 - 3 2 = detectors 1 - 32	
Detector Plan 1	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8	
	Extend Phase	0	0	0	0	0	0	0	0		
	Switch Phase	0	0	0	0	0	0	0	0		
	Delay Time	0	0	0	0	0	0	0	0		0 - 255 sec
	Stretch/Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0 - 25.5 sec
	Delay/ Disconnect Mode	0	0	0	0	0	0	0	0		0 - 13
Detector Plan 2	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8	
	Extend Phase	0	0	0	0	0	0	0	0		
	Switch Phase	0	0	0	0	0	0	0	0		
	Delay Time	0	0	0	0	0	0	0	0		0 - 255 sec
	Stretch/Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0 - 25.5 sec
	Delay/ Disconnect Mode	0	0	0	0	0	0	0	0		0 - 13
Detector Plan 3	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8	
	Extend Phase	0	0	0	0	0	0	0	0		
	Switch Phase	0	0	0	0	0	0	0	0		
	Delay Time	0	0	0	0	0	0	0	0		0 - 255 sec
	Stretch/Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0 - 25.5 sec
	Delay/ Disconnect Mode	0	0	0	0	0	0	0	0		0 - 13

Detector Fail Monitor (next/2/2/4/3)					Detectors 33-64 (next/2/2/4/6)					
	Fail Monitor Enable	Recall Phase	Min Counts	Max Counts		Call Phase	Extend Phase			
Detector 1 - I1 NBLT*		0	0	0	Detector 33 -	0	0			
Detector 2 - I9U NBLT		0	0	0	Detector 34 -	0	0			
Detector 3 - I5 EBLT*		0	0	0	Detector 35 -	0	0			
Detector 4 - I9L EBL Y		0	0	0	Detector 36 -	0	0			
Detector 5 - J1 SBLT*		0	0	0	Detector 37 -	0	0			
Detector 6 - J9U SBLT		0	0	0	Detector 38 -	0	0			
Detector 7 - J5 WBLT*		0	0	0	Detector 39 -	0	0			
Detector 8 - J9L WBLT		0	0	0	Detector 40 -	0	0			
Detector 9 - I2U SBBK*		0	0	0	Detector 41 -	0	0			
Detector 10 - I2L SBFT		0	0	0	Detector 42 -	0	0			
Detector 11 - I3U		0	0	0	Detector 43 -	0	0			
Detector 12 - I3L		0	0	0	Detector 44 -	0	0			
Detector 13 - I4		0	0	0	Detector 45 -	0	0			
Detector 14 - I6U WBRT*		0	0	0	Detector 46 -	0	0			
Detector 15 - I6L		0	0	0	Detector 47 -	0	0			
Detector 16 - I7U WBRT		0	0	0	Detector 48 -	0	0			
Detector 17 - I7L WB		0	0	0	Detector 49 -	0	0			
Detector 18 - I8		0	0	0	Detector 50 -	0	0			
Detector 19 - J2U NBBK*		0	0	0	Detector 51 -	0	0			
Detector 20 - J2L NB		0	0	0	Detector 52 -	0	0			
Detector 21 - J3U		0	0	0	Detector 53 -	0	0			
Detector 22 - J3L		0	0	0	Detector 54 -	0	0			
Detector 23 - J4		0	0	0	Detector 55 -	0	0			
Detector 24 - J6U EBBK*		0	0	0	Detector 56 -	0	0			
Detector 25 - J6L EBBIKE		0	0	0	Detector 57 -	0	0			
Detector 26 - J7U EB		0	0	0	Detector 58 -	0	0			
Detector 27 - J7L		0	0	0	Detector 59 -	0	0			
Detector 28 - J8		0	0	0	Detector 60 -	0	0			
Detector 29 -		0	0	0	Detector 61 -	0	0			
Detector 30 -		0	0	0	Detector 62 -	0	0			
Detector 31 -		0	0	0	Detector 63 -	0	0			
Detector 32 -		0	0	0	Detector 64 -	0	0			
fail monitor enable - X = On, recall phase - 0 = none 1 - 8 = phase 1 - 8, min, max					call / extend phase - 0 = none 1 - 8 = phase 1 - 8					
<b>Detector Fail Sample Period (all detectors)</b>			0	0 - 255 minutes						
<b>Video Fail Inputs (next/2/2/4/3) --&gt;</b>		1	2	3	4	5	6	7	8	0 = none, 1 - 8 = phase 1 - 8
<b>Phase Recalled</b>		0	0	0	0	0	0	0	0	
<b>System Detectors (next/2/2/4/4)</b>										
<b>System Detectors --&gt;</b>		1	2	3	4	5	6	7	8	0 = none, 1 - 32 = phase 1 - 32
<b>Local Detector</b>		0	0	0	0	0	0	0	0	

Overlaps / FYLTA (next/2/2/8)														
Vehicle Overlaps		Phase or Movement	Phases								Extension Green	Clearance		A - D 0 = none 1 = overlap 2 = 60 FPM 3 = Not ped 4=Comp. Ph. 5=Prevent. Ext. 6=Not Veh. 7=Adv. FF  E - L 0 = no Overlap 1 = Overlap  Green, Yellow Red
			1	2	3	4	5	6	7	8		Yellow	Red	
Overlaps	A		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	B		0	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	0.0	
	D		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	E		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	F		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	G		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	H		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	I		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	J		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	K		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	L		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
Not Ped - Ped Overlaps (next/2/2/8/5)														
Ped Overlaps -->		A	B	C	D	E	F	G	H					
Overlaps	A									X = Nor Ped Ped Overlap				
	B													
	C													
	D													
Advance Warning (next/2/2/8/3)														
			E	F	G	H	I	J	K	L				
Enable			0	0	0	0	0	0	0	0	0 = disabled, 1 = enabled			
1st Conditional Overlap			0	0	0	0	0	0	0	0	0 = none, 1 - overlap E, 2 = overlap F, etc.			
2nd Conditional Overlap			0	0	0	0	0	0	0	0				
Advance Deactivation Delay			0	0	0	0	0	0	0	0	0 - 99 seconds			
Ped Overlaps (next/2/2/8/5)														
Phase -->		1	2	3	4	5	6	7	8	Walk	Ped Clear	Ped Recall		
Ped Overlap	A									0	0		Phase, Ped Recall: X = on	
	B									0	0			
	C									0	0			
	D									0	0			
	E									0	0		Walk, Ped Clear: 0 - 255 seconds	
	F									0	0			
	G									0	0			
	H									0	0			
Flashing Yellow Left Turn Arrow (FYLTA) (next/2/2/8/6)														
Phase Pairs -->		1 - 2	3 - 4	5 - 6	7 - 8									
Enable		4	4	4	4	0 = off, 3 = 3 outputs, 4 = 4 outputs, 5 = 5 outputs								
Even Omits Odd		0	0	0	0	0 = off, 1 = on, 2 = on, place call across barrier								
Detector Switch Odd / Even						X = on, odd phase must be omitted								
Red Transition		3.0	3.0	3.0	3.0	0.0 or 2.0 - 25.5 sec								
Red Extension		0.0	0.0	0.0	0.0	0.0 - 25.5 sec								
Return to GLTA		0	0	0	0	0 = off, 1 = max out, 2 = yellow lock								
Flashing Yellow Left Turn Arrow (FYLTA) - Continued on last page														

**Service Plans (next/2/2/6)**

Phase -->		1	2	3	4	5	6	7	8	
Service Plan 1	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	
Service Plan 2	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	
Service Plan 3	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	
Service Plan 4	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	
Service Plan 5	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	
Service Plan 6	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	

**Service Plans Cont.**

Phase -->		1	2	3	4	5	6	7	8		
Service Plan 7	Call Mode	0	0	0	0	0	0	0	0		
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest										
	Minimum Green	0	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0	0 - 255 sec.	

Phase -->		1	2	3	4	5	6	7	8		
Service Plan 8	Call Mode	0	0	0	0	0	0	0	0		
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest										
	Minimum Green	0	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0	0 - 255 sec.	

**Max Plans (next/2/2/7)**

Phase -->		1	2	3	4	5	6	7	8	
Max Plan 1	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 2	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 3	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 4	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 5	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 6	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 7	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 8	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec

## Coordination Data (next/2/3)

### Coordination Modes (next/2/3/1, next/2/3/4/1, next/2/3/4/3)

<b>Flash Mode</b>	0	0=off, 1=on, 33=time clock, 34=comm, 35=hardwire, 36=NWS Set only, 37=AB3418 / NTCIP S
<b>Coordination Plan Mode</b>	0	0=free, 1-32 = coord plan 1-32, 33=time clock, 34=comm, 35=hardwire, 36=NWS Set only, 37=
<b>Offset Seeking Mode</b>	2	0=add only, 1=dwel, 2=fastway
<b>Late Ped</b>	0	0 = off, 1 = on
<b>Coord Walk Rest</b>	0	0 = off, 1 = on, 2 = by TOD circuit 160, 3 = end of walk, 4 = coord ped during perms
<b>Repeated Phase Service</b>	0	0=off, 1=on (no coord ped), 2=on (beginning green coord ped), 3=on (coord ped always)
<b>Zero Mode (TS2 only)</b>	1	0=start of main street, 1=end of main street, 2=by TOD circuit 144

	<b>Phase --&gt;</b>	1	2	3	4	5	6	7	8	0 = service allowed 1 = service prevented
<b>Omit Phase During Repeated Phase Service</b>		0	0	0	0	0	0	0	0	
<b>Auto Permissive Min Green</b>		0	0	0	0	0	0	0	0	0 - 255 seconds

### Coordination Plans (next/2/3/2)

Coord Plan	Coordination Phases		Cycle Length	Offset Time	Min Cycle Length Dwell Time	Permissive	Service Plan	Max Plan	
	Ring 1	Ring 2							
1-	0	0	0	0	0	0	0	0	
2-	0	0	0	0	0	0	0	0	
3-	0	0	0	0	0	0	0	0	
4-	0	0	0	0	0	0	0	0	
5-	0	0	0	0	0	0	0	0	
6-	0	0	0	0	0	0	0	0	
7-	0	0	0	0	0	0	0	0	
8-	0	0	0	0	0	0	0	0	
9-	0	0	0	0	0	0	0	0	
10-	0	0	0	0	0	0	0	0	
11-	0	0	0	0	0	0	0	0	
12-	0	0	0	0	0	0	0	0	
13-	0	0	0	0	0	0	0	0	
14-	0	0	0	0	0	0	0	0	
15-	0	0	0	0	0	0	0	0	
16-	0	0	0	0	0	0	0	0	
17-	0	0	0	0	0	0	0	0	
18-	0	0	0	0	0	0	0	0	
19-	0	0	0	0	0	0	0	0	
20-	0	0	0	0	0	0	0	0	
21-	0	0	0	0	0	0	0	0	
22-	0	0	0	0	0	0	0	0	
23-	0	0	0	0	0	0	0	0	
24-	0	0	0	0	0	0	0	0	
25-	0	0	0	0	0	0	0	0	
26-	0	0	0	0	0	0	0	0	
27-	0	0	0	0	0	0	0	0	
28-	0	0	0	0	0	0	0	0	
29-	0	0	0	0	0	0	0	0	
30-	0	0	0	0	0	0	0	0	
31-	0	0	0	0	0	0	0	0	
32-	0	0	0	0	0	0	0	0	
0 - 8			0 - 255 sec.				0 - 8		



**Coordination Plans cont.**

Coord Plan	* = Force Offs / Split Times (TS2)								* = Yield Points / Actuated Times (TS2)	
	1	2	3	4	5	6	7	8	Ring 1	Ring 2
1-	0	0	0	0	0	0	0	0	0	0
2-	0	0	0	0	0	0	0	0	0	0
3-	0	0	0	0	0	0	0	0	0	0
4-	0	0	0	0	0	0	0	0	0	0
5-	0	0	0	0	0	0	0	0	0	0
6-	0	0	0	0	0	0	0	0	0	0
7-	0	0	0	0	0	0	0	0	0	0
8-	0	0	0	0	0	0	0	0	0	0
9-	0	0	0	0	0	0	0	0	0	0
10-	0	0	0	0	0	0	0	0	0	0
11-	0	0	0	0	0	0	0	0	0	0
12-	0	0	0	0	0	0	0	0	0	0
13-	0	0	0	0	0	0	0	0	0	0
14-	0	0	0	0	0	0	0	0	0	0
15-	0	0	0	0	0	0	0	0	0	0
16-	0	0	0	0	0	0	0	0	0	0
17-	0	0	0	0	0	0	0	0	0	0
18-	0	0	0	0	0	0	0	0	0	0
19-	0	0	0	0	0	0	0	0	0	0
20-	0	0	0	0	0	0	0	0	0	0
21-	0	0	0	0	0	0	0	0	0	0
22-	0	0	0	0	0	0	0	0	0	0
23-	0	0	0	0	0	0	0	0	0	0
24-	0	0	0	0	0	0	0	0	0	0
25-	0	0	0	0	0	0	0	0	0	0
26-	0	0	0	0	0	0	0	0	0	0
27-	0	0	0	0	0	0	0	0	0	0
28-	0	0	0	0	0	0	0	0	0	0
29-	0	0	0	0	0	0	0	0	0	0
30-	0	0	0	0	0	0	0	0	0	0
31-	0	0	0	0	0	0	0	0	0	0
32-	0	0	0	0	0	0	0	0	0	0
0 - 255 sec * = force offs and yield points										

Circuit Mapping (next/2/3/3)																	
Circuit Map	Coord Plan	Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit	
1	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
2	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
3	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
4	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
5	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
6	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
7	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
8	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
9	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
10	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
11	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
12	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
13	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
14	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
15	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
16	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
17	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
18	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
19	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
20	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U

coord plan - 0 = free, 1 - 32 = coord plan 1 - 32, 33 = any, 34 none selected  
time clock circuits - 0 = not used, or circuits 6 - 196

Dynamic Phase Length (next/2/3/4/4)									
Phase -->	1	2	3	4	5	6	7	8	
Back Detector	0	0	0	0	0	0	0	0	0 = none, 1-32 = detector 1-32
Lane Factor	0	0	0	0	0	0	0	0	0 = none, 1.0 - 5.0
Check Out Detector	0	0	0	0	0	0	0	0	0 = none, 1-32 = detector 1-32
Coord Delta Force Off	Set A	0	0	0	0	0	0	0	0 - 255 sec
	Set B	0	0	0	0	0	0	0	
	Set C	0	0	0	0	0	0	0	
	Set D	0	0	0	0	0	0	0	
Free Delta Max	Set A	0	0	0	0	0	0	0	
	Set B	0	0	0	0	0	0	0	
	Set C	0	0	0	0	0	0	0	
	Set D	0	0	0	0	0	0	0	

Platoon Progression (next/2/3/4/5)					
Entry Local Only			Master Local Only		
Platoon Max	0	0 - 255 sec	Smoothing Factor	0.0	0.0 - 1.0
Min Platoon Green	0	0 - 255 sec			
Entry Detector Gap	0.0	0.0 - 25.5			
Min Platoon Cycle	0	0 - 255 sec			

Inbound			Outbound		
Only for Entry Inbound Local or Master Local			Only for Entry Outbound Local or Master Local		
Entry IB Local also Last OB Local	0	0 - 50	Entry OB Local also Last IB Local	0	0 - 50
Speed	0	0 - 55 mph	Speed	0	0 - 55 mph
Distance from Entry Local	0	0 - 65000 feet	Distance from Entry Local	0	0 - 65000 feet

Entry Local Only			Entry Local Only		
Distance from Entry Local Detector	0	0 - 999 feet	Distance from Entry Local Detector	0	0 - 999 feet
Entry Local Detector	0	0 - 32	Entry Local Detector	0	0 - 32

Master Local			Master Local		
Master Mid - System Critical Detectors	0	0 - 16	Master Mid - System Critical Detectors	0	0 - 16

Force Off Percents													
Inbound						Outbound							
	1	3	4	5	7	8		1	3	4	5	7	8
Split 1	0	0	0	0	0	0	Split 1	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	Split 2	0	0	0	0	0	0
0 - 100 %						0 - 100 %							

## Time of Day Data (next/2/4)

Day Program (next/2/4/1)												
	Day Prog.	Time	Coord Plan	Coord Plan or Circuit	State On / Off		Day Prog.	Time	Coord Plan	Coord Plan or Circuit	State On/Off	
1							51					
2							52					
3							53					
4							54					
5							55					
6							56					
7							57					
8							58					
9							59					
10							60					
11							61					
12							62					
13							63					
14							64					
15							65					
16							66					
17							67					
18							68					
19							69					
20							70					
21							71					
22							72					
23							73					
24							74					
25							75					
26							76					
27							77					
28							78					
29							79					
30							80					
31							81					
32							82					
33							83					
34							84					
35							85					
36							86					
37							87					
38							88					
39							89					
40							90					
41							91					
42							92					
43							93					
44							94					
45							95					
46							96					
47							97					
48							98					
49							99					
50							100					
	1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196	X = on		1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196	X = on	

Day Program cont.

	Day Prog.	Time	Coord Plan	Coord Plan or Circuit	State On / Off		Day Prog.	Time	Coord Plan	Coord Plan or Circuit	State On / Off
101							151				
102							152				
103							153				
104							154				
105							155				
106							156				
107							157				
108							158				
109							159				
110							160				
111							161				
112							162				
113							163				
114							164				
115							165				
116							166				
117							167				
118							168				
119							169				
120							170				
121							171				
122							172				
123							173				
124							174				
125							175				
126							176				
127							177				
128							178				
129							179				
130							180				
131							181				
132							182				
133							183				
134							184				
135							185				
136							186				
137							187				
138							188				
139							189				
140							190				
141							191				
142							192				
143							193				
144							194				
145							195				
146							196				
147							197				
148							198				
149							199				
150							200				
	1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196	X = on		1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196	X = on



**Circuit Overrides (next/2/4/4)**

1 - Coord Line 1	CL1	TOD		51 - Ped Omit 3	PO3	TOD	
2 - Coord Line 2	CL2	TOD		52 - Ped Omit 4	PO4	TOD	
3 - Coord Line 4	CL4	TOD		53 - Ped Omit 5	PO5	TOD	
4 - Coord Line 8	CL8	TOD		54 - Ped Omit 6	PO6	TOD	
5 - Coord Line 16	C16	TOD		55 - Ped Omit 7	PO7	TOD	
6 - Coord Operation	CRD	TOD		56 - Ped Omit 8	PO8	TOD	
7 - Soft Flash	SFL	TOD		57 - Conditional Service	CVS	On	
8 - Enable System Relays	ESR	TOD		58 - Inhibit Simultaneous Gap Out	ISG	On	
9 - Call to Non Act 1	CN1	TOD		59 - Inhibit Hardwire	HWI	TOD	
10 - Call to Non Act 2	CN2	TOD		60 - Ped Override Mode	POM	TOD	
11 - Walk Rest Modifier	WRM	TOD		61 - Dual Entry	DLE	On	
12 - Min Recall	MIN	TOD		62 - Exclusive Ped	EPD	TOD	
13 - Max 2 Both Rings	MX2	TOD		63 - Call to Time Clock Mode	CTC	TOD	
14 - Coord Inhibit Max Ring 1, 2	IMT	TOD		64 - Dual Enhanced Ped	DEP	TOD	
15 - Enable Service Log	ESL	TOD		65 - Service Plan 1	SP1	TOD	
16 - Call to Free	CTF	TOD		66 - Service Plan 2	SP2	TOD	
17 - TOD Output 1	TO1	TOD		67 - Service Plan 3	SP3	TOD	
18 - TOD Output 2	TO2	TOD		68 - Service Plan 4	SP4	TOD	
19 - TOD Output 3	TO3	TOD		69 - Service Plan 5	SP5	TOD	
20 - TOD Output 4	TO4	TOD		70 - Service Plan 6	SP6	TOD	
21 - TOD Output 5	TO5	TOD		71 - Service Plan 7	SP7	TOD	
22 - TOD Output 6	TO6	TOD		72 - Service Plan 8	SP8	TOD	
23 - TOD Output 7	TO7	TOD		73 - Max Plan 1	MP1	TOD	
24 - TOD Output 8	TO8	TOD		74 - Max Plan 2	MP2	TOD	
25 - Vehicle Call Phase 1	VC1	TOD	On / Off / TOD	75 - Max Plan 3	MP3	TOD	On / Off / TOD
26 - Vehicle Call Phase 2	VC2	TOD		76 - Max Plan 4	MP4	TOD	
27 - Vehicle Call Phase 3	VC3	TOD		77 - Max Plan 5	MP5	TOD	
28 - Vehicle Call Phase 4	VC4	TOD		78 - Max Plan 6	MP6	TOD	
29 - Vehicle Call Phase 5	VC5	TOD		79 - Max Plan 7	MP7	TOD	
30 - Vehicle Call Phase 6	VC6	TOD		80 - Max Plan 8	MP8	TOD	
31 - Vehicle Call Phase 7	VC7	TOD		81 - Transit Priority Max Group 1	TG1	TOD	
32 - Vehicle Call Phase 8	VC8	TOD		82 - Transit Priority Max Group 2	TG2	TOD	
33 - Ped Call Phase 1	PC1	TOD	83 - Transit Priority Max Group 3	TG3	TOD		
34 - Ped Call Phase 2	PC2	TOD	84 - Transit Priority Max Group 4	TG4	TOD		
35 - Ped Call Phase 3	PC3	TOD	85 - Transit Priority Max Group 5	TG5	TOD		
36 - Ped Call Phase 4	PC4	TOD	86 - Transit Priority Max Group 6	TG6	TOD		
37 - Ped Call Phase 5	PC5	TOD	87 - Transit Priority Max Group 7	TG7	TOD		
38 - Ped Call Phase 6	PC6	TOD	88 - Transit Priority Max Group 8	TG8	TOD		
39 - Ped Call Phase 7	PC7	TOD	89 - Inhibit Volume Density 1	IV1	TOD		
40 - Ped Call Phase 8	PC8	TOD	90 - Inhibit Volume Density 2	IV2	TOD		
41 - Vehicle Omit 1	VO1	TOD	91 - Inhibit Volume Density 3	IV3	TOD		
42 - Vehicle Omit 2	VO2	TOD	92 - Inhibit Volume Density 4	IV4	TOD		
43 - Vehicle Omit 3	VO3	TOD	93 - Inhibit Volume Density 5	IV5	TOD		
44 - Vehicle Omit 4	VO4	TOD	94 - Inhibit Volume Density 6	IV6	TOD		
45 - Vehicle Omit 5	VO5	TOD	95 - Inhibit Volume Density 7	IV7	TOD		
46 - Vehicle Omit 6	VO6	TOD	96 - Inhibit Volume Density 8	IV8	TOD		
47 - Vehicle Omit 7	VO7	TOD	97 - Lag 1	LG1	TOD		
48 - Vehicle Omit 8	VO8	TOD	98 - Lag 3	LG3	TOD		
49 - Ped Omit 1	PO1	TOD	99 - Lag 5	LG5	TOD		
50 - Ped Omit 2	PO2	TOD	100 - Lag 7	LG7	TOD		

**Circuit Overrides cont.**

101 - Inhibit Overlap A	OLA	TOD		151 - Coord Hold 7	HD7	TOD	
102 - Inhibit Overlap B	OLB	TOD		152 - Coord Hold 8	HD8	TOD	
103 - Inhibit Overlap C	OLC	TOD		153 - PE Priority Return B	PRB	TOD	
104 - Inhibit Overlap D	OLD	TOD		154 - PE Priority Return C	PRC	TOD	
105 - Enable Schedule A Phone 1	AT1	TOD		155 - PE Priority Return D	PRD	TOD	
106 - Enable Schedule A Phone 2	AT2	TOD		156 - PE Priority Return E	PRE	TOD	
107 - Enable Schedule B Phone 1	BT1	TOD		157 - Platoon Inbound	PPI	TOD	
108 - Enable Schedule B Phone 2	BT2	TOD		158 - Platoon Outbound	PPO	TOD	
109 - Enable Schedule C Phone 1	CT1	TOD		159 - Platoon Spl 2	PS2	TOD	
110 - Enable Schedule C Phone 2	CT2	TOD		160 - Coord Walk Rest	CWR	TOD	
111 - Enable Volume to Call Phone 1	VT1	TOD		161 - Dynamic Phase Length Short Inhibit 1	SI1	TOD	
112 - Enable Volume to Call Phone 2	VT2	TOD		162 - Dynamic Phase Length Short Inhibit 2	SI2	TOD	
113 - Enable Volume Logging	EVL	On		163 - Dynamic Phase Length Short Inhibit 3	SI3	TOD	
114 - Enable MOE Logging	EML	On		164 - Dynamic Phase Length Short Inhibit 4	SI4	TOD	
115 - Detector Low Threshold Inhibit	DLI	TOD		165 - Dynamic Phase Length Short Inhibit 5	SI5	TOD	
116 - Detector Continue Presence Inhibit	DPI	TOD		166 - Dynamic Phase Length Short Inhibit 6	SI6	TOD	
117 - Inhibit Detector Based on Programming	IND	TOD		167 - Dynamic Phase Length Short Inhibit 7	SI7	TOD	
118 - Inhibit Detector Delay	IDD	TOD		168 - Dynamic Phase Length Short Inhibit 8	SI8	TOD	
119 - Inhibit Conditional Ped	ICP	TOD		169 - Coord Late Left Turn 1	CT1	TOD	
120 - Inhibit Transit Priority	ITP	TOD		170 - Coord Late Left Turn 3	CT3	TOD	
121 - Red Rest Ring 1,2	RRM	TOD		171 - Coord Late Left Turn 5	CT5	TOD	
122 - Enable Transcend	TRA	TOD		172 - Coord Late Left Turn 7	CT7	TOD	
123 - Omit Red Clear Ring 1,2	ORC	TOD		173 - Dynamic Phase Length Enable A	DPA	TOD	
124 - Not Used	N/U	TOD		174 - Dynamic Phase Length Enable B	DPB	TOD	
125 - Ped Recycle Ring 1,2	PCY	TOD	On /	175 - Dynamic Phase Length Enable C	DPC	TOD	On /
126 - Not Used	N/U	TOD	Off /	176 - Dynamic Phase Length Enable D	DPD	TOD	TOD
127 - Enable MOE Log to Call Phone 1	MT1	TOD	TOD	177 - Proactive Plan Select Average	PSA	TOD	
128 - Enable MOE Log to Call Phone 2	MT2	TOD		178 - Proactive Plan Select Inbound	PSI	TOD	
129 - Transit Inhibit Short Time 1	IS1	TOD		179 - Proactive Plan Select Outbound	PSO	TOD	
130 - Transit Inhibit Short Time 2	IS2	TOD		180 - Split Variant Inbound	SVI	TOD	
131 - Transit Inhibit Short Time 3	IS3	TOD		181 - Split Variant Outbound	SVO	TOD	
132 - Transit Inhibit Short Time 4	IS4	TOD		182 - Disable Coord Walk Rest Ring 1	DW1	TOD	
133 - Transit Inhibit Short Time 5	IS5	TOD		183 - Disable Coord Walk Rest Ring 2	DW2	TOD	
134 - Transit Inhibit Short Time 6	IS6	TOD		184 - Proactive Plan Select New Look	NLK	TOD	
135 - Transit Inhibit Short Time 7	IS7	TOD		185 - Disable Red Clearance Extension	DRX	TOD	
136 - Transit Inhibit Short Time 8	IS8	TOD		186 - Detector Plan Line 1	DL1	TOD	
137 - Enable Transit Priority Logging	ETL	TOD		187 - Detector Plan Line 2	DL2	TOD	
138 - Disable Flashing Yellow Arrow 1	DF1	TOD		188 - Disable LRT 1 Vertical Flashing Bar	DV1	TOD	
139 - Disable Flashing Yellow Arrow 3	DF3	TOD		189 - Disable LRT 2 Vertical Flashing Bar	DV2	TOD	
140 - Disable Flashing Yellow Arrow 5	DF5	TOD		190 - Disable LRT 3 Vertical Flashing Bar	DV3	TOD	
141 - Disable Flashing Yellow Arrow 7	DF7	TOD		191 - Disable LRT 4 Vertical Flashing Bar	DV4	TOD	
142 - Disable Auto Max	DAM	TOD		192 - Datakey Enable	DKE	TOD	
143 - Disable Repeat Phase Service	DRS	TOD		193 - Dynamic Phase Reversal Enable 1	DR1	TOD	
144 - Coord End of Main Street	EMS	TOD		194 - Dynamic Phase Reversal Enable 3	DR3	TOD	
145 - Coord Hold 1	HD1	TOD		195 - Dynamic Phase Reversal Enable 5	DR5	TOD	
146 - Coord Hold 2	HD2	TOD		196 - Dynamic Phase Reversal Enable 7	DR7	TOD	
147 - Coord Hold 3	HD3	TOD		197 - Enable Coord Logging	ECL	On	
148 - Coord Hold 4	HD4	TOD		198 - Disable Gap FYLTA 1,3,5,7	DGF	TOD	
149 - Coord Hold 5	HD5	TOD		199 - Coordination Auto Walk	CAW	TOD	
150 - Coord Hold 6	HD6	TOD		200 - Enable Coordinated Auto Max	ECM	TOD	

## Preemption Data (next/2/5)

Sequence (next/2/5/1 - 8)							Instructions
Sequences / Intervals	Instruction	Phases Serviced	Interval Time	Hold On Input	Outputs On	Output Mode	
1	1	0	25	1	1		0
	2	98		0	0		0
	3	0		0	0		0
	4	0		0	0		0
	5	0		0	0		0
	6	0		0	0		0
	7	0		0	0		0
	8	0		0	0		0
	9	0		0	0		0
	10	0		0	0		0
2	1	0	47	1	1		0
	2	98		0	0		0
	3	0		0	0		0
	4	0		0	0		0
	5	0		0	0		0
	6	0		0	0		0
	7	0		0	0		0
	8	0		0	0		0
	9	0		0	0		0
	10	0		0	0		0
3	1	0	16	1	1		0
	2	98		0	0		0
	3	0		0	0		0
	4	0		0	0		0
	5	0		0	0		0
	6	0		0	0		0
	7	0		0	0		0
	8	0		0	0		0
	9	0		0	0		0
	10	0		0	0		0
4	1	0	38	1	1		0
	2	98		0	0		0
	3	0		0	0		0
	4	0		0	0		0
	5	0		0	0		0
	6	0		0	0		0
	7	0		0	0		0
	8	0		0	0		0
	9	0		0	0		0
	10	0		0	0		0
5	1	0		0	0		0
	2	0		0	0		0
	3	0		0	0		0
	4	0		0	0		0
	5	0		0	0		0
	6	0		0	0		0
	7	0		0	0		0
	8	0		0	0		0
	9	0		0	0		0
	10	0		0	0		0

Instructions

0 - Service Phases  
 1-9 = Special Interval 1-9  
 10 - Preempt Sequence Allows FYLTA  
 11 - Preempt Interval Disables FYLTA  
 15 - Alternate Trap Protection  
 90 - Go to all Red  
 91 - Soft Flash On  
 92 - Soft Flash Off  
 93 - Enable Ped  
 94 - Disable Peds  
 95 - Priority Return  
 96 - Enable Coordination with peds  
 97 - Enable Coordination without peds  
 98 - Return with NO Calls  
 99 - Return with Vehicle Calls  
 100 - jump to step in Interval Time  
 101 - Use Interval Time as Resettable Gap Timer  
 196 - Coord Re-synch with Peds  
 197 - Coord Re-synch without Peds  
 200 - Light Rail Train phase without Peds  
 201 - Light Rail Train phase with Peds  
 202 - Return to highest queue/delay phase (this uses the Dynamic Phase Length Back Detectors)  
 216 - Light Rail Train Coord Re-synch with Peds  
 217 - Light Rail Train Coord Re-synch without Peds

Phases Serviced - phases 1 - 8

Interval Time - 0 - 255 sec or interval 1 - 10

Hold on Input:  
 0 = Do not hold  
 1 = Hold  
 2 = Ped Service to Rest in Walk

Outputs On - output 1 - 8

Output Modes -  
 0 = all steady on  
 1 = all flash together  
 2 = odd flashes WIG, even flashes WAG  
 3 = 1 - 4 steady on, 5 - 8 all flash together



Sequence cont.							
Sequences / Intervals	Instruction	Phases Serviced	Interval Time	Hold On Input	Outputs On	Output Mode	
6	1	0	12345678	0	1		0
	2	98		0	0		0
	3	0		0	0		0
	4	0		0	0		0
	5	0		0	0		0
	6	0		0	0		0
	7	0		0	0		0
	8	0		0	0		0
	9	0		0	0		0
	10	0		0	0		0
7	1	0		0	0		0
	2	0		0	0		0
	3	0		0	0		0
	4	0		0	0		0
	5	0		0	0		0
	6	0		0	0		0
	7	0		0	0		0
	8	0		0	0		0
	9	0		0	0		0
	10	0		0	0		0
8	1	0		0	0		0
	2	0		0	0		0
	3	0		0	0		0
	4	0		0	0		0
	5	0		0	0		0
	6	0		0	0		0
	7	0		0	0		0
	8	0		0	0		0
	9	0		0	0		0
	10	0		0	0		0

Sequence Timing (next/2/5/0)										
Sequence -->		1	2	3	4	5	6	7	8	
Input Memory										X = on
Input Priority		6	6	6	6	0	0	0	0	0 = lowest, - 8 = highest
Entry (Transition) Parameters	Min Green	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0 - 25.5 sec
	Walk	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0 would time the normal function time
	Ped Clear	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	
	Overlap Yellow	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0 - 25.5 sec
	Overlap Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Delay to Preempt	0	0	0	0	0	0	0	0	
	Delay Ped Omit	0	0	0	0	0	0	0	0	0 - 255 sec
	Delay Phase Omit	0	0	0	0	0	0	0	0	
Min Reservice		0	0	0	0	0	0	0	0	0 - 255 min
Overlap Inhibits	A									X = inhibit
	B									
	C									
	D									
Exit Parameters	Exit to Coord Plan Offset by X	0	0	0	0	0	0	0	0	0 - 20
	Exit Coord Plan Time	0	0	0	0	0	0	0	0	0 - 60 min
	Exit to Max Plan	0	0	0	0	0	0	0	0	0 - 8
	Exit Free Time	0	0	0	0	0	0	0	0	0 - 60 min
	Override Time	0	0	0	0	0	0	0	0	
	Fail Time	0	0	0	0	0	0	0	0	
Exit Mode Time		0	0	0	0	0	0	0	0	

Priority Return and Special Intervals (next/2/5/0/6, next/2/5/9)														
Phase / Overlap -->		1	2	3	4	5	6	7	8	A	B	C	D	
Priority Return	Enable	0	0 = disabled, 1 = enabled, 2 = enabled, skip preemption phases on exit											
	A (max)	0	0	0	0	0	0	0	0	0 - 100% of currently used max				
	B (max)	0	0	0	0	0	0	0	0					
	C (max)	0	0	0	0	0	0	0	0					
	D (max)	0	0	0	0	0	0	0	0					
	E (max)	0	0	0	0	0	0	0	0					
Ped Clear	0	0	0	0	0	0	0	0	0	0 - 100% of currently used ped clearance				
Queue Delay Recovery	0	0	0	0	0	0	0	0	0	0 - 255 sec.				
Special Intervals	1	0	0	0	0	0	0	0	0	0	0	0	0	0 = Dark 1 = green don't walk 2 = green walk 3 = green flashing don't walk 4 = yellow 5 = red 6 = flashing yellow WIG 7 = flashing yellow WAG 8 = flashing red WIG 9 = flashing red WAG 10 = walk only 11=flashing don't walk only
	2	0	0	0	0	0	0	0	0	0	0	0	0	
	3	0	0	0	0	0	0	0	0	0	0	0	0	
	4	0	0	0	0	0	0	0	0	0	0	0	0	
	5	0	0	0	0	0	0	0	0	0	0	0	0	
	6	0	0	0	0	0	0	0	0	0	0	0	0	
	7	0	0	0	0	0	0	0	0	0	0	0	0	
	8	0	0	0	0	0	0	0	0	0	0	0	0	
	9	0	0	0	0	0	0	0	0	0	0	0	0	
Light Rail Train (next/2/5/0/7)														
Light Rail Train -->		1	2	3	4									
Associated Preempt		0	0	0	0	0 = none, preempt 1 - 8								
Time to Green		0	0	0	0	0 - 255 sec								
Horizontal Bar Flash Time		0.0	0.0	0.0	0.0	0.0 - 25.5 sec								
Vertical Bar Flash Time		0.0	0.0	0.0	0.0									
Min Duration		0	0	0	0	0 - 255 sec								

## Communications Data (next/2/6)

<b>1st Central Phone Number</b>				<b>2nd Central Phone Number</b>			
<b>Modem Setup String</b>		<i>AT&amp;F&amp;N6&amp;W0Y0</i>		<b>Intersection Name</b>		<i>Rimrock at W. Antler</i>	
<b>Subnet Mask</b>		<i>0.0.0.0</i>					
<b>IP ( ethernet ) Port</b>		<i>0</i>					
<b>Central Port</b>		<i>0</i>					
<b>System Mode</b>		<i>0</i>					
<b>System Port</b>		<i>0</i>		<b>Alternate System Port</b>		<i>0</i>	
<b>System ID</b>	<i>158</i>	<b>AB3418e Physical Address</b>	<i>0</i>		<b>IP Address</b>	<i>0.0.0.0</i>	
<b>Local ID</b>	<i>1</i>	<b>AB3418e Group Address</b>	<i>0</i>		<b>Gateway Address</b>	<i>0.0.0.0</i>	
<b>Baud Rates</b>		<b>Flow Control</b>		<b>Port Use</b>			
<b>Port 1 (Slot A2 Upper)</b>		<i>0</i>		<i>1</i>		<i>Suggested Use - FSK</i>	
<b>Port 2 (Slot A2 Lower)</b>		<i>0</i>		<i>1</i>		<i>modem to central</i>	
<b>Port 3 (Slot A1 Upper)</b>		<i>0</i>		<i>0</i>		<i>Suggested Use - Modem to Central</i>	
<b>Port 4 (Slot A1 Lower or C50S)</b>		<i>2</i>		<i>NU</i>		<i>Suggested Use - RS232 to Laptop</i>	
<i>0 = 1200, 1 = 2400, 2 = 9600, 3 = 19200 baud</i>				<i>0 = off, 1 = on</i>			
<b>Reports</b>							
<b>Volume Log Period</b>		<i>15</i>	minute	<b>Volume/Occ Log Period</b>		<i>0</i>	second
				<b>MOE Log Period</b>		<i>60</i>	minute
<i>0 = disabled, 1,2,3,4,5,6,10,12,15,20,30,60 minutes</i>							
<b>Function Schedule Mapping (next/2/6/7)</b>							
<b>Alarm 1</b>	<i>0</i>	<i>0 = none                      1 = schedule A                      2 = schedule B                      3 = schedule C                      4 = schedule R</i>	<b>Soft Flash</b>	<i>2</i>	<i>0 = none                      1 = schedule A                      2 = schedule B                      3 = schedule C                      4 = schedule R</i>		
<b>Alarm 2</b>	<i>0</i>		<b>Manual Control Enable (MCE)</b>	<i>2</i>			
<b>Alarm 3</b>	<i>0</i>		<b>Emergency or Railroad Preempt</b>	<i>1</i>			
<b>Alarm 4</b>	<i>0</i>		<b>Not Used</b>	<i>0</i>			
<b>Alarm 5</b>	<i>0</i>		<b>Cycle Failure</b>	<i>2</i>			
<b>Not Used</b>	<i>0</i>		<b>Coordination Failure</b>	<i>2</i>			
<b>Not Used</b>	<i>0</i>		<b>Keyboard use / Data Changed</b>	<i>2</i>			
<b>Not Used</b>	<i>0</i>		<b>Coord Running / Free</b>	<i>0</i>			
<b>Power On / Off</b>	<i>2</i>		<b>Cabinet Door</b>	<i>2</i>			
<b>Checksum Failure</b>	<i>2</i>		<b>Extended Ped Pushbutton</b>	<i>0</i>			
<b>Video / Detector Failure</b>	<i>2</i>	<b>Monitor Status</b>	<i>2</i>				
<b>Master to Local Comm Lost</b>	<i>0</i>	<b>Red Extension</b>	<i>0</i>				

## Miscellaneous Data

Transit Priority (next/2/7)									
	1	2	3	4	5	6	7	8	
<b>Phases</b>									Phases 1 - 8 (max of 2 compatible phases)
<b>PE Enable (6.25Hz TP call on PE)</b>									X = 6.25 Hz signal will activate TP
<b>Priority</b>	0	0	0	0	0	0	0	0	0 - 8, 8 = highest
<b>Memory</b>									X = on
<b>Delay Time</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Minimum Reservice Time (per input)</b>	0	0	0	0	0	0	0	0	0 - 255 min
<b>Override Time</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Bus Extend</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Minimum Reservice Time (all inputs)</b>	0	0 - 255 min							
<b>Free Operation Mode</b>	0	0 = use shortest of max 1 or 2, 1 - 8 = use max time of group 1 - 8, 9 = use time of day							

Transit Priority Alternate Force Off Plans									
Current Coord Plan	1	2	3	4	5	6	7	8	
<b>Alternate TP Force Off Plan</b>	0	0	0	0	0	0	0	0	0 = none
Current Coord Plan	9	10	11	12	13	14	15	16	
<b>Alternate TP Force Off Plan</b>	0	0	0	0	0	0	0	0	17 - 32 = coord plan 17 - 32

Group Timing									
Phase -->	1	2	3	4	5	6	7	8	
<b>Group 1</b>	<b>Max Times</b>	0	0	0	0	0	0	0	0 - 255 sec 0 would time the normal function time
	<b>Walk Times</b>	0	0	0	0	0	0	0	
<b>Group 2</b>	<b>Max Times</b>	0	0	0	0	0	0	0	
	<b>Walk Times</b>	0	0	0	0	0	0	0	
<b>Group 3</b>	<b>Max Times</b>	0	0	0	0	0	0	0	
	<b>Walk Times</b>	0	0	0	0	0	0	0	
<b>Group 4</b>	<b>Max Times</b>	0	0	0	0	0	0	0	
	<b>Walk Times</b>	0	0	0	0	0	0	0	
<b>Group 5</b>	<b>Max Times</b>	0	0	0	0	0	0	0	
	<b>Walk Times</b>	0	0	0	0	0	0	0	
<b>Group 6</b>	<b>Max Times</b>	0	0	0	0	0	0	0	
	<b>Walk Times</b>	0	0	0	0	0	0	0	
<b>Group 7</b>	<b>Max Times</b>	0	0	0	0	0	0	0	
	<b>Walk Times</b>	0	0	0	0	0	0	0	
<b>Group 8</b>	<b>Max Times</b>	0	0	0	0	0	0	0	
	<b>Walk Times</b>	0	0	0	0	0	0	0	

Truck Priority (next/2/7/9)					
Truck Priority-->	1	2	3	4	
<b>Associated Transit Priority</b>	0	0	0	0	0 = none 1 - 8 = transit priority 1 - 8
<b>Leading Detector</b>	0	0	0	0	0 = none, 1 - 32 = detector 1 - 32
<b>Trailing Detector</b>	0	0	0	0	
<b>Stop Bar Distance</b>	0	0	0	0	0 - 999 feet
<b>Trap Distance</b>	0	0	0	0	0.0 - 99.9 feet
<b>Minimum Speed</b>	0	0	0	0	0 - 100 mph
<b>Minimum Length</b>	0	0	0	0	0 - 255 feet
<b>Downhill Grade</b>	0	0	0	0	0 - 20 %
<b>Uphill Grade</b>	0	0	0	0	
<b>Undersized Vehicle</b>					X = Enabled

<b>Change I/O</b>	X = On (After a download with a power on - off cycle)
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**Inputs (Non Default I/O is offset to the right) (next/2/8/1)**

<b>C1-39</b>	101	VD9	<b>C1-55</b>	15	VD5	<b>C1-67</b>	22	PED2	<b>C11-15</b>	254	N/U
<b>C1-40</b>	113	VD19	<b>C1-56</b>	11	VD1	<b>C1-68</b>	26	PED6	<b>C11-16</b>	254	N/U
<b>C1-41</b>	106	VD14	<b>C1-57</b>	17	VD7	<b>C1-69</b>	24	PED4	<b>C11-17</b>	254	N/U
<b>C1-42</b>	118	VD24	<b>C1-58</b>	13	VD3	<b>C1-70</b>	28	PED8	<b>C11-18</b>	254	N/U
<b>C1-43</b>	102	VD10	<b>C1-59</b>	16	VD6	<b>C1-71</b>	151	PE1	<b>C11-19</b>	254	N/U
<b>C1-44</b>	114	VD20	<b>C1-60</b>	12	VD2	<b>C1-72</b>	152	PE2	<b>C11-20</b>	254	N/U
<b>C1-45</b>	107	VD15	<b>C1-61</b>	18	VD8	<b>C1-73</b>	153	PE3	<b>C11-21</b>	254	N/U
<b>C1-46</b>	161	VD25	<b>C1-62</b>	14	VD4	<b>C1-74</b>	154	PE4	<b>C11-22</b>	254	N/U
<b>C1-47</b>	105	VD13	<b>C11-10</b>	254	N/U	<b>C1-75</b>	254	N/U	<b>C11-23</b>	254	N/U
<b>C1-48</b>	117	VD23	<b>C11-11</b>	254	N/U	<b>C1-76</b>	104	VD12	<b>C11-24</b>	254	N/U
<b>C1-49</b>	112	VD18	<b>C11-12</b>	254	N/U	<b>C1-77</b>	116	VD22	<b>C11-25</b>	254	N/U
<b>C1-50</b>	164	VD28	<b>C11-13</b>	254	N/U	<b>C1-78</b>	111	VD17	<b>C11-26</b>	254	N/U
<b>C1-51</b>	254	N/U	<b>C1-63</b>	103	VD11	<b>C1-79</b>	163	VD27	<b>C11-27</b>	254	N/U
<b>C1-52</b>	155	PE5	<b>C1-64</b>	115	VD21	<b>C1-80</b>	82	IADV	<b>C11-28</b>	254	N/U
<b>C1-53</b>	85	MCE	<b>C1-65</b>	108	VD16	<b>C1-81</b>	137	MONS	<b>C11-29</b>	254	N/U
<b>C1-54</b>	254	N/U	<b>C1-66</b>	162	VD26	<b>C1-82</b>	62	ST1	<b>C11-30</b>	254	N/U

**Outputs (Non Default I/O is offset to the right) (next/2/8/2)**

<b>C1-2</b>	44	4DWK	<b>C1-19</b>	48	8DWK	<b>C1-35</b>	215	FYA1	<b>C1-91</b>	41	1DWK
<b>C1-3</b>	64	4WLK	<b>C1-20</b>	68	8WLK	<b>C1-36</b>	217	FYA5	<b>C1-93</b>	61	1WLK
<b>C1-4</b>	14	4RED	<b>C1-21</b>	18	8RED	<b>C1-37</b>	216	FYA3	<b>C1-94</b>	106	OLBR
<b>C1-5</b>	24	4YEL	<b>C1-22</b>	28	8YEL	<b>C1-38</b>	218	FYA7	<b>C1-95</b>	105	OLBY
<b>C1-6</b>	34	4GRN	<b>C1-23</b>	38	8GRN	<b>C1-100</b>	53	3PCL	<b>C1-96</b>	104	OLBG
<b>C1-7</b>	13	3RED	<b>C1-24</b>	17	7RED	<b>C1-101</b>	51	1PCL	<b>C1-97</b>	103	OLAR
<b>C1-8</b>	222	FYC3	<b>C1-25</b>	224	FYC7	<b>C1-102</b>	187	SFL	<b>C1-98</b>	102	OLAY
<b>C1-9</b>	33	3GRN	<b>C1-26</b>	37	7GRN	<b>C1-103</b>	147	WDOG	<b>C1-99</b>	101	OLAG
<b>C1-10</b>	42	2DWK	<b>C1-27</b>	46	6DWK	<b>C1-83</b>	43	3DWK	<b>C11-1</b>	254	N/U
<b>C1-11</b>	62	2WLK	<b>C1-28</b>	66	6WLK	<b>C1-84</b>	63	3WLK	<b>C11-2</b>	254	N/U
<b>C1-12</b>	12	2RED	<b>C1-29</b>	16	6RED	<b>C1-85</b>	116	OLDR	<b>C11-3</b>	254	N/U
<b>C1-13</b>	22	2YEL	<b>C1-30</b>	26	6YEL	<b>C1-86</b>	115	OLDY	<b>C11-4</b>	254	N/U
<b>C1-15</b>	32	2GRN	<b>C1-31</b>	36	6GRN	<b>C1-87</b>	114	OLDG	<b>C11-5</b>	254	N/U
<b>C1-16</b>	11	1RED	<b>C1-32</b>	15	5RED	<b>C1-88</b>	113	OLCR	<b>C11-6</b>	254	N/U
<b>C1-17</b>	221	FYC1	<b>C1-33</b>	223	FYC5	<b>C1-89</b>	112	OLCY	<b>C11-7</b>	254	N/U
<b>C1-18</b>	31	1GRN	<b>C1-34</b>	35	5GRN	<b>C1-90</b>	111	OLCG	<b>C11-8</b>	254	N/U

Internal Logic (next/2/9)			
Step	Inst.	Description	Comment
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**Internal Logic cont.**

<b>Step</b>	<b>Inst.</b>	<b>Description</b>	<b>Comment</b>
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**Internal Logic cont.**

<b>Step</b>	<b>Inst.</b>	<b>Description</b>	<b>Comment</b>
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Internal Logic cont.

Step	Inst.	Description	Comment
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**Internal Logic cont.**

Step	Inst.	Description	Comment
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**FYLTA - Continued (next/2/2/8/6)**

		Phase Pairs -->	1 - 2	3 - 4	5 - 6	7 - 8	
<b>Gap-Dependent FYLTA (next/2/2/8/6-A)</b>	<b>Detector Input</b>		0	0	0	0	0 = disable, 1 - 64 detectors
	<b>Min Delay</b>		0	0	0	0	0 - 255 sec
	<b>Detector Gap</b>		0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Max Delay</b>		0	0	0	0	0 - 255 sec
	<b>Not Ped</b>		0	0	0	0	0 - 255 sec

**FYLTA Gap-Dependent Plans (next/2/2/8/6)**

		Phase Pairs -->	1 - 2	3 - 4	5 - 6	7 - 8	
<b>FYLTA Gap-Dependent Plan A</b>	<b>Detector Input</b>		0	0	0	0	0 = disable, 1 - 64 detectors
	<b>Min Delay</b>		0	0	0	0	0 - 255 sec
	<b>Detector Gap</b>		0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Max Delay</b>		0	0	0	0	0 - 255 sec
	<b>Not Ped</b>		0	0	0	0	0 - 255 sec
<b>FYLTA Gap-Dependent Plan B</b>	<b>Detector Input</b>		0	0	0	0	0 = disable, 1 - 64 detectors
	<b>Min Delay</b>		0	0	0	0	0 - 255 sec
	<b>Detector Gap</b>		0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Max Delay</b>		0	0	0	0	0 - 255 sec
	<b>Not Ped</b>		0	0	0	0	0 - 255 sec
<b>FYLTA Gap-Dependent Plan C</b>	<b>Detector Input</b>		0	0	0	0	0 = disable, 1 - 64 detectors
	<b>Min Delay</b>		0	0	0	0	0 - 255 sec
	<b>Detector Gap</b>		0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Max Delay</b>		0	0	0	0	0 - 255 sec

	<b>Not Ped</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 - 255 sec	
<b>FYLTA Gap-Dependent Plan D</b>	<b>Detector Input</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 = disable, 1 - 64 detectors	
	<b>Min Delay</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 - 255 sec	
	<b>Detector Gap</b>	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 - 25.5 sec	
	<b>Max Delay</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 - 255 sec	
	<b>Not Ped</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 - 255 sec	
<b>Preemption - Continued</b>																					
<b>Railroad Communications (IEEE 1570) (next/2/5/0/8)</b>																					
		<b>ATC</b>				<b>Wayside</b>															
	<b>Railroad Number</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 - 999, represents railroad	
	<b>Railroad Line Number</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 - 999, represents railroad line	
	<b>Group Number</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 - 999, represents physical group of equipment	
	<b>Subnode Number</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 - 99, subnode within physical group of equipment	
	<b>Device Number</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 - 99, device within physical group of equipment	
	<b>Associated Preempt</b>	0								0 - 8											
	<b>Communication Port</b>	0								0 - 4											
<b>Reports - Continued</b>																					
<b>Reports - Service Delay Modes (next/2/6/0)</b>																					
	<b>Phase --&gt;</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>												
	<b>Mode</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 = disable, 1 = enable, 2 = Ped, 3 = Veh/P	
	<b>Ped Overlap --&gt;</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>												
	<b>Mode</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 = disable, 1 = enable	
<b>Detector --&gt;</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>					
<b>Enable</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<b>Detector --&gt;</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	<b>32</b>					
<b>Enable</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<b>Detector --&gt;</b>	<b>33</b>	<b>34</b>	<b>35</b>	<b>36</b>	<b>37</b>	<b>38</b>	<b>39</b>	<b>40</b>	<b>41</b>	<b>42</b>	<b>43</b>	<b>44</b>	<b>45</b>	<b>46</b>	<b>47</b>	<b>48</b>					
<b>Enable</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<b>Detector --&gt;</b>	<b>49</b>	<b>50</b>	<b>51</b>	<b>52</b>	<b>53</b>	<b>54</b>	<b>55</b>	<b>56</b>	<b>57</b>	<b>58</b>	<b>59</b>	<b>60</b>	<b>61</b>	<b>62</b>	<b>63</b>	<b>64</b>					
<b>Enable</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

*Regio*

Monday, August 28, 2017 14:48

<b>Intersection Name</b>	1 - South Canal at Odem Medo	<b>Local ID</b>	1	
<b>Intersection Telephone Number</b>				
<b>System Name</b>	154 - Odem Medo	<b>System ID</b>	154	
<b>Controller Type</b>	Voyage - C1-C11			
<b>Controller Serial Number</b>		<b>Installation Date</b>		
<b>Programmed by</b>		<b>Programmed Date</b>		

<b>Graphic Map Background</b>	<b>Phase Rotation Diagram</b>

### Control Data (next/2/2)

#### Controller Function and Timing (next/2/1, next/2/2)

#### Security, Sequence, Initialization

<b>Security Code</b>	****	0 = disabled, or 1000-9999
<b>Sequence</b>	2	0 = sequential, 1 = quad left turn, 2-6 = special A-E, 7 = lead lag

	<b>Lead Lag (next/2/2/3)</b>			
	<b>Phases 1 - 2</b>	<b>Phases 3 - 4</b>	<b>Phases 5 - 6</b>	<b>Phases 7 - 8</b>
	0	0	0	0
0 = no reversal, 1 = reversal, 2 = by coord plan or clock				

#### Initialization and Flash (next/2/2/5)

	Initialization	Flash Entry	Flash Exit	
<b>Ring 1 Phase</b>	1	2	1	phase 1-8
<b>Ring 2 Phase</b>	5	6	5	phase 1-8
<b>Interval</b>	0	0	0	0 = red, 1 = yellow, 2 = green
<b>Power up Flash</b>	0.0	0.0 - 25.5 seconds	<b>First All Red</b>	6.0
				0.0 - 25.5 seconds

#### Soft Flash (next/2/2/5)

Phase	1	2	3	4	5	6	7	8					
	3	4	3	4	3	4	3	4	0 = dark, 1=flash yel WIG, 2 = flash yel WAG, 3 = flash red WIG, 4 = flash red WAG				
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	same as phase
	3	4	3	4	3	4	3	4	3	4	3	4	
Internal Logic Output	1	2	3	4	5	6	7	8	9	10	11	12	0 = normal, 1 = dark, 2 = flash WIG
	0	0	0	0	0	0	0	0	0	0	0	0	

Per Phase Functions (next/2/2/3, next/2/2/1)									
	1	2	3	4	5	6	7	8	
Phases Used	X	X		X	X	X		X	X = on
Restricted Phases									X = on (Sequence 2, 6, 7 only)
Exclusive Phases									X = on (Sequence 7 only)
Yellow Lock									X = on
Min Recall		X				X			
Max Recall									
Ped Recall									
Red Lock									
Max Out Recall Inhibit	X			X	X			X	
Soft Recall									
Free Walk Rest									
Conditional Ped									
Disable Inhibit Max Termination									
Call to Non Act 1									
Call to Non Act 2									
Dual Entry (next/2/2/9/3)									
Mode	0	0 = off, 1 = on, 2 = Not Used, 3 = by coord plan, 4 = by time clock circuit 61							
Dual Entry Phase -->	1	2	3	4	5	6	7	8	
Phase	0	0	0	0	0	0	0	0	0 = none, 1-8 = phase 1-8
Conditional Service, Five Section Head									
Conditional Service (next/2/2/9/3)			5 Section Head Logic (next/2/2/9/4)						
Phase	Mode	CS Max Time	X Omits Y		Anti-Trap			Yellow Blanking LT	
			X : Y		Trap Protected Phase	Next Phase	Phase		
Phase 1	0	0	6 : 1	0	1		< (5)	1	
Phase 3	0	0	8 : 3	0	3		< (7)	3	
Phase 5	0	0	2 : 5	0	5		< (1)	5	
Phase 7	0	0	4 : 7	0	7		< (3)	7	
0 = off, 1 = C.S.On. 2 = C.S. on by TOD circuit 57, 3 = N/A, 4 = C.S. and C.R. On, 5 = C.R. on by TOD circuit 57.			0=off, 1=side call, 2=no side call		X = On				

Phase Times (next/2/2/2, next/2/2/9/5)								
	1	2	3	4	5	6	7	8
<b>Movement</b>	<i>SBLT</i>	<i>NB</i>		<i>EB</i>	<i>NBLT</i>	<i>SB</i>		<i>WB</i>
<b>Minimum Green</b>	6	10	0	8	6	10	0	5
<b>Passage</b>	2.0	3.0	0.0	2.0	2.0	3.0	0.0	2.0
<b>Yellow</b>	4.0	4.0	4.0	4.0	4.0	4.0	0.0	4.0
<b>Red Clearance</b>	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
<b>Max 1</b>	12	35	0	12	10	35	0	20
<b>Max 2</b>	10	20	0	15	10	20	0	15
<b>Walk</b>	0	7	0	7	0	7	0	7
<b>Ped Clear</b>	0	15	0	15	0	15	0	15
<b>Seconds Per Actuation</b>	0.0	1.1	0.0	0.0	0.0	1.1	0.0	0.0
<b>Time Before Reduction</b>	6	10	0	5	6	10	0	6
<b>Time to Reduce</b>	6	20	0	5	6	20	0	6
<b>Minimum Gap</b>	1.5	2.0	0.0	1.5	1.5	2.0	0.0	1.5
<b>Max Variable Initial</b>	6	10	0	5	6	10	0	8
<b>Auto Max Adjust</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Auto Max Limit</b>	0	0	0	0	0	0	0	0
<b>Inhibit Min Yellow</b>								X = On
<b>Red Decimal Off</b>								X = On
<b>Advance Walk</b>	0	4	0	4	0	0	0	4
Other Controller Functions (next/2/2/9)								
<b>Phase --&gt;</b>	1	2	3	4	5	6	7	8
<b>Inhibit Simultaneous Gap Out</b>	X			X	X			X
<b>Last Car Passage</b>	2	0 = recall phase, 1 = last car passage, 2 = NOT recall - Not last car passage						
<b>Red Revert (+2 seconds)</b>	3.0	0 - 25.5 sec						
<b>Auto Ped Clear</b>	X	X = On						
<b>Flashing Don't Walk Into Yellow</b>		X = On						
<b>Soft Recall / Red Rest Delay</b>	0.0	0 - 25.5 sec						
<b>Ped Pushbutton</b>	0	0 - 5 sec, 0 = disable						
<b>Advance Flash Rate</b>	0	0 = disable, 1 = 120 FPM						
<b>Change Sequence</b>		X = On (After a download with a power on - off cycle)						
<b>Phase --&gt;</b>	1	2	3	4	5	6	7	8
<b>Red Clear Extension Detector</b>	0	0	0	0	0	0	0	0
<b>Red Clear Extension Red Time</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Local Detectors (next/2/2/4)**

**Detector Data**

	Yellow Lock	Detector Inhibit	Call Phase	Extend Phase	Switch Phase	Delay Time	Stretch / Disconnect Time	Delay or Disconnect Mode
Detector 1 - I1SBLT(11)			1	1	0	0	0.0	0
Detector 2 - I9USB (9)			1	1	0	0	0.0	0
Detector 3 - I5			3	3	0	0	0.0	0
Detector 4 - I9L			3	3	0	0	0.0	0
Detector 5 - J1NBLT (9)			5	5	0	20	0.0	0
Detector 6 - J9U			5	5	0	0	0.0	0
Detector 7 - J5			7	7	0	0	0.0	0
Detector 8 - J9L			7	7	0	0	0.0	0
Detector 9 - I2UNB (3)			2	2	0	0	0.0	0
Detector 10 - I2L			2	2	0	0	0.0	0
Detector 11 - I3UNBA (1)			2	2	0	0	0.0	0
Detector 12 - I3LNBO			0	2	0	15	0.0	0
Detector 13 - I4			2	0	0	0	0.0	0
Detector 14 - I6U			4	4	0	0	0.0	0
Detector 15 - I6L			4	4	0	0	0.0	0
Detector 16 - I7UEB (1)			4	4	0	0	0.0	0
Detector 17 - I7L			0	4	0	0	0.0	0
Detector 18 - I8			4	0	0	0	0.0	0
Detector 19 - J2U			6	6	0	0	0.0	0
Detector 20 - J2LSBA (7)			6	6	0	0	0.0	0
Detector 21 - J3USB (5)			6	6	0	0	0.0	0
Detector 22 - J3LSBbike			0	6	0	0	0.0	0
Detector 23 - J4			6	0	0	0	0.0	0
Detector 24 - J6UWBT(7)			8	8	0	0	0.0	0
Detector 25 - J6LWBTB(8)			8	8	0	0	0.0	0
Detector 26 - J7UWBRTB			8	8	0	12	0.0	0
Detector 27 - J7LWBTHB			0	8	0	0	0.0	0
Detector 28 - J8			8	0	0	0	0.0	0
Detector 29 -			0	0	0	0	0.0	0
Detector 30 -			0	0	0	0	0.0	0
Detector 31 -			0	0	0	0	0.0	0
Detector 32 -			0	0	0	0	0.0	0

yellow lock, detector inhibit, - X = On; call, extend, phase - 0 = none 1 - 8 = phase 1 - 8; delay time - 0 - 255 sec  
stretch / disconnect time - 0.0 - 25.5 sec.; delay or disconnect Mode - 0 - 13

**Detector Plans (next/2/2/4/5)**

Loop Number										
Plan Detectors 0 0 0 0 0 0 0 0 0 0 - 32, 0 = none, 1 - 3 2 = detectors 1 - 32										
Detector Plan 1	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extend Phase	0	0	0	0	0	0	0	0	
	Switch Phase	0	0	0	0	0	0	0	0	
	Delay Time	0	0	0	0	0	0	0	0	
	Stretch/Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Delay/ Disconnect Mode	0	0	0	0	0	0	0	0	0 - 13
Detector Plan 2	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extend Phase	0	0	0	0	0	0	0	0	
	Switch Phase	0	0	0	0	0	0	0	0	
	Delay Time	0	0	0	0	0	0	0	0	
	Stretch/Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
Delay/ Disconnect Mode	0	0	0	0	0	0	0	0	0 - 13	
Detector Plan 3	Call Phase	0	0	0	0	0	0	0	0	0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extend Phase	0	0	0	0	0	0	0	0	
	Switch Phase	0	0	0	0	0	0	0	0	
	Delay Time	0	0	0	0	0	0	0	0	
	Stretch/Disconnect Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
Delay/ Disconnect Mode	0	0	0	0	0	0	0	0	0 - 13	

Detector Fail Monitor (next/2/2/4/3)					Detectors 33-64 (next/2/2/4/6)					
	Fail Monitor Enable	Recall Phase	Min Counts	Max Counts		Call Phase	Extend Phase			
Detector 1 - I1SBLT(11)		0	0	0	Detector 33 -	0	0			
Detector 2 - I9USB (9)		0	0	0	Detector 34 -	0	0			
Detector 3 - I5		0	0	0	Detector 35 -	0	0			
Detector 4 - I9L		0	0	0	Detector 36 -	0	0			
Detector 5 - J1NBLT (9)		0	0	0	Detector 37 -	0	0			
Detector 6 - J9U		0	0	0	Detector 38 -	0	0			
Detector 7 - J5		0	0	0	Detector 39 -	0	0			
Detector 8 - J9L		0	0	0	Detector 40 -	0	0			
Detector 9 - I2UNB (3)		0	0	0	Detector 41 -	0	0			
Detector 10 - I2L		0	0	0	Detector 42 -	0	0			
Detector 11 - I3UNBA (1)		0	0	0	Detector 43 -	0	0			
Detector 12 - I3LNBO		0	0	0	Detector 44 -	0	0			
Detector 13 - I4		0	0	0	Detector 45 -	0	0			
Detector 14 - I6U		0	0	0	Detector 46 -	0	0			
Detector 15 - I6L		0	0	0	Detector 47 -	0	0			
Detector 16 - I7UEB (1)		0	0	0	Detector 48 -	0	0			
Detector 17 - I7L		0	0	0	Detector 49 -	0	0			
Detector 18 - I8		0	0	0	Detector 50 -	0	0			
Detector 19 - J2U		0	0	0	Detector 51 -	0	0			
Detector 20 - J2LSBA (7)		0	0	0	Detector 52 -	0	0			
Detector 21 - J3USB (5)		0	0	0	Detector 53 -	0	0			
Detector 22 - J3LSBbike		0	0	0	Detector 54 -	0	0			
Detector 23 - J4		0	0	0	Detector 55 -	0	0			
Detector 24 - J6UWBT(7)		0	0	0	Detector 56 -	0	0			
Detector 25 - J6LWBTB(8)		0	0	0	Detector 57 -	0	0			
Detector 26 - J7UWBRTB		0	0	0	Detector 58 -	0	0			
Detector 27 - J7LWBTHB		0	0	0	Detector 59 -	0	0			
Detector 28 - J8		0	0	0	Detector 60 -	0	0			
Detector 29 -		0	0	0	Detector 61 -	0	0			
Detector 30 -		0	0	0	Detector 62 -	0	0			
Detector 31 -		0	0	0	Detector 63 -	0	0			
Detector 32 -		0	0	0	Detector 64 -	0	0			
fail monitor enable - X = On, recall phase - 0 = none 1 - 8 = phase 1 - 8, min, max					call / extend phase - 0 = none 1 - 8 = phase 1 - 8					
<b>Detector Fail Sample Period (all detectors)</b>			0	0 - 255 minutes						
<b>Video Fail Inputs (next/2/2/4/3) --&gt;</b>		1	2	3	4	5	6	7	8	0 = none, 1 - 8 = phase 1 - 8
<b>Phase Recalled</b>		0	0	0	0	0	0	0	0	
<b>System Detectors (next/2/2/4/4)</b>										
<b>System Detectors --&gt;</b>		1	2	3	4	5	6	7	8	0 = none, 1 - 32 = phase 1 - 32
<b>Local Detector</b>		0	0	0	0	0	0	0	0	



Overlaps / FYLTA (next/2/2/8)														
Vehicle Overlaps		Phase or Movement	Phases								Extension Green	Clearance		A - D 0 = none 1 = overlap 2 = 60 FPM 3 = Not ped 4=Comp. Ph. 5=Prevent. Ext. 6=Not Veh. 7=Adv. FF  E - L 0 = no Overlap 1 = Overlap  Green, Yellow Red
			1	2	3	4	5	6	7	8		Yellow	Red	
Overlaps	A		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	B		0	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	0.0	
	D		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	E		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	F		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	G		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	H		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	I		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	J		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	K		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
	L		0	0	0	0	0	0	0	0	0.0	0.0	0.0	
Not Ped - Ped Overlaps (next/2/2/8/5)														
Ped Overlaps -->		A	B	C	D	E	F	G	H					
Overlaps	A									X = Nor Ped Ped Overlap				
	B													
	C													
	D													
Advance Warning (next/2/2/8/3)														
			E	F	G	H	I	J	K	L				
Enable			0	0	0	0	0	0	0	0	0 = disabled, 1 = enabled			
1st Conditional Overlap			0	0	0	0	0	0	0	0	0 = none, 1 - overlap E, 2 = overlap F, etc.			
2nd Conditional Overlap			0	0	0	0	0	0	0	0				
Advance Deactivation Delay			0	0	0	0	0	0	0	0	0 - 99 seconds			
Ped Overlaps (next/2/2/8/5)														
Phase -->		1	2	3	4	5	6	7	8	Walk	Ped Clear	Ped Recall	Phase, Ped Recall: X = on	
Ped Overlap	A				X				X	7	15			
	B									0	0			
	C									0	0			
	D									0	0			
	E									0	0			
	F									0	0			
	G									0	0			
	H									0	0			
Walking, Ped Clear: 0 - 255 seconds														
Flashing Yellow Left Turn Arrow (FYLTA) (next/2/2/8/6)														
Phase Pairs -->		1 - 2	3 - 4	5 - 6	7 - 8									
Enable		4	0	4	0	0 = off, 3 = 3 outputs, 4 = 4 outputs, 5 = 5 outputs								
Even Omits Odd		1	0	1	0	0 = off, 1 = on, 2 = on, place call across barrier								
Detector Switch Odd / Even		X	X	X	X	X = on, odd phase must be omitted								
Red Transition		3.0	2.0	3.0	2.0	0.0 or 2.0 - 25.5 sec								
Red Extension		3.0	0.0	3.0	0.0	0.0 - 25.5 sec								
Return to GLTA		0	0	0	0	0 = off, 1 = max out, 2 = yellow lock								
Flashing Yellow Left Turn Arrow (FYLTA) - Continued on last page														

**Service Plans (next/2/2/6)**

Phase -->		1	2	3	4	5	6	7	8	
Service Plan 1	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	
Service Plan 2	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	
Service Plan 3	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	
Service Plan 4	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	
Service Plan 5	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	
Service Plan 6	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.	

**Service Plans Cont.**

Phase -->		1	2	3	4	5	6	7	8		
<b>Service Plan 7</b>	<b>Call Mode</b>	0	0	0	0	0	0	0	0		
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest										
	<b>Minimum Green</b>	0	0	0	0	0	0	0	0	0	0 - 255 sec.
	<b>Passage</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	<b>Yellow</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	<b>Red</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	<b>Walk</b>	0	0	0	0	0	0	0	0	0	0 - 255 sec.
<b>Pedestrian Clearance</b>	0	0	0	0	0	0	0	0	0	0 - 255 sec.	

Phase -->		1	2	3	4	5	6	7	8		
<b>Service Plan 8</b>	<b>Call Mode</b>	0	0	0	0	0	0	0	0		
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest										
	<b>Minimum Green</b>	0	0	0	0	0	0	0	0	0	0 - 255 sec.
	<b>Passage</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	<b>Yellow</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	<b>Red</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	<b>Walk</b>	0	0	0	0	0	0	0	0	0	0 - 255 sec.
<b>Pedestrian Clearance</b>	0	0	0	0	0	0	0	0	0	0 - 255 sec.	

**Max Plans (next/2/2/7)**

Phase -->		1	2	3	4	5	6	7	8	
<b>Max Plan 1</b>	<b>Normal Max</b>	0	0	0	0	0	0	0	0	0 - 255 sec
	<b>Fail Max</b>	0	0	0	0	0	0	0	0	
	<b>Auto Max Adjust</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Auto Max Limit</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Max Plan 2</b>	<b>Normal Max</b>	0	0	0	0	0	0	0	0	0 - 255 sec
	<b>Fail Max</b>	0	0	0	0	0	0	0	0	
	<b>Auto Max Adjust</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Auto Max Limit</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Max Plan 3</b>	<b>Normal Max</b>	0	0	0	0	0	0	0	0	0 - 255 sec
	<b>Fail Max</b>	0	0	0	0	0	0	0	0	
	<b>Auto Max Adjust</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Auto Max Limit</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Max Plan 4</b>	<b>Normal Max</b>	0	0	0	0	0	0	0	0	0 - 255 sec
	<b>Fail Max</b>	0	0	0	0	0	0	0	0	
	<b>Auto Max Adjust</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Auto Max Limit</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Max Plan 5</b>	<b>Normal Max</b>	0	0	0	0	0	0	0	0	0 - 255 sec
	<b>Fail Max</b>	0	0	0	0	0	0	0	0	
	<b>Auto Max Adjust</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Auto Max Limit</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Max Plan 6</b>	<b>Normal Max</b>	0	0	0	0	0	0	0	0	0 - 255 sec
	<b>Fail Max</b>	0	0	0	0	0	0	0	0	
	<b>Auto Max Adjust</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Auto Max Limit</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Max Plan 7</b>	<b>Normal Max</b>	0	0	0	0	0	0	0	0	0 - 255 sec
	<b>Fail Max</b>	0	0	0	0	0	0	0	0	
	<b>Auto Max Adjust</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Auto Max Limit</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Max Plan 8</b>	<b>Normal Max</b>	0	0	0	0	0	0	0	0	0 - 255 sec
	<b>Fail Max</b>	0	0	0	0	0	0	0	0	
	<b>Auto Max Adjust</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Auto Max Limit</b>	0	0	0	0	0	0	0	0	0 - 255 sec

## Coordination Data (next/2/3)

### Coordination Modes (next/2/3/1, next/2/3/4/1, next/2/3/4/3)

<b>Flash Mode</b>	33	0=off, 1=on, 33=time clock, 34=comm, 35=hardwire, 36=NWS Set only, 37=AB3418 / NTCIP S
<b>Coordination Plan Mode</b>	0	0=free, 1-32 = coord plan 1-32, 33=time clock, 34=comm, 35=hardwire, 36=NWS Set only, 37=
<b>Offset Seeking Mode</b>	2	0=add only, 1=dwel, 2=fastway
<b>Late Ped</b>	0	0 = off, 1 = on
<b>Coord Walk Rest</b>	0	0 = off, 1 = on, 2 = by TOD circuit 160, 3 = end of walk, 4 = coord ped during perms
<b>Repeated Phase Service</b>	0	0=off, 1=on (no coord ped), 2=on (beginning green coord ped), 3=on (coord ped always)
<b>Zero Mode (TS2 only)</b>	1	0=start of main street, 1=end of main street, 2=by TOD circuit 144

	<b>Phase --&gt;</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	0 = service allowed 1 = service prevented
<b>Omit Phase During Repeated Phase Service</b>		0	0	0	0	0	0	0	0	
<b>Auto Permissive Min Green</b>		0	0	0	0	0	0	0	0	0 - 255 seconds

### Coordination Plans (next/2/3/2)

Coord Plan	Coordination Phases		Cycle Length	Offset Time	Min Cycle Length Dwell Time	Permissive	Service Plan	Max Plan
	Ring 1	Ring 2						
1-	0	0	0	0	0	0	0	0
2-	0	0	0	0	0	0	0	0
3-	0	0	0	0	0	0	0	0
4-	0	0	0	0	0	0	0	0
5-	0	0	0	0	0	0	0	0
6-	0	0	0	0	0	0	0	0
7-	0	0	0	0	0	0	0	0
8-	0	0	0	0	0	0	0	0
9-	0	0	0	0	0	0	0	0
10-	0	0	0	0	0	0	0	0
11-	0	0	0	0	0	0	0	0
12-	0	0	0	0	0	0	0	0
13-	0	0	0	0	0	0	0	0
14-	0	0	0	0	0	0	0	0
15-	0	0	0	0	0	0	0	0
16-	0	0	0	0	0	0	0	0
17-	0	0	0	0	0	0	0	0
18-	0	0	0	0	0	0	0	0
19-	0	0	0	0	0	0	0	0
20-	0	0	0	0	0	0	0	0
21-	0	0	0	0	0	0	0	0
22-	0	0	0	0	0	0	0	0
23-	0	0	0	0	0	0	0	0
24-	0	0	0	0	0	0	0	0
25-	0	0	0	0	0	0	0	0
26-	0	0	0	0	0	0	0	0
27-	0	0	0	0	0	0	0	0
28-	0	0	0	0	0	0	0	0
29-	0	0	0	0	0	0	0	0
30-	0	0	0	0	0	0	0	0
31-	0	0	0	0	0	0	0	0
32-	0	0	0	0	0	0	0	0
0 - 8			0 - 255 sec.			0 - 8		

**Coordination Plans cont.**

Coord Plan	* = Force Offs / Split Times (TS2)								* = Yield Points / Actuated Times (TS2)	
	1	2	3	4	5	6	7	8	Ring 1	Ring 2
1-	0	0	0	0	0	0	0	0	0	0
2-	0	0	0	0	0	0	0	0	0	0
3-	0	0	0	0	0	0	0	0	0	0
4-	0	0	0	0	0	0	0	0	0	0
5-	0	0	0	0	0	0	0	0	0	0
6-	0	0	0	0	0	0	0	0	0	0
7-	0	0	0	0	0	0	0	0	0	0
8-	0	0	0	0	0	0	0	0	0	0
9-	0	0	0	0	0	0	0	0	0	0
10-	0	0	0	0	0	0	0	0	0	0
11-	0	0	0	0	0	0	0	0	0	0
12-	0	0	0	0	0	0	0	0	0	0
13-	0	0	0	0	0	0	0	0	0	0
14-	0	0	0	0	0	0	0	0	0	0
15-	0	0	0	0	0	0	0	0	0	0
16-	0	0	0	0	0	0	0	0	0	0
17-	0	0	0	0	0	0	0	0	0	0
18-	0	0	0	0	0	0	0	0	0	0
19-	0	0	0	0	0	0	0	0	0	0
20-	0	0	0	0	0	0	0	0	0	0
21-	0	0	0	0	0	0	0	0	0	0
22-	0	0	0	0	0	0	0	0	0	0
23-	0	0	0	0	0	0	0	0	0	0
24-	0	0	0	0	0	0	0	0	0	0
25-	0	0	0	0	0	0	0	0	0	0
26-	0	0	0	0	0	0	0	0	0	0
27-	0	0	0	0	0	0	0	0	0	0
28-	0	0	0	0	0	0	0	0	0	0
29-	0	0	0	0	0	0	0	0	0	0
30-	0	0	0	0	0	0	0	0	0	0
31-	0	0	0	0	0	0	0	0	0	0
32-	0	0	0	0	0	0	0	0	0	0
0 - 255 sec * = force offs and yield points										

Circuit Mapping (next/2/3/3)																	
Circuit Map	Coord Plan	Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit	
1	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
2	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
3	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
4	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
5	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
6	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
7	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
8	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
9	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
10	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
11	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
12	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
13	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
14	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
15	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
16	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
17	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
18	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
19	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
20	0	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U

coord plan - 0 = free, 1 - 32 = coord plan 1 - 32, 33 = any, 34 none selected  
time clock circuits - 0 = not used, or circuits 6 - 196

Dynamic Phase Length (next/2/3/4/4)									
Phase -->	1	2	3	4	5	6	7	8	
Back Detector	0	0	0	0	0	0	0	0	0 = none, 1-32 = detector 1-32
Lane Factor	0	0	0	0	0	0	0	0	0 = none, 1.0 - 5.0
Check Out Detector	0	0	0	0	0	0	0	0	0 = none, 1-32 = detector 1-32
Coord Delta Force Off	Set A	0	0	0	0	0	0	0	0 - 255 sec
	Set B	0	0	0	0	0	0	0	
	Set C	0	0	0	0	0	0	0	
	Set D	0	0	0	0	0	0	0	
Free Delta Max	Set A	0	0	0	0	0	0	0	
	Set B	0	0	0	0	0	0	0	
	Set C	0	0	0	0	0	0	0	
	Set D	0	0	0	0	0	0	0	

Platoon Progression (next/2/3/4/5)					
Entry Local Only			Master Local Only		
Platoon Max	0	0 - 255 sec	Smoothing Factor	0.0	0.0 - 1.0
Min Platoon Green	0	0 - 255 sec			
Entry Detector Gap	0.0	0.0 - 25.5			
Min Platoon Cycle	0	0 - 255 sec			

Inbound			Outbound		
Only for Entry Inbound Local or Master Local			Only for Entry Outbound Local or Master Local		
Entry IB Local also Last OB Local	0	0 - 50	Entry OB Local also Last IB Local	0	0 - 50
Speed	0	0 - 55 mph	Speed	0	0 - 55 mph
Distance from Entry Local	0	0 - 65000 feet	Distance from Entry Local	0	0 - 65000 feet

Entry Local Only			Entry Local Only		
Distance from Entry Local Detector	0	0 - 999 feet	Distance from Entry Local Detector	0	0 - 999 feet
Entry Local Detector	0	0 - 32	Entry Local Detector	0	0 - 32

Master Local			Master Local		
Master Mid - System Critical Detectors	0	0 - 16	Master Mid - System Critical Detectors	0	0 - 16

Force Off Percents													
Inbound						Outbound							
	1	3	4	5	7	8		1	3	4	5	7	8
Split 1	0	0	0	0	0	0	Split 1	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	Split 2	0	0	0	0	0	0
0 - 100 %						0 - 100 %							

## Time of Day Data (next/2/4)

Day Program (next/2/4/1)												
	Day Prog.	Time	Coord Plan	Coord Plan or Circuit	State On / Off		Day Prog.	Time	Coord Plan	Coord Plan or Circuit	State On/Off	
1							51					
2							52					
3							53					
4							54					
5							55					
6							56					
7							57					
8							58					
9							59					
10							60					
11							61					
12							62					
13							63					
14							64					
15							65					
16							66					
17							67					
18							68					
19							69					
20							70					
21							71					
22							72					
23							73					
24							74					
25							75					
26							76					
27							77					
28							78					
29							79					
30							80					
31							81					
32							82					
33							83					
34							84					
35							85					
36							86					
37							87					
38							88					
39							89					
40							90					
41							91					
42							92					
43							93					
44							94					
45							95					
46							96					
47							97					
48							98					
49							99					
50							100					
	1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196	X = on		1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196	X = on	

Day Program cont.

	Day Prog.	Time	Coord Plan	Coord Plan or Circuit	State On / Off		Day Prog.	Time	Coord Plan	Coord Plan or Circuit	State On / Off
101							151				
102							152				
103							153				
104							154				
105							155				
106							156				
107							157				
108							158				
109							159				
110							160				
111							161				
112							162				
113							163				
114							164				
115							165				
116							166				
117							167				
118							168				
119							169				
120							170				
121							171				
122							172				
123							173				
124							174				
125							175				
126							176				
127							177				
128							178				
129							179				
130							180				
131							181				
132							182				
133							183				
134							184				
135							185				
136							186				
137							187				
138							188				
139							189				
140							190				
141							191				
142							192				
143							193				
144							194				
145							195				
146							196				
147							197				
148							198				
149							199				
150							200				
	1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196	X = on		1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196	X = on





**Circuit Overrides (next/2/4/4)**

1 - Coord Line 1	CL1	TOD		51 - Ped Omit 3	PO3	TOD	
2 - Coord Line 2	CL2	TOD		52 - Ped Omit 4	PO4	TOD	
3 - Coord Line 4	CL4	TOD		53 - Ped Omit 5	PO5	TOD	
4 - Coord Line 8	CL8	TOD		54 - Ped Omit 6	PO6	TOD	
5 - Coord Line 16	C16	TOD		55 - Ped Omit 7	PO7	TOD	
6 - Coord Operation	CRD	TOD		56 - Ped Omit 8	PO8	TOD	
7 - Soft Flash	SFL	TOD		57 - Conditional Service	CVS	TOD	
8 - Enable System Relays	ESR	TOD		58 - Inhibit Simultaneous Gap Out	ISG	On	
9 - Call to Non Act 1	CN1	TOD		59 - Inhibit Hardwire	HWI	TOD	
10 - Call to Non Act 2	CN2	TOD		60 - Ped Override Mode	POM	On	
11 - Walk Rest Modifier	WRM	TOD		61 - Dual Entry	DLE	TOD	
12 - Min Recall	MIN	Off		62 - Exclusive Ped	EPD	TOD	
13 - Max 2 Both Rings	MX2	TOD		63 - Call to Time Clock Mode	CTC	TOD	
14 - Coord Inhibit Max Ring 1, 2	IMT	TOD		64 - Dual Enhanced Ped	DEP	TOD	
15 - Enable Service Log	ESL	TOD		65 - Service Plan 1	SP1	TOD	
16 - Call to Free	CTF	TOD		66 - Service Plan 2	SP2	TOD	
17 - TOD Output 1	TO1	TOD		67 - Service Plan 3	SP3	TOD	
18 - TOD Output 2	TO2	TOD		68 - Service Plan 4	SP4	TOD	
19 - TOD Output 3	TO3	TOD		69 - Service Plan 5	SP5	TOD	
20 - TOD Output 4	TO4	TOD		70 - Service Plan 6	SP6	TOD	
21 - TOD Output 5	TO5	TOD		71 - Service Plan 7	SP7	TOD	
22 - TOD Output 6	TO6	TOD		72 - Service Plan 8	SP8	TOD	
23 - TOD Output 7	TO7	TOD		73 - Max Plan 1	MP1	TOD	
24 - TOD Output 8	TO8	TOD		74 - Max Plan 2	MP2	TOD	
25 - Vehicle Call Phase 1	VC1	TOD	On /	75 - Max Plan 3	MP3	TOD	On /
26 - Vehicle Call Phase 2	VC2	TOD	Off /	76 - Max Plan 4	MP4	TOD	Off /
27 - Vehicle Call Phase 3	VC3	TOD	TOD	77 - Max Plan 5	MP5	TOD	TOD
28 - Vehicle Call Phase 4	VC4	TOD		78 - Max Plan 6	MP6	TOD	
29 - Vehicle Call Phase 5	VC5	TOD		79 - Max Plan 7	MP7	TOD	
30 - Vehicle Call Phase 6	VC6	TOD		80 - Max Plan 8	MP8	TOD	
31 - Vehicle Call Phase 7	VC7	TOD		81 - Transit Priority Max Group 1	TG1	TOD	
32 - Vehicle Call Phase 8	VC8	TOD		82 - Transit Priority Max Group 2	TG2	TOD	
33 - Ped Call Phase 1	PC1	TOD		83 - Transit Priority Max Group 3	TG3	TOD	
34 - Ped Call Phase 2	PC2	TOD		84 - Transit Priority Max Group 4	TG4	TOD	
35 - Ped Call Phase 3	PC3	TOD		85 - Transit Priority Max Group 5	TG5	TOD	
36 - Ped Call Phase 4	PC4	TOD		86 - Transit Priority Max Group 6	TG6	TOD	
37 - Ped Call Phase 5	PC5	TOD		87 - Transit Priority Max Group 7	TG7	TOD	
38 - Ped Call Phase 6	PC6	TOD		88 - Transit Priority Max Group 8	TG8	TOD	
39 - Ped Call Phase 7	PC7	TOD		89 - Inhibit Volume Density 1	IV1	TOD	
40 - Ped Call Phase 8	PC8	TOD		90 - Inhibit Volume Density 2	IV2	TOD	
41 - Vehicle Omit 1	VO1	TOD		91 - Inhibit Volume Density 3	IV3	TOD	
42 - Vehicle Omit 2	VO2	TOD		92 - Inhibit Volume Density 4	IV4	TOD	
43 - Vehicle Omit 3	VO3	TOD		93 - Inhibit Volume Density 5	IV5	TOD	
44 - Vehicle Omit 4	VO4	TOD		94 - Inhibit Volume Density 6	IV6	TOD	
45 - Vehicle Omit 5	VO5	TOD		95 - Inhibit Volume Density 7	IV7	TOD	
46 - Vehicle Omit 6	VO6	TOD		96 - Inhibit Volume Density 8	IV8	TOD	
47 - Vehicle Omit 7	VO7	TOD		97 - Lag 1	LG1	TOD	
48 - Vehicle Omit 8	VO8	TOD		98 - Lag 3	LG3	TOD	
49 - Ped Omit 1	PO1	TOD		99 - Lag 5	LG5	TOD	
50 - Ped Omit 2	PO2	TOD		100 - Lag 7	LG7	TOD	

**Circuit Overrides cont.**

101 - Inhibit Overlap A	OLA	TOD		151 - Coord Hold 7	HD7	TOD
102 - Inhibit Overlap B	OLB	TOD		152 - Coord Hold 8	HD8	TOD
103 - Inhibit Overlap C	OLC	TOD		153 - PE Priority Return B	PRB	TOD
104 - Inhibit Overlap D	OLD	TOD		154 - PE Priority Return C	PRC	TOD
105 - Enable Schedule A Phone 1	AT1	TOD		155 - PE Priority Return D	PRD	TOD
106 - Enable Schedule A Phone 2	AT2	TOD		156 - PE Priority Return E	PRE	TOD
107 - Enable Schedule B Phone 1	BT1	TOD		157 - Platoon Inbound	PPI	TOD
108 - Enable Schedule B Phone 2	BT2	TOD		158 - Platoon Outbound	PPO	TOD
109 - Enable Schedule C Phone 1	CT1	TOD		159 - Platoon Spl 2	PS2	TOD
110 - Enable Schedule C Phone 2	CT2	TOD		160 - Coord Walk Rest	CWR	TOD
111 - Enable Volume to Call Phone 1	VT1	TOD		161 - Dynamic Phase Length Short Inhibit 1	SI1	TOD
112 - Enable Volume to Call Phone 2	VT2	TOD		162 - Dynamic Phase Length Short Inhibit 2	SI2	TOD
113 - Enable Volume Logging	EVL	On		163 - Dynamic Phase Length Short Inhibit 3	SI3	TOD
114 - Enable MOE Logging	EML	On		164 - Dynamic Phase Length Short Inhibit 4	SI4	TOD
115 - Detector Low Threshold Inhibit	DLI	TOD		165 - Dynamic Phase Length Short Inhibit 5	SI5	TOD
116 - Detector Continue Presence Inhibit	DPI	TOD		166 - Dynamic Phase Length Short Inhibit 6	SI6	TOD
117 - Inhibit Detector Based on Programming	IND	TOD		167 - Dynamic Phase Length Short Inhibit 7	SI7	TOD
118 - Inhibit Detector Delay	IDD	TOD		168 - Dynamic Phase Length Short Inhibit 8	SI8	TOD
119 - Inhibit Conditional Ped	ICP	TOD		169 - Coord Late Left Turn 1	CT1	TOD
120 - Inhibit Transit Priority	ITP	TOD		170 - Coord Late Left Turn 3	CT3	TOD
121 - Red Rest Ring 1,2	RRM	TOD		171 - Coord Late Left Turn 5	CT5	TOD
122 - Enable Transcend	TRA	TOD		172 - Coord Late Left Turn 7	CT7	TOD
123 - Omit Red Clear Ring 1,2	ORC	TOD		173 - Dynamic Phase Length Enable A	DPA	TOD
124 - Not Used	N/U	TOD		174 - Dynamic Phase Length Enable B	DPB	TOD
125 - Ped Recycle Ring 1,2	PCY	TOD	On /	175 - Dynamic Phase Length Enable C	DPC	TOD
126 - Not Used	N/U	TOD	Off /	176 - Dynamic Phase Length Enable D	DPD	TOD
127 - Enable MOE Log to Call Phone 1	MT1	TOD	TOD	177 - Proactive Plan Select Average	PSA	TOD
128 - Enable MOE Log to Call Phone 2	MT2	TOD		178 - Proactive Plan Select Inbound	PSI	TOD
129 - Transit Inhibit Short Time 1	IS1	TOD		179 - Proactive Plan Select Outbound	PSO	TOD
130 - Transit Inhibit Short Time 2	IS2	TOD		180 - Split Variant Inbound	SVI	TOD
131 - Transit Inhibit Short Time 3	IS3	TOD		181 - Split Variant Outbound	SVO	TOD
132 - Transit Inhibit Short Time 4	IS4	TOD		182 - Disable Coord Walk Rest Ring 1	DW1	TOD
133 - Transit Inhibit Short Time 5	IS5	TOD		183 - Disable Coord Walk Rest Ring 2	DW2	TOD
134 - Transit Inhibit Short Time 6	IS6	TOD		184 - Proactive Plan Select New Look	NLK	TOD
135 - Transit Inhibit Short Time 7	IS7	TOD		185 - Disable Red Clearance Extension	DRX	TOD
136 - Transit Inhibit Short Time 8	IS8	TOD		186 - Detector Plan Line 1	DL1	TOD
137 - Enable Transit Priority Logging	ETL	TOD		187 - Detector Plan Line 2	DL2	TOD
138 - Disable Flashing Yellow Arrow 1	DF1	TOD		188 - Disable LRT 1 Vertical Flashing Bar	DV1	TOD
139 - Disable Flashing Yellow Arrow 3	DF3	TOD		189 - Disable LRT 2 Vertical Flashing Bar	DV2	TOD
140 - Disable Flashing Yellow Arrow 5	DF5	TOD		190 - Disable LRT 3 Vertical Flashing Bar	DV3	TOD
141 - Disable Flashing Yellow Arrow 7	DF7	TOD		191 - Disable LRT 4 Vertical Flashing Bar	DV4	TOD
142 - Disable Auto Max	DAM	TOD		192 - Datakey Enable	DKE	On
143 - Disable Repeat Phase Service	DRS	TOD		193 - Dynamic Phase Reversal Enable 1	DR1	TOD
144 - Coord End of Main Street	EMS	TOD		194 - Dynamic Phase Reversal Enable 3	DR3	TOD
145 - Coord Hold 1	HD1	TOD		195 - Dynamic Phase Reversal Enable 5	DR5	TOD
146 - Coord Hold 2	HD2	TOD		196 - Dynamic Phase Reversal Enable 7	DR7	TOD
147 - Coord Hold 3	HD3	TOD		197 - Enable Coord Logging	ECL	On
148 - Coord Hold 4	HD4	TOD		198 - Disable Gap FYLTA 1,3,5,7	DGF	TOD
149 - Coord Hold 5	HD5	TOD		199 - Coordination Auto Walk	CAW	TOD
150 - Coord Hold 6	HD6	TOD		200 - Enable Coordinated Auto Max	ECM	TOD

## Preemption Data (next/2/5)

Sequence (next/2/5/1 - 8)							Instructions 0 - Service Phases 1-9 = Special Interval 1-9 10 - Preempt Sequence Allows FYLTA 11 - Preempt Interval Disables FYLTA 15 - Alternate Trap Protection 90 - Go to all Red 91 - Soft Flash On 92 - Soft Flash Off 93 - Enable Ped 94 - Disable Peds 95 - Priority Return 96 - Enable Coordination with peds 97 - Enable Coordination without peds 98 - Return with NO Calls 99 - Return with Vehicle Calls 100 - jump to step in Interval Time 101 - Use Interval Time as Resettable Gap Timer 196 - Coord Re-synch with Peds 197 - Coord Re-synch without Peds 200 - Light Rail Train phase without Peds 201 - Light Rail Train phase with Peds 202 - Return to highest queue/delay phase (this uses the Dynamic Phase Length Back Detectors) 216 - Light Rail Train Coord Re-synch with Peds 217 - Light Rail Train Coord Re-synch without Peds
Sequences / Intervals	Instruction	Phases Serviced	Interval Time	Hold On Input	Outputs On	Output Mode	
1	1	197	25	0	1	0	
	2	98		0	0	0	
	3	0		0	0	0	
	4	0		0	0	0	
	5	0		0	0	0	
	6	0		0	0	0	
	7	0		0	0	0	
	8	0		0	0	0	
	9	0		0	0	0	
	10	0		0	0	0	
2	1	0		0	0	0	
	2	0		0	0	0	
	3	0		0	0	0	
	4	0		0	0	0	
	5	0		0	0	0	
	6	0		0	0	0	
	7	0		0	0	0	
	8	0		0	0	0	
	9	0		0	0	0	
	10	0		0	0	0	
3	1	197	16	0	1	0	
	2	98		0	0	0	
	3	0		0	0	0	
	4	0		0	0	0	
	5	0		0	0	0	
	6	0		0	0	0	
	7	0		0	0	0	
	8	0		0	0	0	
	9	0		0	0	0	
	10	0		0	0	0	
4	1	197	8	0	1	0	
	2	98		0	0	0	
	3	0		0	0	0	
	4	0		0	0	0	
	5	0		0	0	0	
	6	0		0	0	0	
	7	0		0	0	0	
	8	0		0	0	0	
	9	0		0	0	0	
	10	0		0	0	0	
5	1	0		0	0	0	
	2	0		0	0	0	
	3	0		0	0	0	
	4	0		0	0	0	
	5	0		0	0	0	
	6	0		0	0	0	
	7	0		0	0	0	
	8	0		0	0	0	
	9	0		0	0	0	
	10	0		0	0	0	

Sequence cont.							
Sequences / Intervals	Instruction	Phases Serviced	Interval Time	Hold On Input	Outputs On	Output Mode	
6	1	0		0	0		0
	2	0		0	0		0
	3	0		0	0		0
	4	0		0	0		0
	5	0		0	0		0
	6	0		0	0		0
	7	0		0	0		0
	8	0		0	0		0
	9	0		0	0		0
	10	0		0	0		0
7	1	0		0	0		0
	2	0		0	0		0
	3	0		0	0		0
	4	0		0	0		0
	5	0		0	0		0
	6	0		0	0		0
	7	0		0	0		0
	8	0		0	0		0
	9	0		0	0		0
	10	0		0	0		0
8	1	0		0	0		0
	2	0		0	0		0
	3	0		0	0		0
	4	0		0	0		0
	5	0		0	0		0
	6	0		0	0		0
	7	0		0	0		0
	8	0		0	0		0
	9	0		0	0		0
	10	0		0	0		0

Sequence Timing (next/2/5/0)										
Sequence -->		1	2	3	4	5	6	7	8	
Input Memory										X = on
Input Priority		6	6	6	6	0	0	0	0	0 = lowest, - 8 = highest
Entry (Transition) Parameters	Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Walk	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0 would time the normal function time
	Ped Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Overlap Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Overlap Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Delay to Preempt	0	0	0	0	0	0	0	0	
	Delay Ped Omit	0	0	0	0	0	0	0	0	0 - 255 sec
	Delay Phase Omit	0	0	0	0	0	0	0	0	
Min Reservice		0	0	0	0	0	0	0	0	0 - 255 min
Overlap Inhibits	A									X = inhibit
	B									
	C									
	D									
Exit Parameters	Exit to Coord Plan Offset by X	0	0	0	0	0	0	0	0	0 - 20
	Exit Coord Plan Time	0	0	0	0	0	0	0	0	0 - 60 min
	Exit to Max Plan	0	0	0	0	0	0	0	0	0 - 8
	Exit Free Time	0	0	0	0	0	0	0	0	0 - 60 min
	Override Time	0	0	0	0	0	0	0	0	
	Fail Time	0	0	0	0	0	0	0	0	
Exit Mode Time		0	0	0	0	0	0	0	0	

Priority Return and Special Intervals (next/2/5/0/6, next/2/5/9)														
Phase / Overlap -->		1	2	3	4	5	6	7	8	A	B	C	D	
Priority Return	Enable	0	0 = disabled, 1 = enabled, 2 = enabled, skip preemption phases on exit											
	A (max)	0	0	0	0	0	0	0	0	0 - 100% of currently used max				
	B (max)	0	0	0	0	0	0	0	0					
	C (max)	0	0	0	0	0	0	0	0					
	D (max)	0	0	0	0	0	0	0	0					
	E (max)	0	0	0	0	0	0	0	0					
Ped Clear	0	0	0	0	0	0	0	0	0	0 - 100% of currently used ped clearance				
Queue Delay Recovery	0	0	0	0	0	0	0	0	0	0 - 255 sec.				
Special Intervals	1	0	0	0	0	0	0	0	0	0	0	0	0	0 = Dark 1 = green don't walk 2 = green walk 3 = green flashing don't walk 4 = yellow 5 = red 6 = flashing yellow WIG 7 = flashing yellow WAG 8 = flashing red WIG 9 = flashing red WAG 10 = walk only 11=flashing don't walk only
	2	0	0	0	0	0	0	0	0	0	0	0	0	
	3	0	0	0	0	0	0	0	0	0	0	0	0	
	4	0	0	0	0	0	0	0	0	0	0	0	0	
	5	0	0	0	0	0	0	0	0	0	0	0	0	
	6	0	0	0	0	0	0	0	0	0	0	0	0	
	7	0	0	0	0	0	0	0	0	0	0	0	0	
	8	0	0	0	0	0	0	0	0	0	0	0	0	
	9	0	0	0	0	0	0	0	0	0	0	0	0	
Light Rail Train (next/2/5/0/7)														
Light Rail Train -->		1	2	3	4									
Associated Preempt		0	0	0	0	0 = none, preempt 1 - 8								
Time to Green		0	0	0	0	0 - 255 sec								
Horizontal Bar Flash Time		0.0	0.0	0.0	0.0	0.0 - 25.5 sec								
Vertical Bar Flash Time		0.0	0.0	0.0	0.0									
Min Duration		0	0	0	0	0 - 255 sec								

## Communications Data (next/2/6)

<b>1st Central Phone Number</b>				<b>2nd Central Phone Number</b>					
<b>Modem Setup String</b>				<b>Intersection Name</b> <i>South Canal at Odem Medo</i>					
<b>Subnet Mask</b>		<i>255.255.255.192</i>							
<b>IP ( ethernet ) Port</b>		<i>25000</i>							
<b>Central Port</b>		<i>6</i>							
<b>System Mode</b>		<i>0</i>							
<b>System Port</b>		<i>0</i>		<b>Alternate System Port</b>		<i>0</i>			
<b>System ID</b>	<i>154</i>	<b>AB3418e Physical Address</b>		<i>1</i>	<b>IP Address</b>		<i>10.12.64.67</i>		
<b>Local ID</b>	<i>1</i>	<b>AB3418e Group Address</b>		<i>0</i>	<b>Gateway Address</b>		<i>10.12.64.65</i>		
<b>Baud Rates</b>		<b>Flow Control</b>		<b>Port Use</b>					
<b>Port 1 (Slot A2 Upper)</b>		<i>0</i>		<i>1</i>		<i>Suggested Use - FSK</i>			
<b>Port 2 (Slot A2 Lower)</b>		<i>0</i>		<i>1</i>		<i>modem to central</i>			
<b>Port 3 (Slot A1 Upper)</b>		<i>0</i>		<i>0</i>		<i>Suggested Use - Modem to Central</i>			
<b>Port 4 (Slot A1 Lower or C50S)</b>		<i>2</i>		<i>NU</i>		<i>Suggested Use - RS232 to Laptop</i>			
0 = 1200, 1 = 2400, 2 = 9600, 3 = 19200 baud				0 = off, 1 = on					
<b>Reports</b>									
<b>Volume Log Period</b>		<i>60</i>	minute	<b>Volume/Occ Log Period</b>		<i>0</i>	second		
				<b>MOE Log Period</b>		<i>30</i>	minute		
0 = disabled, 1,2,3,4,5,6,10,12,15,20,30,60 minutes									
<b>Function Schedule Mapping (next/2/6/7)</b>									
<b>Alarm 1</b>		<i>0</i>				<b>Soft Flash</b>		<i>3</i>	
<b>Alarm 2</b>		<i>0</i>				<b>Manual Control Enable (MCE)</b>		<i>3</i>	
<b>Alarm 3</b>		<i>0</i>				<b>Emergency or Railroad Preempt</b>		<i>1</i>	
<b>Alarm 4</b>		<i>0</i>				<b>Not Used</b>		<i>0</i>	
<b>Alarm 5</b>		<i>0</i>		0 = none 1 = schedule A 2 = schedule B 3 = schedule C 4 = schedule R		<b>Cycle Failure</b>		<i>2</i>	
<b>Not Used</b>		<i>0</i>				<b>Coordination Failure</b>		<i>2</i>	0 = none 1 = schedule A 2 = schedule B 3 = schedule C 4 = schedule R
<b>Not Used</b>		<i>0</i>				<b>Keyboard use / Data Changed</b>		<i>2</i>	
<b>Not Used</b>		<i>0</i>				<b>Coord Running / Free</b>		<i>3</i>	
<b>Power On / Off</b>		<i>2</i>		<b>Cabinet Door</b>		<i>2</i>			
<b>Checksum Failure</b>		<i>2</i>				<b>Extended Ped Pushbutton</b>		<i>0</i>	
<b>Video / Detector Failure</b>		<i>2</i>				<b>Monitor Status</b>		<i>2</i>	
<b>Master to Local Comm Lost</b>		<i>0</i>				<b>Red Extension</b>		<i>0</i>	

## Miscellaneous Data

### Transit Priority (next/2/7)

	1	2	3	4	5	6	7	8	
<b>Phases</b>									Phases 1 - 8 (max of 2 compatible phases)
<b>PE Enable (6.25Hz TP call on PE)</b>									X = 6.25 Hz signal will activate TP
<b>Priority</b>	0	0	0	0	0	0	0	0	0 - 8, 8 = highest
<b>Memory</b>									X = on
<b>Delay Time</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Minimum Reservice Time (per input)</b>	0	0	0	0	0	0	0	0	0 - 255 min
<b>Override Time</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Bus Extend</b>	0	0	0	0	0	0	0	0	0 - 255 sec
<b>Minimum Reservice Time (all inputs)</b>	0	0 - 255 min							
<b>Free Operation Mode</b>	0	0 = use shortest of max 1 or 2, 1 - 8 = use max time of group 1 - 8, 9 = use time of day							

### Transit Priority Alternate Force Off Plans

Current Coord Plan	1	2	3	4	5	6	7	8	
Alternate TP Force Off Plan	0	0	0	0	0	0	0	0	0 = none
Current Coord Plan	9	10	11	12	13	14	15	16	
Alternate TP Force Off Plan	0	0	0	0	0	0	0	0	17 - 32 = coord plan 17 - 32

### Group Timing

Phase -->		1	2	3	4	5	6	7	8	
Group 1	Max Times	0	0	0	0	0	0	0	0	0 - 255 sec 0 would time the normal function time
	Walk Times	0	0	0	0	0	0	0	0	
Group 2	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 3	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 4	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 5	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 6	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 7	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	
Group 8	Max Times	0	0	0	0	0	0	0	0	
	Walk Times	0	0	0	0	0	0	0	0	

### Truck Priority (next/2/7/9)

Truck Priority-->	1	2	3	4	
Associated Transit Priority	0	0	0	0	0 = none 1 - 8 = transit priority 1 - 8
Leading Detector	0	0	0	0	0 = none, 1 - 32 = detector 1 - 32
Trailing Detector	0	0	0	0	
Stop Bar Distance	0	0	0	0	0 - 999 feet
Trap Distance	0	0	0	0	0.0 - 99.9 feet
Minimum Speed	0	0	0	0	0 - 100 mph
Minimum Length	0	0	0	0	0 - 255 feet
Downhill Grade	0	0	0	0	0 - 20 %
Uphill Grade	0	0	0	0	
Undersized Vehicle					X = Enabled

Change I/O      X = On (After a download with a power on - off cycle)



Inputs (Non Default I/O is offset to the right) (next/2/8/1)											
C1-39	101	VD9	C1-55	15	VD5	C1-67	22	PED2	C11-15	254	N/U
C1-40	113	VD19	C1-56	11	VD1	C1-68	26	PED6	C11-16	254	N/U
C1-41	106	VD14	C1-57	17	VD7	C1-69	24	PED4	C11-17	254	N/U
C1-42	118	VD24	C1-58	13	VD3	C1-70	28	PED8	C11-18	254	N/U
C1-43	102	VD10	C1-59	16	VD6	C1-71	151	PE1	C11-19	254	N/U
C1-44	114	VD20	C1-60	12	VD2	C1-72	152	PE2	C11-20	254	N/U
C1-45	107	VD15	C1-61	18	VD8	C1-73	153	PE3	C11-21	254	N/U
C1-46	161	VD25	C1-62	14	VD4	C1-74	154	PE4	C11-22	254	N/U
C1-47	105	VD13	C11-10	254	N/U	C1-75	254	N/U	C11-23	254	N/U
C1-48	117	VD23	C11-11	254	N/U	C1-76	104	VD12	C11-24	254	N/U
C1-49	112	VD18	C11-12	254	N/U	C1-77	116	VD22	C11-25	254	N/U
C1-50	164	VD28	C11-13	254	N/U	C1-78	111	VD17	C11-26	254	N/U
C1-51	199	PEDI	C1-63	103	VD11	C1-79	163	VD27	C11-27	254	N/U
C1-52	155	PE5	C1-64	115	VD21	C1-80	82	IADV	C11-28	254	N/U
C1-53	85	MCE	C1-65	108	VD16	C1-81	137	MONS	C11-29	254	N/U
C1-54	254	N/U	C1-66	162	VD26	C1-82	62	ST1	C11-30	254	N/U

Outputs (Non Default I/O is offset to the right) (next/2/8/2)											
C1-2	44	4DWK	C1-19	48	8DWK	C1-35	215	FYA1	C1-91	41	1DWK
C1-3	64	4WLK	C1-20	68	8WLK	C1-36	217	FYA5	C1-93	61	1WLK
C1-4	14	4RED	C1-21	18	8RED	C1-37	133	TO3	C1-94	106	OLBR
C1-5	24	4YEL	C1-22	28	8YEL	C1-38	134	TO4	C1-95	105	OLBY
C1-6	34	4GRN	C1-23	38	8GRN	C1-100	53	3PCL	C1-96	104	OLBG
C1-7	13	3RED	C1-24	17	7RED	C1-101	51	1PCL	C1-97	103	OLAR
C1-8	23	3YEL	C1-25	27	7YEL	C1-102	187	SFL	C1-98	102	OLAY
C1-9	33	3GRN	C1-26	37	7GRN	C1-103	147	WDOG	C1-99	101	OLAG
C1-10	42	2DWK	C1-27	46	6DWK	C1-83	43	3DWK	C11-1	254	N/U
C1-11	62	2WLK	C1-28	66	6WLK	C1-84	63	3WLK	C11-2	254	N/U
C1-12	12	2RED	C1-29	16	6RED	C1-85	116	OLDR	C11-3	254	N/U
C1-13	22	2YEL	C1-30	26	6YEL	C1-86	115	OLDY	C11-4	254	N/U
C1-15	32	2GRN	C1-31	36	6GRN	C1-87	114	OLDG	C11-5	254	N/U
C1-16	11	1RED	C1-32	15	5RED	C1-88	113	OLCR	C11-6	254	N/U
C1-17	221	FYC1	C1-33	223	FYC5	C1-89	112	OLCY	C11-7	254	N/U
C1-18	31	1GRN	C1-34	35	5GRN	C1-90	111	OLCG	C11-8	254	N/U

Internal Logic (next/2/9)			
Step	Inst.	Description	Comment
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**Internal Logic cont.**

<b>Step</b>	<b>Inst.</b>	<b>Description</b>	<b>Comment</b>
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**Internal Logic cont.**

<b>Step</b>	<b>Inst.</b>	<b>Description</b>	<b>Comment</b>
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**Internal Logic cont.**

<b>Step</b>	<b>Inst.</b>	<b>Description</b>	<b>Comment</b>
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Internal Logic cont.

Step	Inst.	Description	Comment
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**FYLTA - Continued (next/2/2/8/6)**

		Phase Pairs -->	1 - 2	3 - 4	5 - 6	7 - 8	
<b>Gap-Dependent FYLTA (next/2/2/8/6-A)</b>	<b>Detector Input</b>		0	0	0	0	0 = disable, 1 - 64 detectors
	<b>Min Delay</b>		0	0	0	0	0 - 255 sec
	<b>Detector Gap</b>		0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Max Delay</b>		0	0	0	0	0 - 255 sec
	<b>Not Ped</b>		2	0	2	0	0 - 255 sec

**FYLTA Gap-Dependent Plans (next/2/2/8/6)**

		Phase Pairs -->	1 - 2	3 - 4	5 - 6	7 - 8	
<b>FYLTA Gap-Dependent Plan A</b>	<b>Detector Input</b>		0	0	0	0	0 = disable, 1 - 64 detectors
	<b>Min Delay</b>		0	0	0	0	0 - 255 sec
	<b>Detector Gap</b>		0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Max Delay</b>		0	0	0	0	0 - 255 sec
	<b>Not Ped</b>		0	0	0	0	0 - 255 sec
<b>FYLTA Gap-Dependent Plan B</b>	<b>Detector Input</b>		0	0	0	0	0 = disable, 1 - 64 detectors
	<b>Min Delay</b>		0	0	0	0	0 - 255 sec
	<b>Detector Gap</b>		0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Max Delay</b>		0	0	0	0	0 - 255 sec
	<b>Not Ped</b>		0	0	0	0	0 - 255 sec
<b>FYLTA Gap-Dependent Plan C</b>	<b>Detector Input</b>		0	0	0	0	0 = disable, 1 - 64 detectors
	<b>Min Delay</b>		0	0	0	0	0 - 255 sec
	<b>Detector Gap</b>		0.0	0.0	0.0	0.0	0 - 25.5 sec
	<b>Max Delay</b>		0	0	0	0	0 - 255 sec

	<b>Not Ped</b>	0	0	0	0	0 - 255 sec											
<b>FYLTA Gap-Dependent Plan D</b>	<b>Detector Input</b>	0	0	0	0	0 = disable, 1 - 64 detectors											
	<b>Min Delay</b>	0	0	0	0	0 - 255 sec											
	<b>Detector Gap</b>	0.0	0.0	0.0	0.0	0 - 25.5 sec											
	<b>Max Delay</b>	0	0	0	0	0 - 255 sec											
	<b>Not Ped</b>	0	0	0	0	0 - 255 sec											
<b>Preemption - Continued</b>																	
<b>Railroad Communications (IEEE 1570) (next/2/5/0/8)</b>																	
		<b>ATC</b>	<b>Wayside</b>														
<b>Railroad Number</b>	0	0	0 - 999, represents railroad														
<b>Railroad Line Number</b>	0	0	0 - 999, represents railroad line														
<b>Group Number</b>	0	0	0 - 999, represents physical group of equipment														
<b>Subnode Number</b>	0	0	0 - 99, subnode within physical group of equipment														
<b>Device Number</b>	0	0	0 - 99, device within physical group of equipment														
<b>Associated Preempt</b>	0		0 - 8														
<b>Communication Port</b>	0		0 - 4														
<b>Reports - Continued</b>																	
<b>Reports - Service Delay Modes (next/2/6/0)</b>																	
<b>Phase --&gt;</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>									
<b>Mode</b>	0	0	0	0	0	0	0	0	0 = disable, 1 = enable, 2 = Ped, 3 = Veh/P								
<b>Ped Overlap --&gt;</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>									
<b>Mode</b>	0	0	0	0	0	0	0	0	0 = disable, 1 = enable								
<b>Detector --&gt;</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	
<b>Enable</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Detector --&gt;</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>	<b>32</b>	
<b>Enable</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Detector --&gt;</b>	<b>33</b>	<b>34</b>	<b>35</b>	<b>36</b>	<b>37</b>	<b>38</b>	<b>39</b>	<b>40</b>	<b>41</b>	<b>42</b>	<b>43</b>	<b>44</b>	<b>45</b>	<b>46</b>	<b>47</b>	<b>48</b>	
<b>Enable</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Detector --&gt;</b>	<b>49</b>	<b>50</b>	<b>51</b>	<b>52</b>	<b>53</b>	<b>54</b>	<b>55</b>	<b>56</b>	<b>57</b>	<b>58</b>	<b>59</b>	<b>60</b>	<b>61</b>	<b>62</b>	<b>63</b>	<b>64</b>	
<b>Enable</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Appendix F – Existing  
PM Operational Analysis  
Worksheets



HCM Signalized Intersection Capacity Analysis  
1: US-97 NB Ramps & SW Canal Blvd

2017 Peak Hour  
04/03/2018

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (vph)	159	398	7	166	261	74
Future Volume (vph)	159	398	7	166	261	74
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1733	1458	1421	1716	1630	1458
Flt Permitted	1.00	1.00	0.47	1.00	0.95	1.00
Satd. Flow (perm)	1733	1458	702	1716	1630	1458
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	173	433	8	180	284	80
RTOR Reduction (vph)	0	298	0	0	0	55
Lane Group Flow (vph)	173	135	8	180	284	25
Heavy Vehicles (%)	1%	2%	17%	2%	2%	2%
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	11.8	11.8	17.1	17.1	11.7	11.7
Effective Green, g (s)	11.8	11.8	17.1	17.1	11.7	11.7
Actuated g/C Ratio	0.31	0.31	0.45	0.45	0.31	0.31
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	540	455	332	776	504	451
v/s Ratio Prot	c0.10		0.00	c0.10	c0.17	
v/s Ratio Perm		0.09	0.01			0.02
v/c Ratio	0.32	0.30	0.02	0.23	0.56	0.05
Uniform Delay, d1	9.9	9.9	6.0	6.3	10.9	9.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.4	0.0	0.2	1.4	0.1
Delay (s)	10.3	10.2	6.0	6.5	12.4	9.2
Level of Service	B	B	A	A	B	A
Approach Delay (s)	10.2			6.5	11.7	
Approach LOS	B			A	B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			10.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.45			
Actuated Cycle Length (s)			37.8		Sum of lost time (s)	13.5
Intersection Capacity Utilization			39.3%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						





















Queues  
1: US-97 NB Ramps & SW Canal Blvd

2017 Peak Hour  
04/03/2018

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	173	433	8	180	284	80
v/c Ratio	0.29	0.55	0.02	0.28	0.51	0.15
Control Delay	12.0	4.9	7.1	8.9	14.0	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	4.9	7.1	8.9	14.0	4.2
Queue Length 50th (ft)	18	0	1	19	31	0
Queue Length 95th (ft)	88	55	7	61	137	23
Internal Link Dist (ft)	689			452	761	
Turn Bay Length (ft)			200			175
Base Capacity (vph)	1634	1399	412	1684	1444	1301
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.31	0.02	0.11	0.20	0.06
<b>Intersection Summary</b>						

HCM Signalized Intersection Capacity Analysis  
2: US-97 SB Ramps & NW Canal Blvd

2017 Peak Hour  
04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 							 	
Traffic Volume (vph)	0	549	107	57	369	1	0	0	0	8	0	216
Future Volume (vph)	0	549	107	57	369	1	0	0	0	8	0	216
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.5		4.5	4.5						4.5	4.5
Lane Util. Factor		0.95		1.00	1.00						1.00	1.00
Frbp, ped/bikes		1.00		1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3206		1662	1715						1662	1458
Flt Permitted		1.00		0.27	1.00						0.95	1.00
Satd. Flow (perm)		3206		477	1715						1662	1458
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	597	116	62	401	1	0	0	0	9	0	235
RTOR Reduction (vph)	0	18	0	0	0	0	0	0	0	0	0	194
Lane Group Flow (vph)	0	695	0	62	402	0	0	0	0	0	9	41
Confl. Peds. (#/hr)			1	1								
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Actuated Green, G (s)		18.2		26.2	26.2						7.4	7.4
Effective Green, g (s)		18.2		26.2	26.2						7.4	7.4
Actuated g/C Ratio		0.43		0.62	0.62						0.17	0.17
Clearance Time (s)		4.5		4.5	4.5						4.5	4.5
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1369		390	1054						288	253
v/s Ratio Prot		c0.22		0.01	c0.23							
v/s Ratio Perm				0.08							0.01	c0.03
v/c Ratio		0.51		0.16	0.38						0.03	0.16
Uniform Delay, d1		8.9		3.8	4.1						14.6	15.0
Progression Factor		1.00		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.3		0.2	0.2						0.0	0.3
Delay (s)		9.2		4.0	4.4						14.7	15.3
Level of Service		A		A	A						B	B
Approach Delay (s)		9.2			4.3			0.0			15.2	
Approach LOS		A			A			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			8.7			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			42.6			Sum of lost time (s)		13.5				
Intersection Capacity Utilization			43.2%			ICU Level of Service			A			
Analysis Period (min)			15									

c Critical Lane Group

Queues  
2: US-97 SB Ramps & NW Canal Blvd

2017 Peak Hour  
04/03/2018

	→	↙	←	↓	↘
Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	713	62	402	9	235
v/c Ratio	0.49	0.13	0.40	0.03	0.52
Control Delay	10.6	4.3	5.9	16.4	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	4.3	5.9	16.4	7.8
Queue Length 50th (ft)	63	4	33	2	0
Queue Length 95th (ft)	123	17	94	11	46
Internal Link Dist (ft)	3583		689	648	
Turn Bay Length (ft)		250			275
Base Capacity (vph)	2252	477	1556	1337	1219
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.13	0.26	0.01	0.19
<b>Intersection Summary</b>					

**Intersection**

Intersection Delay, s/veh 16.2

Intersection LOS C























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↶	↷		↷	
Traffic Vol, veh/h	6	115	53	315	170	88	74	69	258	47	44	6
Future Vol, veh/h	6	115	53	315	170	88	74	69	258	47	44	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	3	0	1	0	0	0	0	1	0	0	0
Mvmt Flow	6	122	56	335	181	94	79	73	274	50	47	6
Number of Lanes	1	1	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	2
HCM Control Delay	13.6	18.9	14.3	12.9
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	52%	0%	100%	0%	100%	0%	48%
Vol Thru, %	48%	0%	0%	68%	0%	66%	45%
Vol Right, %	0%	100%	0%	32%	0%	34%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	143	258	6	168	315	258	97
LT Vol	74	0	6	0	315	0	47
Through Vol	69	0	0	115	0	170	44
RT Vol	0	258	0	53	0	88	6
Lane Flow Rate	152	274	6	179	335	274	103
Geometry Grp	7	7	7	7	7	7	6
Degree of Util (X)	0.31	0.484	0.014	0.353	0.654	0.477	0.221
Departure Headway (Hd)	7.328	6.352	7.793	7.105	7.14	6.369	7.695
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	493	571	460	508	509	568	467
Service Time	5.028	4.052	5.522	4.834	4.84	4.069	5.722
HCM Lane V/C Ratio	0.308	0.48	0.013	0.352	0.658	0.482	0.221
HCM Control Delay	13.3	14.9	10.6	13.7	22.3	14.7	12.9
HCM Lane LOS	B	B	B	B	C	B	B
HCM 95th-tile Q	1.3	2.6	0	1.6	4.7	2.6	0.8

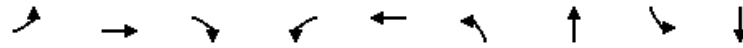
HCM Signalized Intersection Capacity Analysis  
4: NW 6th St & NW Maple Ave

2017 Peak Hour  
04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	163	152	156	197	27	221	421	226	40	292	148
Future Volume (vph)	106	163	152	156	197	27	221	421	226	40	292	148
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.5		4.0	4.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1598	1733	1454	1646	1686		1646	3131		1539	3101	
Flt Permitted	0.53	1.00	1.00	0.52	1.00		0.32	1.00		0.34	1.00	
Satd. Flow (perm)	891	1733	1454	896	1686		559	3131		547	3101	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	116	179	167	171	216	30	243	463	248	44	321	163
RTOR Reduction (vph)	0	0	128	0	6	0	0	72	0	0	71	0
Lane Group Flow (vph)	116	179	39	171	240	0	243	639	0	44	413	0
Confl. Peds. (#/hr)	2		1	1		2	2					2
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	4%	1%	1%	1%	2%	0%	1%	1%	0%	8%	1%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)	20.9	15.5	15.5	24.5	17.3		31.1	23.4		22.5	18.8	
Effective Green, g (s)	20.9	15.5	15.5	24.5	17.3		31.1	23.4		22.5	18.8	
Actuated g/C Ratio	0.32	0.23	0.23	0.37	0.26		0.47	0.35		0.34	0.28	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.5		4.0	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	338	405	339	412	439		398	1105		240	879	
v/s Ratio Prot	0.03	0.10		c0.05	c0.14		c0.08	0.20		0.01	0.13	
v/s Ratio Perm	0.08		0.03	0.11			c0.21			0.05		
v/c Ratio	0.34	0.44	0.12	0.42	0.55		0.61	0.58		0.18	0.47	
Uniform Delay, d1	16.8	21.7	20.0	14.8	21.1		11.5	17.4		14.9	19.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.8	0.2	0.7	1.4		2.8	0.7		0.4	0.4	
Delay (s)	17.4	22.5	20.2	15.5	22.5		14.3	18.2		15.3	20.0	
Level of Service	B	C	C	B	C		B	B		B	C	
Approach Delay (s)		20.4			19.6			17.2			19.6	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			18.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			66.3				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			62.1%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues  
4: NW 6th St & NW Maple Ave

2017 Peak Hour  
04/03/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	179	167	171	246	243	711	44	484
v/c Ratio	0.31	0.46	0.36	0.42	0.53	0.63	0.58	0.14	0.54
Control Delay	16.0	26.2	6.7	17.8	26.5	20.9	17.7	11.7	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	26.2	6.7	17.8	26.5	20.9	17.7	11.7	18.4
Queue Length 50th (ft)	28	59	0	42	83	55	107	9	64
Queue Length 95th (ft)	70	129	43	99	172	#131	190	28	122
Internal Link Dist (ft)		3891			719		1235		3583
Turn Bay Length (ft)	200		200	100		100		100	
Base Capacity (vph)	383	927	855	404	906	387	1654	323	1582
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.19	0.20	0.42	0.27	0.63	0.43	0.14	0.31

Intersection Summary

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

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	137	20	8	19	2	13	26	30	76	19	25
Future Vol, veh/h	17	137	20	8	19	2	13	26	30	76	19	25
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	2	2	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	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	20	0	0	0	0	0	0	0	11	0
Mvmt Flow	21	171	25	10	24	3	16	33	38	95	24	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	26	0	0	198	0	0	301	274	188	308	286	25
Stage 1	-	-	-	-	-	-	228	228	-	45	45	-
Stage 2	-	-	-	-	-	-	73	46	-	263	241	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.61	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.61	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.099	3.3
Pot Cap-1 Maneuver	1601	-	-	1387	-	-	655	637	859	648	609	1057
Stage 1	-	-	-	-	-	-	779	719	-	974	840	-
Stage 2	-	-	-	-	-	-	942	861	-	747	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1601	-	-	1384	-	-	605	622	856	584	595	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	605	622	-	584	595	-
Stage 1	-	-	-	-	-	-	766	707	-	959	834	-
Stage 2	-	-	-	-	-	-	882	855	-	670	678	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.1			10.8			12.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	702	1601	-	-	1384	-	-	646
HCM Lane V/C Ratio	0.123	0.013	-	-	0.007	-	-	0.232
HCM Control Delay (s)	10.8	7.3	0	-	7.6	0	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.9



Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	38	9	95	34	12	35	22	139	5	5	71	8
Future Vol, veh/h	38	9	95	34	12	35	22	139	5	5	71	8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	11	6	0	8	0	23	1	0	0	3	62
Mvmt Flow	44	10	110	40	14	41	26	162	6	6	83	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	8.6	8.4	10.1	8.8
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	13%	27%	42%	7%	0%
Vol Thru, %	84%	6%	15%	93%	0%
Vol Right, %	3%	67%	43%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	142	81	76	8
LT Vol	22	38	34	5	0
Through Vol	139	9	12	71	0
RT Vol	5	95	35	0	8
Lane Flow Rate	193	165	94	88	9
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.274	0.203	0.122	0.131	0.012
Departure Headway (Hd)	5.117	4.418	4.67	5.317	4.63
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	699	811	765	672	769
Service Time	3.167	2.458	2.717	3.071	2.383
HCM Lane V/C Ratio	0.276	0.203	0.123	0.131	0.012
HCM Control Delay	10.1	8.6	8.4	8.9	7.4
HCM Lane LOS	B	A	A	A	A
HCM 95th-tile Q	1.1	0.8	0.4	0.4	0

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	42	0	56	0	82	71	40	39	0
Future Vol, veh/h	0	0	0	42	0	56	0	82	71	40	39	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	1	0	8	0
Mvmt Flow	0	0	0	51	0	67	0	99	86	48	47	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	318	327	47	285	285	142	47	0	0	184	0	0
Stage 1	143	143	-	142	142	-	-	-	-	-	-	-
Stage 2	175	184	-	143	143	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	639	595	1028	671	628	911	1573	-	-	1403	-	-
Stage 1	865	782	-	866	783	-	-	-	-	-	-	-
Stage 2	832	751	-	865	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	576	574	1028	653	606	911	1573	-	-	1403	-	-
Mov Cap-2 Maneuver	576	574	-	653	606	-	-	-	-	-	-	-
Stage 1	865	755	-	866	783	-	-	-	-	-	-	-
Stage 2	770	751	-	835	755	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		10.4		0		3.9	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1573	-	-	-	779	1403	-
HCM Lane V/C Ratio	-	-	-	-	0.152	0.034	-
HCM Control Delay (s)	0	-	-	0	10.4	7.7	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.1	-

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	2	74	42	114	76	24	36	90	108	15	53	2
Future Vol, veh/h	2	74	42	114	76	24	36	90	108	15	53	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	3	2	1	0	0	0	0	1	0	0	0
Mvmt Flow	2	85	48	131	87	28	41	103	124	17	61	2
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.8	10.1	10.4	9.3
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	45%	0%	64%	0%	76%	0%	96%
Vol Right, %	0%	55%	0%	36%	0%	24%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	198	2	116	114	100	15	55
LT Vol	36	0	2	0	114	0	15	0
Through Vol	0	90	0	74	0	76	0	53
RT Vol	0	108	0	42	0	24	0	2
Lane Flow Rate	41	228	2	133	131	115	17	63
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.07	0.33	0.004	0.208	0.225	0.175	0.031	0.104
Departure Headway (Hd)	6.214	5.324	6.319	5.609	6.182	5.491	6.443	5.912
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	580	680	569	643	584	657	557	608
Service Time	3.914	3.024	4.031	3.321	3.882	3.191	4.164	3.632
HCM Lane V/C Ratio	0.071	0.335	0.004	0.207	0.224	0.175	0.031	0.104
HCM Control Delay	9.4	10.6	9.1	9.8	10.7	9.4	9.4	9.3
HCM Lane LOS	A	B	A	A	B	A	A	A
HCM 95th-tile Q	0.2	1.4	0	0.8	0.9	0.6	0.1	0.3

HCM Signalized Intersection Capacity Analysis  
 9: NW 19th St & W Antler Ave

2017 Peak Hour  
 04/03/2018










												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	121	44	55	184	177	70	371	50	57	289	104
Future Volume (vph)	104	121	44	55	184	177	70	371	50	57	289	104
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1620	1658		1628	1733	1448	1662	1694		1662	1671	
Flt Permitted	0.50	1.00		0.65	1.00	1.00	0.37	1.00		0.26	1.00	
Satd. Flow (perm)	857	1658		1106	1733	1448	646	1694		453	1671	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	112	130	47	59	198	190	75	399	54	61	311	112
RTOR Reduction (vph)	0	16	0	0	0	129	0	5	0	0	14	0
Lane Group Flow (vph)	112	161	0	59	198	61	75	448	0	61	409	0
Confl. Peds. (#/hr)	12		2	2		12	1		4	4		1
Heavy Vehicles (%)	2%	1%	0%	2%	1%	0%	0%	1%	2%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	21.6	16.8		18.8	15.4	21.9	28.4	23.8		32.2	25.7	
Effective Green, g (s)	21.6	16.8		18.8	15.4	21.9	28.4	23.8		32.2	25.7	
Actuated g/C Ratio	0.32	0.25		0.27	0.22	0.32	0.41	0.35		0.47	0.38	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Vehicle Extension (s)	2.0	3.5		2.0	3.5	2.0	2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	323	406		329	389	558	336	588		327	626	
v/s Ratio Prot	c0.02	0.10		0.01	c0.11	0.01	0.01	c0.26		c0.02	0.24	
v/s Ratio Perm	0.08			0.04		0.03	0.08			0.07		
v/c Ratio	0.35	0.40		0.18	0.51	0.11	0.22	0.76		0.19	0.65	
Uniform Delay, d1	17.3	21.6		18.7	23.2	16.4	12.7	19.8		11.2	17.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.8		0.1	1.2	0.0	0.1	5.8		0.1	2.5	
Delay (s)	17.6	22.4		18.8	24.5	16.5	12.8	25.6		11.3	20.2	
Level of Service	B	C		B	C	B	B	C		B	C	
Approach Delay (s)		20.5			20.3			23.8			19.1	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	68.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group


















Queues  
9: NW 19th St & W Antler Ave

2017 Peak Hour  
04/03/2018

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	112	177	59	198	190	75	453	61	423
v/c Ratio	0.33	0.40	0.16	0.52	0.32	0.20	0.78	0.19	0.64
Control Delay	19.3	24.3	17.0	30.9	4.7	11.0	30.3	11.0	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	24.3	17.0	30.9	4.7	11.0	30.3	11.0	23.3
Queue Length 50th (ft)	30	56	15	74	0	15	161	12	142
Queue Length 95th (ft)	74	126	44	152	40	40	299	34	268
Internal Link Dist (ft)		2545		3983			2700		5211
Turn Bay Length (ft)	125		150		225	175		225	
Base Capacity (vph)	343	745	377	767	595	393	863	336	857
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.24	0.16	0.26	0.32	0.19	0.52	0.18	0.49
<b>Intersection Summary</b>									

HCM Signalized Intersection Capacity Analysis  
10: SW 6th St & SW Black Butte Blvd

2017 Peak Hour  
04/03/2018

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	0	58	62	19	101	0	0	0	0	14	597	114		
Future Volume (vph)	0	58	62	19	101	0	0	0	0	14	597	114		
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750		
Total Lost time (s)		5.0			5.0						5.0			
Lane Util. Factor		1.00			1.00						0.95			
Frbp, ped/bikes		1.00			1.00						1.00			
Flpb, ped/bikes		1.00			1.00						1.00			
Frt		0.93			1.00						0.98			
Flt Protected		1.00			0.99						1.00			
Satd. Flow (prot)		1628			1736						3196			
Flt Permitted		1.00			0.93						1.00			
Satd. Flow (perm)		1628			1626						3196			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Adj. Flow (vph)	0	61	65	20	106	0	0	0	0	15	628	120		
RTOR Reduction (vph)	0	49	0	0	0	0	0	0	0	0	24	0		
Lane Group Flow (vph)	0	77	0	0	126	0	0	0	0	0	739	0		
Confl. Peds. (#/hr)	1					1	1			1	1	1		
Confl. Bikes (#/hr)												1		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	2%		
Turn Type		NA		Perm	NA					Perm	NA			
Protected Phases		8			4						2			
Permitted Phases				4						2				
Actuated Green, G (s)		8.5			8.5						16.1			
Effective Green, g (s)		8.5			8.5						16.1			
Actuated g/C Ratio		0.25			0.25						0.47			
Clearance Time (s)		5.0			5.0						5.0			
Vehicle Extension (s)		3.0			3.0						3.0			
Lane Grp Cap (vph)		399			399						1487			
v/s Ratio Prot		0.05												
v/s Ratio Perm					c0.08						0.23			
v/c Ratio		0.19			0.32						0.50			
Uniform Delay, d1		10.3			10.7						6.4			
Progression Factor		1.00			1.00						1.00			
Incremental Delay, d2		0.2			0.5						0.3			
Delay (s)		10.6			11.1						6.7			
Level of Service		B			B						A			
Approach Delay (s)		10.6			11.1			0.0			6.7			
Approach LOS		B			B			A			A			
<b>Intersection Summary</b>														
HCM 2000 Control Delay			7.7									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.43											
Actuated Cycle Length (s)			34.6								10.0		Sum of lost time (s)	
Intersection Capacity Utilization			47.6%										ICU Level of Service	A
Analysis Period (min)			15											
c Critical Lane Group														

















Queues  
10: SW 6th St & SW Black Butte Blvd

2017 Peak Hour  
04/03/2018

	→	←	↓
Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	126	126	763
v/c Ratio	0.28	0.32	0.51
Control Delay	9.2	14.9	7.6
Queue Delay	0.0	0.0	0.0
Total Delay	9.2	14.9	7.6
Queue Length 50th (ft)	9	19	41
Queue Length 95th (ft)	44	61	86
Internal Link Dist (ft)	3983	187	3118
Turn Bay Length (ft)			
Base Capacity (vph)	1225	1207	2979
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.10	0.10	0.26
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 11: SW 5th St & SW Black Butte Blvd

2017 Peak Hour  
 04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (vph)	58	16	0	0	26	8	110	771	6	0	0	0
Future Volume (vph)	58	16	0	0	26	8	110	771	6	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.97			1.00				
Flt Protected		0.96			1.00			0.99				
Satd. Flow (prot)		1684			1645			3267				
Flt Permitted		0.75			1.00			0.99				
Satd. Flow (perm)		1305			1645			3267				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	66	18	0	0	30	9	125	876	7	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	84	0	0	31	0	0	1007	0	0	0	0
Confl. Peds. (#/hr)							2		1	1		2
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	17%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		5.3			5.3			28.8				
Effective Green, g (s)		5.3			5.3			28.8				
Actuated g/C Ratio		0.12			0.12			0.65				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		156			197			2133				
v/s Ratio Prot					0.02							
v/s Ratio Perm		c0.06						0.31				
v/c Ratio		0.54			0.16			0.47				
Uniform Delay, d1		18.2			17.4			3.8				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		3.5			0.4			0.2				
Delay (s)		21.8			17.8			4.0				
Level of Service		C			B			A				
Approach Delay (s)		21.8			17.8			4.0			0.0	
Approach LOS		C			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			5.8					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			44.1					Sum of lost time (s)		10.0		
Intersection Capacity Utilization			49.5%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group



Queues  
11: SW 5th St & SW Black Butte Blvd

2017 Peak Hour  
04/03/2018

	→	←	↑
Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	84	39	1008
v/c Ratio	0.31	0.12	0.41
Control Delay	19.4	13.9	5.3
Queue Delay	0.0	0.0	0.0
Total Delay	19.4	13.9	5.3
Queue Length 50th (ft)	18	6	65
Queue Length 95th (ft)	53	26	124
Internal Link Dist (ft)	187	470	1008
Turn Bay Length (ft)			
Base Capacity (vph)	677	857	3011
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.12	0.05	0.33
<b>Intersection Summary</b>			

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	4	7	12	3	8	6	146	2	4	230	24
Future Vol, veh/h	23	4	7	12	3	8	6	146	2	4	230	24
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	4	0	0	0	0	25	50	4	0	50	8	4
Mvmt Flow	27	5	8	14	4	9	7	172	2	5	271	28

















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	488	482	285	488	495	173	299	0	0	174	0	0
Stage 1	294	294	-	187	187	-	-	-	-	-	-	-
Stage 2	194	188	-	301	308	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.2	7.1	6.5	6.45	4.6	-	-	4.6	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.525	2.65	-	-	2.65	-	-
Pot Cap-1 Maneuver	487	487	759	493	479	814	1033	-	-	1159	-	-
Stage 1	710	673	-	819	749	-	-	-	-	-	-	-
Stage 2	803	748	-	712	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	474	481	759	479	473	814	1033	-	-	1159	-	-
Mov Cap-2 Maneuver	474	481	-	479	473	-	-	-	-	-	-	-
Stage 1	704	670	-	812	743	-	-	-	-	-	-	-
Stage 2	784	742	-	696	661	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		11.8		0.3		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1033	-	-	515	558	1159	-
HCM Lane V/C Ratio	0.007	-	-	0.078	0.048	0.004	-
HCM Control Delay (s)	8.5	0	-	12.6	11.8	8.1	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-

HCM Signalized Intersection Capacity Analysis  
 13: SW 6th St & SW Evergreen Ave

2017 Peak Hour  
 04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Traffic Volume (vph)	0	54	15	94	59	0	0	0	0	86	621	29
Future Volume (vph)	0	54	15	94	59	0	0	0	0	86	621	29
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		5.0			5.0						5.0	
Lane Util. Factor		1.00			1.00						0.95	
Frbp, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.97			1.00						0.99	
Flt Protected		1.00			0.97						0.99	
Satd. Flow (prot)		1662			1683						3233	
Flt Permitted		1.00			0.77						0.99	
Satd. Flow (perm)		1662			1330						3233	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	61	17	106	66	0	0	0	0	97	698	33
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	66	0	0	172	0	0	0	0	0	824	0
Confl. Peds. (#/hr)	21		19	19		21	16			26	26	16
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	1%	3%
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		11.2			11.2						19.3	
Effective Green, g (s)		11.2			11.2						19.3	
Actuated g/C Ratio		0.28			0.28						0.48	
Clearance Time (s)		5.0			5.0						5.0	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		459			367						1540	
v/s Ratio Prot		0.04										
v/s Ratio Perm					c0.13						0.25	
v/c Ratio		0.14			0.47						0.53	
Uniform Delay, d1		11.0			12.2						7.4	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.1			0.9						0.4	
Delay (s)		11.2			13.1						7.8	
Level of Service		B			B						A	
Approach Delay (s)		11.2			13.1			0.0			7.8	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			8.9								HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			40.5							10.0		
Intersection Capacity Utilization			49.7%								ICU Level of Service	A
Analysis Period (min)			15									
c Critical Lane Group												

















Queues  
13: SW 6th St & SW Evergreen Ave

2017 Peak Hour  
04/03/2018

	→	←	↓
Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	78	172	828
v/c Ratio	0.17	0.48	0.55
Control Delay	11.8	19.1	9.4
Queue Delay	0.0	0.0	0.0
Total Delay	11.8	19.1	9.4
Queue Length 50th (ft)	10	32	58
Queue Length 95th (ft)	41	94	129
Internal Link Dist (ft)	369	175	1004
Turn Bay Length (ft)			
Base Capacity (vph)	1080	855	2735
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.20	0.30
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 14: SW 5th St & SW Evergreen Ave

2017 Peak Hour  
 04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 				
Traffic Volume (vph)	35	108	0	0	121	235	28	645	28	0	0	0
Future Volume (vph)	35	108	0	0	121	235	28	645	28	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.91			0.99				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1703			1538			3296				
Flt Permitted		0.84			1.00			1.00				
Satd. Flow (perm)		1456			1538			3296				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	39	120	0	0	134	261	31	717	31	0	0	0
RTOR Reduction (vph)	0	0	0	0	72	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	159	0	0	323	0	0	775	0	0	0	0
Confl. Peds. (#/hr)	2		3	3		2	1		1	1		1
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	3%	1%	0%	0%	2%	3%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		15.0			15.0			18.1				
Effective Green, g (s)		15.0			15.0			18.1				
Actuated g/C Ratio		0.35			0.35			0.42				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		506			535			1384				
v/s Ratio Prot					c0.21							
v/s Ratio Perm		0.11						0.24				
v/c Ratio		0.31			0.60			0.56				
Uniform Delay, d1		10.3			11.6			9.5				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		0.4			1.9			0.5				
Delay (s)		10.6			13.5			10.0				
Level of Service		B			B			A				
Approach Delay (s)		10.6			13.5			10.0			0.0	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			11.1				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			43.1				Sum of lost time (s)		10.0			
Intersection Capacity Utilization			68.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

























Queues  
14: SW 5th St & SW Evergreen Ave

2017 Peak Hour  
04/03/2018

	→	←	↑
Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	159	395	779
v/c Ratio	0.32	0.66	0.57
Control Delay	13.5	15.3	12.4
Queue Delay	0.0	0.0	0.0
Total Delay	13.5	15.3	12.4
Queue Length 50th (ft)	26	51	66
Queue Length 95th (ft)	80	162	161
Internal Link Dist (ft)	175	838	646
Turn Bay Length (ft)			
Base Capacity (vph)	1087	1175	2346
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.15	0.34	0.33
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
 15: US-97 & SW Evergreen Ave

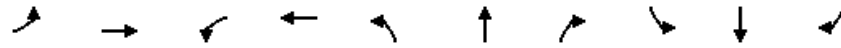
2017 Peak Hour  
 04/03/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations								 			 		
Traffic Volume (vph)	50	87	76	262	233	105	251	1053	185	86	922	28	
Future Volume (vph)	50	87	76	262	233	105	251	1053	185	86	922	28	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	4.5	5.0		4.5	5.0		4.5	6.0	6.0	4.5	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00	
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.93		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1630	1602		1614	1617		1630	3107	1417	1646	3107	1488	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1630	1602		1614	1617		1630	3107	1417	1646	3107	1488	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	54	95	83	285	253	114	273	1145	201	93	1002	30	
RTOR Reduction (vph)	0	24	0	0	12	0	0	0	114	0	0	20	
Lane Group Flow (vph)	54	154	0	285	355	0	273	1145	87	93	1002	10	
Confl. Peds. (#/hr)			1	1									
Heavy Vehicles (%)	2%	1%	1%	3%	1%	8%	2%	7%	5%	1%	7%	0%	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Prot	Prot	NA	Perm	
Protected Phases	3	8		7	4		1	6	6	5	2		
Permitted Phases												2	
Actuated Green, G (s)	7.2	20.4		24.6	37.8		22.6	57.5	57.5	10.2	45.1	45.1	
Effective Green, g (s)	7.2	20.4		24.6	37.8		22.6	57.5	57.5	10.2	45.1	45.1	
Actuated g/C Ratio	0.05	0.15		0.19	0.28		0.17	0.43	0.43	0.08	0.34	0.34	
Clearance Time (s)	4.5	5.0		4.5	5.0		4.5	6.0	6.0	4.5	6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	88	246		299	460		277	1346	613	126	1055	505	
v/s Ratio Prot	0.03	0.10		c0.18	c0.22		c0.17	0.37	0.06	0.06	c0.32		
v/s Ratio Perm												0.01	
v/c Ratio	0.61	0.63		0.95	0.77		0.99	0.85	0.14	0.74	0.95	0.02	
Uniform Delay, d1	61.4	52.6		53.5	43.5		54.9	33.7	22.7	59.9	42.7	29.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.0	4.9		39.3	7.8		49.7	5.4	0.1	20.0	16.7	0.0	
Delay (s)	73.4	57.5		92.8	51.3		104.6	39.1	22.8	80.0	59.4	29.1	
Level of Service	E	E		F	D		F	D	C	E	E	C	
Approach Delay (s)		61.2			69.5			48.1			60.3		
Approach LOS		E			E			D			E		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			56.6									HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.94										
Actuated Cycle Length (s)			132.7									Sum of lost time (s)	20.0
Intersection Capacity Utilization			86.0%									ICU Level of Service	E
Analysis Period (min)			15										

c Critical Lane Group

Queues  
15: US-97 & SW Evergreen Ave

2017 Peak Hour  
04/03/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	54	178	285	367	273	1145	201	93	1002	30
v/c Ratio	0.52	0.69	0.95	0.77	0.98	0.85	0.27	0.73	0.94	0.05
Control Delay	79.2	58.0	93.9	53.8	103.7	41.2	4.4	91.8	59.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	58.0	93.9	53.8	103.7	41.2	4.4	91.8	59.4	0.1
Queue Length 50th (ft)	45	123	240	285	232	445	0	78	428	0
Queue Length 95th (ft)	98	201	#475	407	#468	#681	51	#185	#665	0
Internal Link Dist (ft)		838		3278		1074			1019	
Turn Bay Length (ft)	150		450		275		575	350		100
Base Capacity (vph)	117	483	300	662	279	1355	731	131	1064	605
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.37	0.95	0.55	0.98	0.85	0.27	0.71	0.94	0.05

















Intersection Summary

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

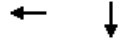


HCM Signalized Intersection Capacity Analysis  
 16: SW 11th St & SW Glacier Ave

2017 Peak Hour  
 04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 						 	
Traffic Volume (vph)	0	0	0	65	1202	0	0	0	0	0	31	18
Future Volume (vph)	0	0	0	65	1202	0	0	0	0	0	31	18
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)					4.5						4.5	
Lane Util. Factor					0.95						0.95	
Frbp, ped/bikes					1.00						0.99	
Flpb, ped/bikes					1.00						1.00	
Frt					1.00						0.94	
Flt Protected					1.00						1.00	
Satd. Flow (prot)					3255						3124	
Flt Permitted					1.00						1.00	
Satd. Flow (perm)					3255						3124	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	75	1382	0	0	0	0	0	36	21
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	0	0	0	1454	0	0	0	0	0	37	0
Confl. Peds. (#/hr)	3		1	1		3	3		2	2		3
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type				Perm	NA							NA
Protected Phases					6							4
Permitted Phases				6								
Actuated Green, G (s)					47.5							3.6
Effective Green, g (s)					47.5							3.6
Actuated g/C Ratio					0.79							0.06
Clearance Time (s)					4.5							4.5
Vehicle Extension (s)					3.0							3.0
Lane Grp Cap (vph)					2572							187
v/s Ratio Prot												c0.01
v/s Ratio Perm					0.45							
v/c Ratio					0.57							0.20
Uniform Delay, d1					2.4							26.9
Progression Factor					1.00							1.00
Incremental Delay, d2					0.3							0.5
Delay (s)					2.7							27.4
Level of Service					A							C
Approach Delay (s)		0.0			2.7			0.0				27.4
Approach LOS		A			A			A				C
<b>Intersection Summary</b>												
HCM 2000 Control Delay			3.6		HCM 2000 Level of Service					A		
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			60.1		Sum of lost time (s)					9.0		
Intersection Capacity Utilization			54.8%		ICU Level of Service					A		
Analysis Period (min)			15									

c Critical Lane Group





















Lane Group	WBT	SBT
Lane Group Flow (vph)	1457	57
v/c Ratio	0.52	0.15
Control Delay	3.3	21.2
Queue Delay	0.0	0.0
Total Delay	3.3	21.2
Queue Length 50th (ft)	88	6
Queue Length 95th (ft)	132	23
Internal Link Dist (ft)	472	448
Turn Bay Length (ft)		
Base Capacity (vph)	3253	1071
Starvation Cap Reductn	273	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	0.05

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 17: SW 9th St & SW Glacier Ave

2017 Peak Hour  
 04/03/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					 		 	 					
Traffic Volume (vph)	0	0	0	0	832	14	404	133	0	0	0	0	
Future Volume (vph)	0	0	0	0	832	14	404	133	0	0	0	0	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)					4.5		4.5	4.5					
Lane Util. Factor					0.95		0.91	0.91					
Frbp, ped/bikes					1.00		1.00	1.00					
Flpb, ped/bikes					1.00		1.00	1.00					
Frt					1.00		1.00	1.00					
Flt Protected					1.00		0.95	0.97					
Satd. Flow (prot)					3252		1482	3053					
Flt Permitted					1.00		0.95	0.97					
Satd. Flow (perm)					3252		1482	3053					
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	
Adj. Flow (vph)	0	0	0	0	990	17	481	158	0	0	0	0	
RTOR Reduction (vph)	0	0	0	0	1	0	81	81	0	0	0	0	
Lane Group Flow (vph)	0	0	0	0	1006	0	159	318	0	0	0	0	
Confl. Peds. (#/hr)	3					3	1					1	
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	2%	0%	0%	0%	0%	0%	
Turn Type					NA		Perm	NA					
Protected Phases					6			8					
Permitted Phases							8						
Actuated Green, G (s)					23.8		12.7	12.7					
Effective Green, g (s)					23.8		12.7	12.7					
Actuated g/C Ratio					0.52		0.28	0.28					
Clearance Time (s)					4.5		4.5	4.5					
Vehicle Extension (s)					3.0		3.0	3.0					
Lane Grp Cap (vph)					1701		413	852					
v/s Ratio Prot					c0.31								
v/s Ratio Perm							c0.11	0.10					
v/c Ratio					0.59		0.39	0.37					
Uniform Delay, d1					7.5		13.2	13.2					
Progression Factor					1.00		1.00	1.00					
Incremental Delay, d2					0.6		0.6	0.3					
Delay (s)					8.0		13.8	13.5					
Level of Service					A		B	B					
Approach Delay (s)		0.0			8.0			13.6			0.0		
Approach LOS		A			A			B			A		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			10.2		HCM 2000 Level of Service				B				
HCM 2000 Volume to Capacity ratio			0.52										
Actuated Cycle Length (s)			45.5		Sum of lost time (s)				9.0				
Intersection Capacity Utilization			73.2%		ICU Level of Service				D				
Analysis Period (min)			15										

c Critical Lane Group



















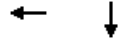
Lane Group	WBT	NBL	NBT
Lane Group Flow (vph)	1007	240	399
v/c Ratio	0.60	0.49	0.43
Control Delay	9.9	12.6	12.1
Queue Delay	0.0	0.0	0.0
Total Delay	9.9	12.6	12.1
Queue Length 50th (ft)	80	27	30
Queue Length 95th (ft)	161	92	75
Internal Link Dist (ft)	765		275
Turn Bay Length (ft)			
Base Capacity (vph)	3155	1155	2353
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.32	0.21	0.17

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 18: SW 6th St & SW Glacier Ave

2017 Peak Hour  
 04/03/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					 						 		
Traffic Volume (vph)	0	0	0	106	458	0	0	0	0	0	662	290	
Future Volume (vph)	0	0	0	106	458	0	0	0	0	0	662	290	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)					4.5						4.5		
Lane Util. Factor					0.95						0.95		
Frbp, ped/bikes					1.00						1.00		
Flpb, ped/bikes					1.00						1.00		
Frt					1.00						0.95		
Flt Protected					0.99						1.00		
Satd. Flow (prot)					3215						3137		
Flt Permitted					0.99						1.00		
Satd. Flow (perm)					3215						3137		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	0	0	0	114	492	0	0	0	0	0	712	312	
RTOR Reduction (vph)	0	0	0	0	22	0	0	0	0	0	53	0	
Lane Group Flow (vph)	0	0	0	0	584	0	0	0	0	0	971	0	
Confl. Peds. (#/hr)			2	2			2		2	2		2	
Confl. Bikes (#/hr)												1	
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	1%	0%	
Turn Type				Perm	NA							NA	
Protected Phases					6							4	
Permitted Phases				6									
Actuated Green, G (s)					17.6							28.5	
Effective Green, g (s)					17.6							28.5	
Actuated g/C Ratio					0.32							0.52	
Clearance Time (s)					4.5							4.5	
Vehicle Extension (s)					3.0							3.0	
Lane Grp Cap (vph)					1026							1622	
v/s Ratio Prot												c0.31	
v/s Ratio Perm					0.18								
v/c Ratio					0.57							0.60	
Uniform Delay, d1					15.6							9.3	
Progression Factor					1.00							1.00	
Incremental Delay, d2					0.7							0.6	
Delay (s)					16.3							9.9	
Level of Service					B							A	
Approach Delay (s)		0.0			16.3			0.0				9.9	
Approach LOS		A			B			A				A	
<b>Intersection Summary</b>													
HCM 2000 Control Delay			12.3									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.59										
Actuated Cycle Length (s)			55.1									Sum of lost time (s)	9.0
Intersection Capacity Utilization			54.6%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													















Lane Group	WBT	SBT
Lane Group Flow (vph)	606	1024
v/c Ratio	0.58	0.62
Control Delay	18.8	10.7
Queue Delay	0.0	0.0
Total Delay	18.8	10.7
Queue Length 50th (ft)	79	98
Queue Length 95th (ft)	170	203
Internal Link Dist (ft)	179	644
Turn Bay Length (ft)		
Base Capacity (vph)	2264	2858
Starvation Cap Reductn	173	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.29	0.36

Intersection Summary

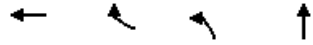
HCM Signalized Intersection Capacity Analysis  
19: SW 5th St & SW Glacier Ave

2017 Peak Hour  
04/03/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↑↑	↗	↖	↕					
Traffic Volume (vph)	0	0	0	0	481	243	62	631	0	0	0	0	
Future Volume (vph)	0	0	0	0	481	243	62	631	0	0	0	0	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)					4.5	4.5	4.5	4.5					
Lane Util. Factor					0.95	1.00	0.91	0.91					
Frbp, ped/bikes					1.00	0.99	1.00	1.00					
Flpb, ped/bikes					1.00	1.00	1.00	1.00					
Frt					1.00	0.85	1.00	1.00					
Flt Protected					1.00	1.00	0.95	1.00					
Satd. Flow (prot)					3228	1440	1513	3183					
Flt Permitted					1.00	1.00	0.95	1.00					
Satd. Flow (perm)					3228	1440	1513	3183					
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	0	0	0	523	264	67	686	0	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	110	27	9	0	0	0	0	
Lane Group Flow (vph)	0	0	0	0	523	154	33	684	0	0	0	0	
Confl. Peds. (#/hr)	1					1			1	1			
Heavy Vehicles (%)	0%	0%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%	
Turn Type					NA	Perm	Perm	NA					
Protected Phases					4			6					
Permitted Phases						4	6						
Actuated Green, G (s)					15.8	15.8	17.6	17.6					
Effective Green, g (s)					15.8	15.8	17.6	17.6					
Actuated g/C Ratio					0.37	0.37	0.42	0.42					
Clearance Time (s)					4.5	4.5	4.5	4.5					
Vehicle Extension (s)					3.0	3.0	3.0	3.0					
Lane Grp Cap (vph)					1202	536	628	1321					
v/s Ratio Prot					c0.16								
v/s Ratio Perm						0.11	0.02	0.21					
v/c Ratio					0.44	0.29	0.05	0.52					
Uniform Delay, d1					10.0	9.3	7.4	9.2					
Progression Factor					1.00	1.00	1.00	1.00					
Incremental Delay, d2					0.3	0.3	0.0	0.3					
Delay (s)					10.2	9.6	7.5	9.6					
Level of Service					B	A	A	A					
Approach Delay (s)		0.0			10.0			9.4			0.0		
Approach LOS		A			B			A			A		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			9.7		HCM 2000 Level of Service				A				
HCM 2000 Volume to Capacity ratio			0.48										
Actuated Cycle Length (s)			42.4		Sum of lost time (s)				9.0				
Intersection Capacity Utilization			64.7%		ICU Level of Service				C				
Analysis Period (min)			15										
c Critical Lane Group													

Queues  
19: SW 5th St & SW Glacier Ave

2017 Peak Hour  
04/03/2018


















Lane Group	WBT	WBR	NBL	NBT
Lane Group Flow (vph)	523	264	60	693
v/c Ratio	0.44	0.41	0.09	0.53
Control Delay	12.2	6.6	4.7	11.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.2	6.6	4.7	11.3
Queue Length 50th (ft)	45	13	2	59
Queue Length 95th (ft)	104	63	21	133
Internal Link Dist (ft)	478			255
Turn Bay Length (ft)		125	75	
Base Capacity (vph)	2945	1328	1460	3067
Starvation Cap Reductn	0	0	0	55
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.20	0.04	0.23

Intersection Summary



HCM Signalized Intersection Capacity Analysis  
 20: US97 & Glacier Highland Ave







2017 Peak Hour  
 04/03/2018

									
Movement	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Traffic Volume (vph)	381	243	454	1109	980	0	280	0	0
Future Volume (vph)	381	243	454	1109	980	0	280	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5	4.5	5.5	5.5		5.5		
Lane Util. Factor	0.97	1.00	0.97	0.95	0.95		1.00		
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00		
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00		
Frt	1.00	0.85	1.00	1.00	1.00		0.85		
Flt Protected	0.95	1.00	0.95	1.00	1.00		1.00		
Satd. Flow (prot)	3131	1473	3162	3167	3137		1458		
Flt Permitted	0.95	1.00	0.95	1.00	1.00		1.00		
Satd. Flow (perm)	3131	1473	3162	3167	3137		1458		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	401	256	478	1167	1032	0	304	0	0
RTOR Reduction (vph)	0	206	0	0	0	0	121	0	0
Lane Group Flow (vph)	401	50	478	1167	1032	0	183	0	0
Confl. Bikes (#/hr)						1			
Heavy Vehicles (%)	3%	1%	2%	5%	6%	3%	2%	2%	2%
Turn Type	Prot	Perm	Prot	NA	NA		Perm		
Protected Phases	8		1	6	2				
Permitted Phases		3					2		
Actuated Green, G (s)	20.2	20.2	22.6	72.9	45.8		45.8		
Effective Green, g (s)	20.2	20.2	22.6	72.9	45.8		45.8		
Actuated g/C Ratio	0.20	0.20	0.22	0.71	0.44		0.44		
Clearance Time (s)	4.5	4.5	4.5	5.5	5.5		5.5		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	613	288	693	2239	1393		647		
v/s Ratio Prot	c0.13		c0.15	0.37	c0.33				
v/s Ratio Perm		0.03					0.13		
v/c Ratio	0.65	0.17	0.69	0.52	0.74		0.28		
Uniform Delay, d1	38.2	34.5	37.0	7.0	23.7		18.2		
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00		
Incremental Delay, d2	2.5	0.3	2.9	0.2	2.2		0.2		
Delay (s)	40.7	34.8	39.9	7.2	25.9		18.5		
Level of Service	D	C	D	A	C		B		
Approach Delay (s)	38.4			16.7	24.2			0.0	
Approach LOS	D			B	C			A	
<b>Intersection Summary</b>									
HCM 2000 Control Delay			23.4				HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.71						
Actuated Cycle Length (s)			103.1				Sum of lost time (s)		14.5
Intersection Capacity Utilization			67.4%				ICU Level of Service		C
Analysis Period (min)			15						

c Critical Lane Group

Queues  
20: US97 & Glacier Highland Ave

2017 Peak Hour  
04/03/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR2
Lane Group Flow (vph)	401	256	478	1167	1032	304
v/c Ratio	0.66	0.52	0.69	0.52	0.75	0.40
Control Delay	46.8	9.5	45.5	8.3	29.0	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	9.5	45.5	8.3	29.0	8.0
Queue Length 50th (ft)	124	0	147	161	284	33
Queue Length 95th (ft)	234	77	271	266	475	112
Internal Link Dist (ft)	383			2738	1074	
Turn Bay Length (ft)		200	325			200
Base Capacity (vph)	1168	710	1050	2917	2132	1060
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.36	0.46	0.40	0.48	0.29
<b>Intersection Summary</b>						

Intersection												
Int Delay, s/veh	50.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	57	473	27	84	463	44	23	123	95	21	34	45
Future Vol, veh/h	57	473	27	84	463	44	23	123	95	21	34	45
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	500	-	-	525	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	5	5	3	3	0	0	0	1	0	8	0
Mvmt Flow	61	503	29	89	493	47	24	131	101	22	36	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	539	0	0	532	0	0	1376	1357	518	1450	1348	516
Stage 1	-	-	-	-	-	-	639	639	-	695	695	-
Stage 2	-	-	-	-	-	-	737	718	-	755	653	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.1	6.5	6.21	7.1	6.58	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.58	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.5	4	3.309	3.5	4.072	3.3
Pot Cap-1 Maneuver	1040	-	-	1030	-	-	124	150	560	110	147	563
Stage 1	-	-	-	-	-	-	468	474	-	436	435	-
Stage 2	-	-	-	-	-	-	413	436	-	404	454	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1040	-	-	1030	-	-	79 ~ 129	560	-	126	563	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	79 ~ 129	-	-	126	-	-
Stage 1	-	-	-	-	-	-	441	446	-	410	397	-
Stage 2	-	-	-	-	-	-	314	398	-	220	427	-






















Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.3	\$ 306.2	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	170	1040	-	-	1030	-	-	-
HCM Lane V/C Ratio	1.508	0.058	-	-	0.087	-	-	-
HCM Control Delay (s)	\$ 306.2	8.7	-	-	8.8	-	-	-
HCM Lane LOS	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	16.6	0.2	-	-	0.3	-	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM Signalized Intersection Capacity Analysis  
22: SW 27th St & OR-126

2017 Peak Hour  
04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	531	39	228	587	139	52	215	125	147	218	37
Future Volume (vph)	81	531	39	228	587	139	52	215	125	147	218	37
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.7	5.0		4.7	5.0		4.7	5.0		4.7	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1662	1670		1662	1652		1582	1613		1630	1733	1410
Flt Permitted	0.10	1.00		0.13	1.00		0.50	1.00		0.21	1.00	1.00
Satd. Flow (perm)	182	1670		236	1652		828	1613		356	1733	1410
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	85	559	41	240	618	146	55	226	132	155	229	39
RTOR Reduction (vph)	0	2	0	0	8	0	0	21	0	0	0	29
Lane Group Flow (vph)	85	598	0	240	756	0	55	337	0	155	229	10
Confl. Peds. (#/hr)	1						1	1		1	1	1
Confl. Bikes (#/hr)							1					1
Heavy Vehicles (%)	0%	4%	0%	0%	3%	0%	5%	2%	1%	2%	1%	3%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	43.4	38.5		54.8	45.2		28.0	23.1		30.8	24.5	24.5
Effective Green, g (s)	43.4	38.5		54.8	45.2		28.0	23.1		30.8	24.5	24.5
Actuated g/C Ratio	0.44	0.39		0.55	0.46		0.28	0.23		0.31	0.25	0.25
Clearance Time (s)	4.7	5.0		4.7	5.0		4.7	5.0		4.7	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	153	650		298	755		271	376		192	429	349
v/s Ratio Prot	0.03	0.36		c0.09	c0.46		0.01	c0.21		c0.05	0.13	
v/s Ratio Perm	0.22			0.35			0.05			0.20		0.01
v/c Ratio	0.56	0.92		0.81	1.00		0.20	0.90		0.81	0.53	0.03
Uniform Delay, d1	20.9	28.7		18.5	26.9		26.4	36.7		28.8	32.2	28.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.3	18.0		14.6	33.0		0.4	23.0		21.4	1.3	0.0
Delay (s)	25.2	46.8		33.0	59.9		26.8	59.7		50.3	33.5	28.2
Level of Service	C	D		C	E		C	E		D	C	C
Approach Delay (s)		44.1			53.5			55.3			39.2	
Approach LOS		D			D			E			D	

Intersection Summary

HCM 2000 Control Delay	48.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	98.9	Sum of lost time (s)	19.4
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			































Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	85	600	240	764	55	358	155	229	39
v/c Ratio	0.48	0.93	0.79	0.98	0.19	0.92	0.81	0.52	0.08
Control Delay	22.0	51.4	35.9	55.6	24.3	65.7	58.3	38.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	51.4	35.9	55.6	24.3	65.7	58.3	38.2	0.3
Queue Length 50th (ft)	23	355	75	~490	24	208	71	130	0
Queue Length 95th (ft)	51	#576	#196	#743	51	#382	#152	209	0
Internal Link Dist (ft)		5185		2015		2675		2548	
Turn Bay Length (ft)	225		275		125		150		150
Base Capacity (vph)	179	678	313	779	294	406	192	438	488
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.88	0.77	0.98	0.19	0.88	0.81	0.52	0.08

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
23: SW Rimrock Dr & OR-126

2017 Peak Hour  
04/03/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 				 			 			 	
Traffic Volume (vph)	110	664	9	283	845	293	18	190	177	212	179	83	
Future Volume (vph)	110	664	9	283	845	293	18	190	177	212	179	83	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1583	3222		1662	1733	1409	1661	1733	1468	1662	1733	1453	
Flt Permitted	0.13	1.00		0.22	1.00	1.00	0.64	1.00	1.00	0.40	1.00	1.00	
Satd. Flow (perm)	219	3222		384	1733	1409	1116	1733	1468	693	1733	1453	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	117	706	10	301	899	312	19	202	188	226	190	88	
RTOR Reduction (vph)	0	1	0	0	0	124	0	0	149	0	0	66	
Lane Group Flow (vph)	117	715	0	301	899	188	19	202	39	226	190	22	
Confl. Peds. (#/hr)	3		2	2		3	1		1	1		1	
Confl. Bikes (#/hr)												1	
Heavy Vehicles (%)	5%	3%	0%	0%	1%	3%	0%	1%	0%	0%	1%	0%	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	5	2		1	6		3	8		7	4		
Permitted Phases	2			6		6	8		8	4		4	
Actuated Green, G (s)	36.9	30.4		48.1	37.1	37.1	20.3	17.8	17.8	28.3	21.8	21.8	
Effective Green, g (s)	36.9	30.4		48.1	37.1	37.1	20.3	17.8	17.8	28.3	21.8	21.8	
Actuated g/C Ratio	0.43	0.35		0.56	0.43	0.43	0.24	0.21	0.21	0.33	0.25	0.25	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	197	1140		411	748	608	279	359	304	301	439	368	
v/s Ratio Prot	0.04	0.22		c0.11	c0.52		0.00	0.12		c0.06	0.11		
v/s Ratio Perm	0.21			0.30		0.13	0.01		0.03	c0.19		0.02	
v/c Ratio	0.59	0.63		0.73	1.20	0.31	0.07	0.56	0.13	0.75	0.43	0.06	
Uniform Delay, d1	19.5	23.0		12.5	24.4	16.0	25.3	30.6	27.7	24.9	26.9	24.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.7	1.1		6.6	103.4	0.3	0.1	2.0	0.2	10.1	0.7	0.1	
Delay (s)	24.2	24.1		19.1	127.8	16.3	25.4	32.6	27.9	35.0	27.6	24.4	
Level of Service	C	C		B	F	B	C	C	C	D	C	C	
Approach Delay (s)		24.1			83.2			30.1			30.3		
Approach LOS		C			F			C			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			53.2									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.05										
Actuated Cycle Length (s)			85.9									Sum of lost time (s)	18.0
Intersection Capacity Utilization			94.0%									ICU Level of Service	F
Analysis Period (min)			15										
c Critical Lane Group													



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	117	716	301	899	312	19	202	188	226	190	88
v/c Ratio	0.57	0.61	0.71	1.16	0.42	0.06	0.65	0.45	0.81	0.42	0.18
Control Delay	25.4	25.0	21.1	112.7	7.3	19.6	41.5	8.2	49.1	30.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	25.0	21.1	112.7	7.3	19.6	41.5	8.2	49.1	30.1	0.8
Queue Length 50th (ft)	25	157	73	~561	28	7	98	0	93	76	0
Queue Length 95th (ft)	#88	244	#190	#875	95	21	166	51	#193	156	1
Internal Link Dist (ft)		2015		1820			1014			2700	
Turn Bay Length (ft)	225		200			200		175	250		250
Base Capacity (vph)	204	1177	430	773	748	330	668	681	278	668	661
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.61	0.70	1.16	0.42	0.06	0.30	0.28	0.81	0.28	0.13























**Intersection Summary**

~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.

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

HCM Signalized Intersection Capacity Analysis  
24: SW 15th St & OR-126

2017 Peak Hour  
04/03/2018







													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 			 			 		
Traffic Volume (vph)	45	854	54	48	1090	49	206	84	68	36	35	77	
Future Volume (vph)	45	854	54	48	1090	49	206	84	68	36	35	77	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0		
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00		
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99		
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00		
Frt	1.00	0.99		1.00	0.99			0.97			0.93		
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.99		
Satd. Flow (prot)	1662	3201		1658	3239			1627			1569		
Flt Permitted	0.12	1.00		0.20	1.00			0.73			0.87		
Satd. Flow (perm)	211	3201		353	3239			1229			1379		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	49	928	59	52	1185	53	224	91	74	39	38	84	
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	25	0	
Lane Group Flow (vph)	49	987	0	52	1235	0	0	389	0	0	136	0	
Confl. Peds. (#/hr)	1		8	8		1	6		1	1		6	
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	1%	3%	0%	0%	0%	3%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		2			6			8				4	
Permitted Phases	2			6			8			4			
Actuated Green, G (s)	39.7	39.7		39.7	39.7			31.6			31.6		
Effective Green, g (s)	39.7	39.7		39.7	39.7			31.6			31.6		
Actuated g/C Ratio	0.50	0.50		0.50	0.50			0.40			0.40		
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0		
Lane Grp Cap (vph)	105	1602		176	1621			489			549		
v/s Ratio Prot		0.31			c0.38								
v/s Ratio Perm	0.23			0.15				c0.32			0.10		
v/c Ratio	0.47	0.62		0.30	0.76			0.80			0.25		
Uniform Delay, d1	12.9	14.3		11.6	16.0			21.0			15.9		
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00		
Incremental Delay, d2	3.3	0.7		0.9	2.2			8.7			0.2		
Delay (s)	16.2	15.0		12.5	18.2			29.7			16.2		
Level of Service	B	B		B	B			C			B		
Approach Delay (s)		15.1			17.9			29.7			16.2		
Approach LOS		B			B			C			B		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			18.4									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.78										
Actuated Cycle Length (s)			79.3									Sum of lost time (s)	8.0
Intersection Capacity Utilization			78.3%									ICU Level of Service	D
Analysis Period (min)			15										

c Critical Lane Group



Queues  
24: SW 15th St & OR-126

2017 Peak Hour  
04/03/2018













						
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	49	987	52	1238	389	161
v/c Ratio	0.47	0.62	0.30	0.77	0.80	0.28
Control Delay	34.0	17.7	20.1	21.3	36.6	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	17.7	20.1	21.3	36.6	14.7
Queue Length 50th (ft)	16	187	15	261	178	41
Queue Length 95th (ft)	#69	302	51	417	326	92
Internal Link Dist (ft)		1820		1191	423	675
Turn Bay Length (ft)	125		125			
Base Capacity (vph)	139	2105	231	2133	712	817
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.47	0.23	0.58	0.55	0.20

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis  
 25: SW 11th St & SW Highland Way


















2017 Peak Hour  
 04/03/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑									↑↑		
Traffic Volume (vph)	0	659	341	0	0	0	0	0	0	12	85	0	
Future Volume (vph)	0	659	341	0	0	0	0	0	0	12	85	0	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)		4.5									4.0		
Lane Util. Factor		0.95									0.95		
Frbp, ped/bikes		1.00									1.00		
Flpb, ped/bikes		1.00									1.00		
Frt		0.95									1.00		
Flt Protected		1.00									0.99		
Satd. Flow (prot)		3080									3305		
Flt Permitted		1.00									0.99		
Satd. Flow (perm)		3080									3305		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	716	371	0	0	0	0	0	0	13	92	0	
RTOR Reduction (vph)	0	71	0	0	0	0	0	0	0	0	14	0	
Lane Group Flow (vph)	0	1016	0	0	0	0	0	0	0	0	91	0	
Confl. Peds. (#/hr)									3			3	
Confl. Bikes (#/hr)			2										
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Turn Type		NA								Perm	NA		
Protected Phases		2									4		
Permitted Phases										4			
Actuated Green, G (s)		28.6									5.3		
Effective Green, g (s)		28.6									5.3		
Actuated g/C Ratio		0.67									0.12		
Clearance Time (s)		4.5									4.0		
Vehicle Extension (s)		3.0									3.0		
Lane Grp Cap (vph)		2077									413		
v/s Ratio Prot		c0.33											
v/s Ratio Perm											0.03		
v/c Ratio		0.49									0.22		
Uniform Delay, d1		3.4									16.7		
Progression Factor		1.00									1.00		
Incremental Delay, d2		0.2									0.3		
Delay (s)		3.5									17.0		
Level of Service		A									B		
Approach Delay (s)		3.5			0.0			0.0			17.0		
Approach LOS		A			A			A			B		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			4.7									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.45										
Actuated Cycle Length (s)			42.4									Sum of lost time (s)	8.5
Intersection Capacity Utilization			44.6%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

	→	↓
Lane Group	EBT	SBT
Lane Group Flow (vph)	1087	105
v/c Ratio	0.48	0.19
Control Delay	3.9	14.8
Queue Delay	0.0	0.0
Total Delay	3.9	14.8
Queue Length 50th (ft)	41	10
Queue Length 95th (ft)	76	26
Internal Link Dist (ft)	1097	269
Turn Bay Length (ft)		
Base Capacity (vph)	3080	1798
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.35	0.06
<b>Intersection Summary</b>		

HCM Signalized Intersection Capacity Analysis  
 26: SW 9th St & SW Highland Ave

2017 Peak Hour  
 04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						 				
Traffic Volume (vph)	34	663	0	0	0	0	0	501	126	0	0	0
Future Volume (vph)	34	663	0	0	0	0	0	501	126	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.5						4.5	4.5			
Lane Util. Factor		0.95						0.95	1.00			
Frbp, ped/bikes		1.00						1.00	1.00			
Flpb, ped/bikes		1.00						1.00	1.00			
Frt		1.00						1.00	0.85			
Flt Protected		1.00						1.00	1.00			
Satd. Flow (prot)		3249						3260	1488			
Flt Permitted		1.00						1.00	1.00			
Satd. Flow (perm)		3249						3260	1488			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	37	713	0	0	0	0	0	539	135	0	0	0
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	88	0	0	0
Lane Group Flow (vph)	0	741	0	0	0	0	0	539	47	0	0	0
Confl. Peds. (#/hr)								2				2
Heavy Vehicles (%)	4%	2%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Turn Type	Perm	NA						NA	Perm			
Protected Phases		2						8				
Permitted Phases	2								8			
Actuated Green, G (s)		17.8						14.2	14.2			
Effective Green, g (s)		17.8						14.2	14.2			
Actuated g/C Ratio		0.43						0.35	0.35			
Clearance Time (s)		4.5						4.5	4.5			
Vehicle Extension (s)		3.0						3.0	3.0			
Lane Grp Cap (vph)		1410						1129	515			
v/s Ratio Prot								c0.17				
v/s Ratio Perm		0.23							0.03			
v/c Ratio		0.53						0.48	0.09			
Uniform Delay, d1		8.5						10.5	9.0			
Progression Factor		1.00						1.00	1.00			
Incremental Delay, d2		0.4						0.3	0.1			
Delay (s)		8.9						10.8	9.1			
Level of Service		A						B	A			
Approach Delay (s)		8.9			0.0			10.5			0.0	
Approach LOS		A			A			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			9.6					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			41.0					Sum of lost time (s)		9.0		
Intersection Capacity Utilization			44.1%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group













Queues  
26: SW 9th St & SW Highland Ave

2017 Peak Hour  
04/03/2018

	→	↑	↗
Lane Group	EBT	NBT	NBR
Lane Group Flow (vph)	750	539	135
v/c Ratio	0.53	0.48	0.23
Control Delay	10.3	13.0	3.9
Queue Delay	0.0	0.0	0.0
Total Delay	10.3	13.0	3.9
Queue Length 50th (ft)	56	48	0
Queue Length 95th (ft)	122	105	28
Internal Link Dist (ft)	460	568	
Turn Bay Length (ft)			175
Base Capacity (vph)	3214	2932	1352
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.18	0.10
<b>Intersection Summary</b>			

HCM Signalized Intersection Capacity Analysis  
27: SW 6th St & SW Highland Ave

2017 Peak Hour  
04/03/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↑							↑	↑↑		
Traffic Volume (vph)	0	779	55	0	0	0	0	0	0	179	577	0	
Future Volume (vph)	0	779	55	0	0	0	0	0	0	179	577	0	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)		4.0	4.0							4.0	4.0		
Lane Util. Factor		0.95	1.00							1.00	0.95		
Frbp, ped/bikes		1.00	0.99							1.00	1.00		
Flpb, ped/bikes		1.00	1.00							1.00	1.00		
Frt		1.00	0.85							1.00	1.00		
Flt Protected		1.00	1.00							0.95	1.00		
Satd. Flow (prot)		3260	1469							1658	3292		
Flt Permitted		1.00	1.00							0.95	1.00		
Satd. Flow (perm)		3260	1469							1658	3292		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	0	820	58	0	0	0	0	0	0	188	607	0	
RTOR Reduction (vph)	0	0	28	0	0	0	0	0	0	88	0	0	
Lane Group Flow (vph)	0	820	30	0	0	0	0	0	0	100	607	0	
Confl. Peds. (#/hr)										4	4		
Confl. Bikes (#/hr)			1									1	
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	
Turn Type		NA	Perm								Perm	NA	
Protected Phases		2										4	
Permitted Phases			2								4		
Actuated Green, G (s)		22.1	22.1							18.6	18.6		
Effective Green, g (s)		22.1	22.1							18.6	18.6		
Actuated g/C Ratio		0.45	0.45							0.38	0.38		
Clearance Time (s)		4.0	4.0							4.0	4.0		
Vehicle Extension (s)		3.0	3.0							3.0	3.0		
Lane Grp Cap (vph)		1479	666							633	1257		
v/s Ratio Prot		c0.25									c0.18		
v/s Ratio Perm			0.02							0.06			
v/c Ratio		0.55	0.05							0.16	0.48		
Uniform Delay, d1		9.7	7.4							9.9	11.4		
Progression Factor		1.00	1.00							1.00	1.00		
Incremental Delay, d2		0.5	0.0							0.1	0.3		
Delay (s)		10.2	7.4							10.0	11.7		
Level of Service		B	A							B	B		
Approach Delay (s)		10.0			0.0			0.0			11.3		
Approach LOS		A			A			A			B		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			10.6									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.52										
Actuated Cycle Length (s)			48.7									Sum of lost time (s)	8.0
Intersection Capacity Utilization			54.6%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													


















Queues  
27: SW 6th St & SW Highland Ave

2017 Peak Hour  
04/03/2018

	→	↘	↙	↓
Lane Group	EBT	EBR	SBL	SBT
Lane Group Flow (vph)	820	58	188	607
v/c Ratio	0.56	0.08	0.26	0.49
Control Delay	12.3	4.2	5.4	13.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.3	4.2	5.4	13.9
Queue Length 50th (ft)	78	1	8	62
Queue Length 95th (ft)	175	19	48	142
Internal Link Dist (ft)	782			261
Turn Bay Length (ft)		100	150	
Base Capacity (vph)	3059	1381	1365	2666
Starvation Cap Reductn	0	0	0	86
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.04	0.14	0.24
<b>Intersection Summary</b>				

HCM Signalized Intersection Capacity Analysis  
 28: SW 5th St & SW Highland Ave

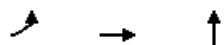
2017 Peak Hour  
 04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						 				
Traffic Volume (vph)	386	575	0	0	0	0	0	323	48	0	0	0
Future Volume (vph)	386	575	0	0	0	0	0	323	48	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5						4.5				
Lane Util. Factor	0.91	0.91						0.95				
Fr <sub>t</sub>	1.00	1.00						0.98				
Fl <sub>t</sub> Protected	0.95	0.99						1.00				
Satd. Flow (prot)	1513	3112						3260				
Fl <sub>t</sub> Permitted	0.95	0.99						1.00				
Satd. Flow (perm)	1513	3112						3260				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	415	618	0	0	0	0	0	347	52	0	0	0
RTOR Reduction (vph)	171	10	0	0	0	0	0	14	0	0	0	0
Lane Group Flow (vph)	165	687	0	0	0	0	0	385	0	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA						NA				
Protected Phases		8						6				
Permitted Phases	8											
Actuated Green, G (s)	19.0	19.0						10.9				
Effective Green, g (s)	19.0	19.0						10.9				
Actuated g/C Ratio	0.49	0.49						0.28				
Clearance Time (s)	4.5	4.5						4.5				
Vehicle Extension (s)	3.0	3.0						3.0				
Lane Grp Cap (vph)	738	1520						913				
v/s Ratio Prot								c0.12				
v/s Ratio Perm	0.11	0.22										
v/c Ratio	0.22	0.45						0.42				
Uniform Delay, d <sub>1</sub>	5.7	6.5						11.4				
Progression Factor	1.00	1.00						1.00				
Incremental Delay, d <sub>2</sub>	0.2	0.2						0.3				
Delay (s)	5.9	6.7						11.7				
Level of Service	A	A						B				
Approach Delay (s)		6.5			0.0			11.7			0.0	
Approach LOS		A			A			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			7.9					HCM 2000 Level of Service			A	
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			38.9					Sum of lost time (s)		9.0		
Intersection Capacity Utilization			38.5%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												



Queues  
28: SW 5th St & SW Highland Ave

2017 Peak Hour  
04/03/2018



Lane Group	EBL	EBT	NBT
Lane Group Flow (vph)	336	697	399
v/c Ratio	0.37	0.46	0.43
Control Delay	2.3	7.7	13.8
Queue Delay	0.0	0.0	0.0
Total Delay	2.3	7.7	13.8
Queue Length 50th (ft)	0	44	34
Queue Length 95th (ft)	31	96	84
Internal Link Dist (ft)		156	664
Turn Bay Length (ft)	75		
Base Capacity (vph)	1503	3086	2994
Starvation Cap Reductn	180	403	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.25	0.26	0.13

Intersection Summary

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	57	281	240	102	108	100
Future Vol, veh/h	57	281	240	102	108	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	3	4	6	6	4
Mvmt Flow	63	309	264	112	119	110

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	264	0	-	0	698
Stage 1	-	-	-	-	264
Stage 2	-	-	-	-	434
Critical Hdwy	4.12	-	-	-	6.46
Critical Hdwy Stg 1	-	-	-	-	5.46
Critical Hdwy Stg 2	-	-	-	-	5.46
Follow-up Hdwy	2.218	-	-	-	3.554
Pot Cap-1 Maneuver	1300	-	-	-	401
Stage 1	-	-	-	-	771
Stage 2	-	-	-	-	645
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1300	-	-	-	378
Mov Cap-2 Maneuver	-	-	-	-	378
Stage 1	-	-	-	-	771
Stage 2	-	-	-	-	608

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1300	-	-	-	500
HCM Lane V/C Ratio	0.048	-	-	-	0.457
HCM Control Delay (s)	7.9	0	-	-	18.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2.4

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	37	46	25	21	50	3	60	285	18	6	182	69
Future Vol, veh/h	37	46	25	21	50	3	60	285	18	6	182	69
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	3	0	4	0	0	0	3	1	0	0	1	0
Mvmt Flow	41	51	28	23	56	3	67	317	20	7	202	77
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	10.2	9.9	12.9	11.9
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	34%	28%	100%	0%
Vol Thru, %	0%	94%	43%	68%	0%	73%
Vol Right, %	0%	6%	23%	4%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	303	108	74	6	251
LT Vol	60	0	37	21	6	0
Through Vol	0	285	46	50	0	182
RT Vol	0	18	25	3	0	69
Lane Flow Rate	67	337	120	82	7	279
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.111	0.507	0.193	0.135	0.011	0.42
Departure Headway (Hd)	6.002	5.421	5.79	5.928	6.099	5.416
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	599	667	619	604	588	667
Service Time	3.724	3.143	3.827	3.968	3.825	3.141
HCM Lane V/C Ratio	0.112	0.505	0.194	0.136	0.012	0.418
HCM Control Delay	9.5	13.6	10.2	9.9	8.9	12
HCM Lane LOS	A	B	B	A	A	B
HCM 95th-tile Q	0.4	2.9	0.7	0.5	0	2.1

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	3	24	0	3	8	21	256	10	8	205	58
Future Vol, veh/h	49	3	24	0	3	8	21	256	10	8	205	58
Conflicting Peds, #/hr	4	0	0	0	0	4	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	52	3	26	0	3	9	22	272	11	9	218	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	600	596	251	602	621	282	282	0	0	283	0	0
Stage 1	268	268	-	322	322	-	-	-	-	-	-	-
Stage 2	332	328	-	280	299	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	416	420	793	414	406	762	1292	-	-	1291	-	-
Stage 1	742	691	-	694	655	-	-	-	-	-	-	-
Stage 2	686	651	-	731	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	398	408	791	390	394	759	1292	-	-	1286	-	-
Mov Cap-2 Maneuver	398	408	-	390	394	-	-	-	-	-	-	-
Stage 1	726	684	-	680	642	-	-	-	-	-	-	-
Stage 2	659	638	-	698	663	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.2		11.1		0.6		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1292	-	-	473	606	1286	-	-
HCM Lane V/C Ratio	0.017	-	-	0.171	0.019	0.007	-	-
HCM Control Delay (s)	7.8	0	-	14.2	11.1	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-	-

HCM Signalized Intersection Capacity Analysis  
32: SW Canal Blvd & SW Veterans Way












2017 Peak Hour  
04/03/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	185	116	117	321	189	127	278	82	168	344	10
Future Volume (vph)	9	185	116	117	321	189	127	278	82	168	344	10
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1660	1699	1473	1646	3228	1438	1646	1733	1444	3193	1725	
Flt Permitted	0.55	1.00	1.00	0.45	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	962	1699	1473	772	3228	1438	1646	1733	1444	3193	1725	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	9	193	121	122	334	197	132	290	85	175	358	10
RTOR Reduction (vph)	0	0	73	0	0	132	0	0	50	0	1	0
Lane Group Flow (vph)	9	193	48	122	334	65	132	290	35	175	367	0
Confl. Peds. (#/hr)	3					3	3		1	1		3
Heavy Vehicles (%)	0%	3%	1%	1%	3%	1%	1%	1%	2%	1%	1%	0%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases	2		2	6		6			8			
Actuated Green, G (s)	18.7	17.7	28.5	28.8	23.8	23.8	10.8	22.5	29.6	8.5	20.2	
Effective Green, g (s)	18.7	17.7	28.5	28.8	23.8	23.8	10.8	22.5	29.6	8.5	20.2	
Actuated g/C Ratio	0.26	0.25	0.40	0.40	0.33	0.33	0.15	0.31	0.41	0.12	0.28	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	260	418	666	396	1070	476	247	543	675	378	485	
v/s Ratio Prot	0.00	c0.11	0.01	c0.03	0.10		c0.08	0.17	0.01	0.05	c0.21	
v/s Ratio Perm	0.01		0.02	0.09		0.05			0.02			
v/c Ratio	0.03	0.46	0.07	0.31	0.31	0.14	0.53	0.53	0.05	0.46	0.76	
Uniform Delay, d1	19.7	23.0	13.4	14.2	17.9	16.8	28.2	20.3	12.7	29.5	23.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.8	0.0	0.4	0.2	0.1	2.2	1.0	0.0	0.9	6.7	
Delay (s)	19.8	23.8	13.5	14.7	18.1	16.9	30.4	21.3	12.7	30.4	30.2	
Level of Service	B	C	B	B	B	B	C	C	B	C	C	
Approach Delay (s)		19.8			17.1			22.3			30.3	
Approach LOS		B			B			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			22.4	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			71.8	Sum of lost time (s)				16.0				
Intersection Capacity Utilization			59.5%	ICU Level of Service				B				
Analysis Period (min)			15									

c Critical Lane Group























Queues  
32: SW Canal Blvd & SW Veterans Way

2017 Peak Hour  
04/03/2018

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	9	193	121	122	334	197	132	290	85	175	368
v/c Ratio	0.03	0.55	0.17	0.33	0.30	0.32	0.51	0.51	0.13	0.44	0.73
Control Delay	17.7	33.3	3.8	20.4	20.4	5.7	37.3	22.2	3.0	35.4	31.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	33.3	3.8	20.4	20.4	5.7	37.3	22.2	3.0	35.4	31.6
Queue Length 50th (ft)	2	73	0	34	50	0	50	96	0	35	135
Queue Length 95th (ft)	13	162	30	88	126	53	128	180	21	82	261
Internal Link Dist (ft)		693			446			553			1860
Turn Bay Length (ft)	125		200	175		150	225		125	250	
Base Capacity (vph)	372	795	766	371	1511	777	348	968	672	434	834
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.24	0.16	0.33	0.22	0.25	0.38	0.30	0.13	0.40	0.44
<b>Intersection Summary</b>											

HCM Signalized Intersection Capacity Analysis  
33: US-97 & SW Veterans Way

2017 Peak Hour  
04/03/2018










												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	131	228	195	301	163	265	1324	110	83	1080	61
Future Volume (vph)	76	131	228	195	301	163	265	1324	110	83	1080	61
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	5.0		4.5	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1662	1683	1463	1583	3056		1646	3057		1599	3063	
Flt Permitted	0.22	1.00	1.00	0.48	1.00		0.09	1.00		0.07	1.00	
Satd. Flow (perm)	377	1683	1463	797	3056		164	3057		124	3063	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	82	141	245	210	324	175	285	1424	118	89	1161	66
RTOR Reduction (vph)	0	0	31	0	52	0	0	4	0	0	3	0
Lane Group Flow (vph)	82	141	214	210	447	0	285	1538	0	89	1224	0
Confl. Peds. (#/hr)	7					7			2	2		
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	4%	1%	5%	2%	3%	1%	7%	12%	4%	8%	2%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	29.8	23.3	45.8	33.8	25.3		91.2	74.6		76.3	64.2	
Effective Green, g (s)	29.8	23.3	45.8	33.8	25.3		91.2	74.6		76.3	64.2	
Actuated g/C Ratio	0.22	0.17	0.33	0.25	0.18		0.67	0.54		0.56	0.47	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	5.0		4.5	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	142	286	537	245	564		352	1664		199	1435	
v/s Ratio Prot	0.03	0.08	0.07	c0.05	0.15		c0.13	c0.50		0.04	0.40	
v/s Ratio Perm	0.10		0.08	c0.16			0.41			0.21		
v/c Ratio	0.58	0.49	0.40	0.86	0.79		0.81	0.92		0.45	0.85	
Uniform Delay, d1	44.8	51.5	35.0	48.8	53.3		34.8	28.6		21.1	32.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.6	1.3	0.5	24.3	7.5		12.9	9.1		1.6	5.1	
Delay (s)	50.3	52.8	35.5	73.1	60.8		47.7	37.7		22.7	37.4	
Level of Service	D	D	D	E	E		D	D		C	D	
Approach Delay (s)		43.3			64.5			39.3			36.4	
Approach LOS		D			E			D			D	

Intersection Summary

HCM 2000 Control Delay	43.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	137.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues  
33: US-97 & SW Veterans Way

2017 Peak Hour  
04/03/2018

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	82	141	245	210	499	285	1542	89	1227
v/c Ratio	0.57	0.49	0.47	0.86	0.81	0.81	0.92	0.45	0.85
Control Delay	55.9	57.3	28.4	76.3	57.4	47.2	39.7	27.6	40.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	57.3	28.4	76.3	57.4	47.2	39.7	27.6	40.4
Queue Length 50th (ft)	57	115	127	159	199	161	632	26	509
Queue Length 95th (ft)	101	183	202	#262	264	#324	#924	86	#728
Internal Link Dist (ft)		446			2921		4483		2738
Turn Bay Length (ft)	175			150		150		175	
Base Capacity (vph)	143	446	541	245	901	375	1668	204	1437
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.32	0.45	0.86	0.55	0.76	0.92	0.44	0.85

Intersection Summary

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



**Intersection**

Intersection Delay, s/veh 11.9  
 Intersection LOS B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	111	56	172	125	111	183
Future Vol, veh/h	111	56	172	125	111	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	9	5	9	4	4
Mvmt Flow	121	61	187	136	121	199
Number of Lanes	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.4	13.2	11.9
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	38%	0%	0%	58%
Vol Thru, %	0%	100%	0%	42%
Vol Right, %	62%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	294	111	56	297
LT Vol	111	0	0	172
Through Vol	0	111	0	125
RT Vol	183	0	56	0
Lane Flow Rate	320	121	61	323
Geometry Grp	2	7	7	5
Degree of Util (X)	0.437	0.195	0.088	0.479
Departure Headway (Hd)	5.024	5.821	5.215	5.342
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	722	619	690	678
Service Time	3.024	3.529	2.923	3.342
HCM Lane V/C Ratio	0.443	0.195	0.088	0.476
HCM Control Delay	11.9	9.9	8.4	13.2
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	2.2	0.7	0.3	2.6

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Vol, veh/h	330	6	219	285	4	275
Future Vol, veh/h	330	6	219	285	4	275
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	40	2	5	0	3
Mvmt Flow	355	6	235	306	4	296

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	361	0	1135 358
Stage 1	-	-	-	-	358 -
Stage 2	-	-	-	-	777 -
Critical Hdwy	-	-	4.12	-	6.4 6.23
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.218	-	3.5 3.327
Pot Cap-1 Maneuver	-	-	1198	-	226 684
Stage 1	-	-	-	-	712 -
Stage 2	-	-	-	-	457 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1198	-	182 684
Mov Cap-2 Maneuver	-	-	-	-	182 -
Stage 1	-	-	-	-	712 -
Stage 2	-	-	-	-	367 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	658	-	-	1198	-
HCM Lane V/C Ratio	0.456	-	-	0.197	-
HCM Control Delay (s)	15	-	-	8.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.4	-	-	0.7	-

Intersection	
Intersection Delay, s/veh	16.6
Intersection LOS	C





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	10	66	24	89	141	72	56	271	84	34	165	4
Future Vol, veh/h	10	66	24	89	141	72	56	271	84	34	165	4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	1	1	3	0	1	0	0	2	0
Mvmt Flow	11	76	28	102	162	83	64	311	97	39	190	5
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.8	14.1	21.3	13.2
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	76%	0%	73%	0%	66%	0%	98%
Vol Right, %	0%	24%	0%	27%	0%	34%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	355	10	90	89	213	34	169
LT Vol	56	0	10	0	89	0	34	0
Through Vol	0	271	0	66	0	141	0	165
RT Vol	0	84	0	24	0	72	0	4
Lane Flow Rate	64	408	11	103	102	245	39	194
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.123	0.708	0.025	0.208	0.212	0.456	0.08	0.372
Departure Headway (Hd)	7.019	6.36	7.951	7.245	7.464	6.712	7.388	6.895
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	514	571	452	497	484	541	486	523
Service Time	4.719	4.06	5.672	4.967	5.164	4.412	5.112	4.619
HCM Lane V/C Ratio	0.125	0.715	0.024	0.207	0.211	0.453	0.08	0.371
HCM Control Delay	10.7	23	10.9	11.9	12.2	14.9	10.8	13.7
HCM Lane LOS	B	C	B	B	B	B	B	B
HCM 95th-tile Q	0.4	5.7	0.1	0.8	0.8	2.4	0.3	1.7

HCM Signalized Intersection Capacity Analysis  
37: SW Canal Blvd & SW Odem Medo Way

2017 Peak Hour  
04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	171	0	366	0	291	154	221	258	0
Future Volume (vph)	0	0	0	171	0	366	0	291	154	221	258	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)					5.0	5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor					1.00	1.00		1.00	1.00	1.00	1.00	
Frbp, ped/bikes					1.00	0.98		1.00	1.00	1.00	1.00	
Flpb, ped/bikes					0.99	1.00		1.00	1.00	1.00	1.00	
Frt					1.00	0.85		1.00	0.85	1.00	1.00	
Flt Protected					0.95	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)					1643	1437		1733	1473	1662	1733	
Flt Permitted					0.76	1.00		1.00	1.00	0.37	1.00	
Satd. Flow (perm)					1310	1437		1733	1473	652	1733	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	178	0	381	0	303	160	230	269	0
RTOR Reduction (vph)	0	0	0	0	0	288	0	0	112	0	0	0
Lane Group Flow (vph)	0	0	0	0	178	93	0	303	48	230	269	0
Confl. Peds. (#/hr)	4		10	10		4	3					3
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	1%	1%	0%	1%	0%
Turn Type				Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)					12.3	12.3		15.2	15.2	28.1	28.1	
Effective Green, g (s)					12.3	12.3		15.2	15.2	28.1	28.1	
Actuated g/C Ratio					0.24	0.24		0.30	0.30	0.56	0.56	
Clearance Time (s)					5.0	5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)					2.0	2.0		3.0	3.0	2.0	3.0	
Lane Grp Cap (vph)					319	350		522	444	521	966	
v/s Ratio Prot								c0.17		c0.07	0.16	
v/s Ratio Perm					c0.14	0.06			0.03	0.18		
v/c Ratio					0.56	0.27		0.58	0.11	0.44	0.28	
Uniform Delay, d1					16.7	15.4		14.9	12.7	6.4	5.8	
Progression Factor					1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2					1.2	0.1		1.6	0.1	0.2	0.2	
Delay (s)					17.9	15.5		16.5	12.8	6.6	6.0	
Level of Service					B	B		B	B	A	A	
Approach Delay (s)		0.0			16.3			15.3			6.3	
Approach LOS		A			B			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.7		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			50.4		Sum of lost time (s)					15.0		
Intersection Capacity Utilization			59.5%		ICU Level of Service					B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues  
37: SW Canal Blvd & SW Odem Medo Way

2017 Peak Hour  
04/03/2018

























Lane Group	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	178	381	303	160	230	269
v/c Ratio	0.56	0.60	0.59	0.29	0.45	0.28
Control Delay	25.7	6.9	21.5	4.8	9.5	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	6.9	21.5	4.8	9.5	7.6
Queue Length 50th (ft)	44	0	72	0	28	33
Queue Length 95th (ft)	115	57	168	35	81	94
Internal Link Dist (ft)	931		2881			465
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	589	856	854	807	546	1046
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.45	0.35	0.20	0.42	0.26

Intersection Summary

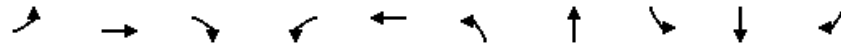
HCM Signalized Intersection Capacity Analysis  
38: US-97 & SW Odem Medo Way

2017 Peak Hour  
04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	252	14	157	9	22	15	266	1406	9	9	1111	260
Future Volume (vph)	252	14	157	9	22	15	266	1406	9	9	1111	260
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	6.0		5.0	6.0	5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1563	1577	1435	1662	1585		1646	3194		1662	3107	1428
Flt Permitted	0.50	0.50	1.00	0.66	1.00		0.11	1.00		0.14	1.00	1.00
Satd. Flow (perm)	830	818	1435	1159	1585		198	3194		247	3107	1428
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	268	15	167	10	23	16	283	1496	10	10	1182	277
RTOR Reduction (vph)	0	0	73	0	14	0	0	0	0	0	0	111
Lane Group Flow (vph)	142	141	94	10	25	0	283	1506	0	10	1182	166
Confl. Peds. (#/hr)	1		1	1		1	2		1	1		2
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	1%	0%	3%	0%	0%	7%	1%	4%	0%	0%	7%	2%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6		5	2	3
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)	25.5	25.5	38.7	12.0	11.1		78.5	72.2		55.7	54.4	63.8
Effective Green, g (s)	25.5	25.5	38.7	12.0	11.1		78.5	72.2		55.7	54.4	63.8
Actuated g/C Ratio	0.22	0.22	0.34	0.10	0.10		0.68	0.63		0.48	0.47	0.55
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	6.0		5.0	6.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	243	243	545	124	152		375	2005		135	1469	792
v/s Ratio Prot	c0.05	0.05	0.03	0.00	0.02		c0.13	0.47		0.00	c0.38	0.02
v/s Ratio Perm	c0.08	0.08	0.04	0.01			0.39			0.03		0.10
v/c Ratio	0.58	0.58	0.17	0.08	0.16		0.75	0.75		0.07	0.80	0.21
Uniform Delay, d1	38.4	40.0	26.9	46.4	47.7		24.3	15.1		15.8	25.8	12.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.6	3.5	0.2	0.3	0.5		8.4	1.6		0.2	3.3	0.1
Delay (s)	42.0	43.5	27.0	46.7	48.2		32.7	16.7		16.1	29.1	13.0
Level of Service	D	D	C	D	D		C	B		B	C	B
Approach Delay (s)		36.9			47.9			19.2			26.0	
Approach LOS		D			D			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			24.4				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			115.0				Sum of lost time (s)			21.0		
Intersection Capacity Utilization			77.7%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Queues  
38: US-97 & SW Odem Medo Way

2017 Peak Hour  
04/03/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	142	141	167	10	39	283	1506	10	1182	277
v/c Ratio	0.63	0.63	0.28	0.05	0.24	0.71	0.70	0.04	0.82	0.30
Control Delay	56.0	55.7	10.9	41.2	38.3	30.8	14.5	8.0	31.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	55.7	10.9	41.2	38.3	30.8	14.5	8.0	31.7	3.2
Queue Length 50th (ft)	94	93	24	6	16	101	271	2	359	7
Queue Length 95th (ft)	#191	#189	87	23	55	239	612	8	566	51
Internal Link Dist (ft)		931			261		4040		4483	
Turn Bay Length (ft)	150		125	150		100		150		275
Base Capacity (vph)	225	344	694	187	499	513	2509	249	1977	910
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.41	0.24	0.05	0.08	0.55	0.60	0.04	0.60	0.30

Intersection Summary

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

**Intersection**

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	4	13	1	18	10	33	6	202	48	35	77	8
Future Vol, veh/h	4	13	1	18	10	33	6	202	48	35	77	8
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	5	0
Mvmt Flow	4	13	1	19	10	34	6	208	49	36	79	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	424	426	84	408	405	233	88	0	0	258	0	0
Stage 1	156	156	-	245	245	-	-	-	-	-	-	-
Stage 2	268	270	-	163	160	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	544	524	981	557	538	811	1520	-	-	1318	-	-
Stage 1	851	772	-	763	707	-	-	-	-	-	-	-
Stage 2	742	690	-	844	769	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	501	507	981	532	521	811	1520	-	-	1318	-	-
Mov Cap-2 Maneuver	501	507	-	532	521	-	-	-	-	-	-	-
Stage 1	847	751	-	759	703	-	-	-	-	-	-	-
Stage 2	697	687	-	805	748	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.2		11.1		0.2		2.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1520	-	-	520	651	1318	-	-
HCM Lane V/C Ratio	0.004	-	-	0.036	0.097	0.027	-	-
HCM Control Delay (s)	7.4	0	-	12.2	11.1	7.8	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-



Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B














Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	36	71	33	4	97	7	96	380	5	3	159	29
Future Vol, veh/h	36	71	33	4	97	7	96	380	5	3	159	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	1	0	0	0	0	2	1	0	0	1	3
Mvmt Flow	39	77	36	4	105	8	104	413	5	3	173	32
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	11.1	10.6	16.8	11.7
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	26%	4%	100%	0%
Vol Thru, %	0%	99%	51%	90%	0%	85%
Vol Right, %	0%	1%	24%	6%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	385	140	108	3	188
LT Vol	96	0	36	4	3	0
Through Vol	0	380	71	97	0	159
RT Vol	0	5	33	7	0	29
Lane Flow Rate	104	418	152	117	3	204
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.179	0.655	0.253	0.198	0.006	0.337
Departure Headway (Hd)	6.164	5.632	5.985	6.076	6.538	5.938
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	582	640	598	589	547	605
Service Time	3.9	3.367	4.04	4.133	4.286	3.686
HCM Lane V/C Ratio	0.179	0.653	0.254	0.199	0.005	0.337
HCM Control Delay	10.2	18.5	11.1	10.6	9.3	11.7
HCM Lane LOS	B	C	B	B	A	B
HCM 95th-tile Q	0.6	4.8	1	0.7	0	1.5

HCM Signalized Intersection Capacity Analysis  
42: US-97 SB Ramps & SW Yew Ave

2017 Peak Hour  
04/03/2018

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑	↗	↖	↑						↖	↗	
Traffic Volume (vph)	0	180	174	274	552	0	0	0	0	88	0	151	
Future Volume (vph)	0	180	174	274	552	0	0	0	0	88	0	151	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00						1.00	1.00	
Frbp, ped/bikes		1.00	0.98	1.00	1.00						1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00	
Frt		1.00	0.85	1.00	1.00						1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00	
Satd. Flow (prot)		1667	1424	1567	1733						1662	1458	
Flt Permitted		1.00	1.00	0.45	1.00						0.95	1.00	
Satd. Flow (perm)		1667	1424	748	1733						1662	1458	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Adj. Flow (vph)	0	202	196	308	620	0	0	0	0	99	0	170	
RTOR Reduction (vph)	0	0	135	0	0	0	0	0	0	0	0	142	
Lane Group Flow (vph)	0	202	61	308	620	0	0	0	0	0	99	28	
Confl. Peds. (#/hr)			4	4									
Heavy Vehicles (%)	0%	5%	2%	6%	1%	0%	0%	0%	0%	0%	0%	2%	
Turn Type		NA	Perm	pm+pt	NA						Perm	NA	Perm
Protected Phases		2		1	6							4	
Permitted Phases			2	6						4			4
Actuated Green, G (s)		12.8	12.8	24.1	24.1						6.8	6.8	
Effective Green, g (s)		12.8	12.8	24.1	24.1						6.8	6.8	
Actuated g/C Ratio		0.31	0.31	0.59	0.59						0.17	0.17	
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0	5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0	
Lane Grp Cap (vph)		521	445	566	1021						276	242	
v/s Ratio Prot		0.12		0.08	c0.36								
v/s Ratio Perm			0.04	0.24							0.06	0.02	
v/c Ratio		0.39	0.14	0.54	0.61						0.36	0.12	
Uniform Delay, d1		11.0	10.1	4.7	5.4						15.1	14.5	
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00	
Incremental Delay, d2		0.5	0.1	1.1	1.0						0.8	0.2	
Delay (s)		11.5	10.2	5.8	6.4						15.9	14.7	
Level of Service		B	B	A	A						B	B	
Approach Delay (s)		10.9			6.2			0.0			15.2		
Approach LOS		B			A			A			B		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			8.9			HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.66										
Actuated Cycle Length (s)			40.9			Sum of lost time (s)				15.0			
Intersection Capacity Utilization			66.0%			ICU Level of Service				C			
Analysis Period (min)			15										

c Critical Lane Group



















Queues  
42: US-97 SB Ramps & SW Yew Ave

2017 Peak Hour  
04/03/2018

	→	↘	↙	←	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	202	196	308	620	99	170
v/c Ratio	0.39	0.34	0.53	0.56	0.28	0.38
Control Delay	14.7	4.2	9.4	8.9	17.3	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	4.2	9.4	8.9	17.3	6.4
Queue Length 50th (ft)	37	0	33	82	18	0
Queue Length 95th (ft)	85	31	81	192	58	37
Internal Link Dist (ft)	1380			488	462	
Turn Bay Length (ft)		75	150			200
Base Capacity (vph)	1057	973	581	1484	1267	1152
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.20	0.53	0.42	0.08	0.15
<b>Intersection Summary</b>						

HCM Signalized Intersection Capacity Analysis  
43: US-97 NB Ramps & SE Airport Way

2017 Peak Hour  
04/03/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	180	0	0	479	124	348	1	175	0	0	0
Future Volume (vph)	87	180	0	0	479	124	348	1	175	0	0	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00				
Frbp, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00				
Frt	1.00	1.00			1.00	0.85	1.00	0.85				
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1598	1667			1683	1396	1630	1432				
Flt Permitted	0.19	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (perm)	317	1667			1683	1396	1630	1432				
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	102	212	0	0	564	146	409	1	206	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	57	0	137	0	0	0	0
Lane Group Flow (vph)	102	212	0	0	564	89	409	70	0	0	0	0
Confl. Peds. (#/hr)	3		1	1		3						
Heavy Vehicles (%)	4%	5%	0%	0%	4%	4%	2%	0%	4%	0%	0%	0%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA				
Protected Phases	5	2			6			8				
Permitted Phases	2					6	8					
Actuated Green, G (s)	35.3	35.3			27.0	27.0	22.6	22.6				
Effective Green, g (s)	35.3	35.3			27.0	27.0	22.6	22.6				
Actuated g/C Ratio	0.52	0.52			0.40	0.40	0.33	0.33				
Clearance Time (s)	5.0	5.0			5.0	5.0	5.0	5.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	227	866			669	555	542	476				
v/s Ratio Prot	c0.02	0.13			c0.34			0.05				
v/s Ratio Perm	0.21					0.06	c0.25					
v/c Ratio	0.45	0.24			0.84	0.16	0.75	0.15				
Uniform Delay, d1	11.3	9.0			18.5	13.2	20.2	15.9				
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00				
Incremental Delay, d2	1.4	0.1			9.5	0.1	5.9	0.1				
Delay (s)	12.7	9.1			28.0	13.3	26.1	16.0				
Level of Service	B	A			C	B	C	B				
Approach Delay (s)		10.3			25.0			22.7				0.0
Approach LOS		B			C			C				A
<b>Intersection Summary</b>												
HCM 2000 Control Delay			21.3		HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			67.9		Sum of lost time (s)			15.0				
Intersection Capacity Utilization			66.0%		ICU Level of Service			C				
Analysis Period (min)			15									

c Critical Lane Group

Queues  
43: US-97 NB Ramps & SE Airport Way

2017 Peak Hour  
04/03/2018



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT
Lane Group Flow (vph)	102	212	564	146	409	207
v/c Ratio	0.41	0.25	0.83	0.24	0.74	0.33
Control Delay	15.7	11.7	34.8	8.6	29.2	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	11.7	34.8	8.6	29.2	4.2
Queue Length 50th (ft)	20	46	215	14	156	0
Queue Length 95th (ft)	52	101	#436	51	228	32
Internal Link Dist (ft)		488	979			520
Turn Bay Length (ft)	150			100		
Base Capacity (vph)	251	962	722	652	839	836
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.22	0.78	0.22	0.49	0.25

Intersection Summary

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

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Vol, veh/h	249	25	5	395	48	12
Future Vol, veh/h	249	25	5	395	48	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	16	0	5	0	8
Mvmt Flow	286	29	6	454	55	14

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	315	0	767 301
Stage 1	-	-	-	-	301 -
Stage 2	-	-	-	-	466 -
Critical Hdwy	-	-	4.1	-	6.4 6.28
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.372
Pot Cap-1 Maneuver	-	-	1257	-	373 725
Stage 1	-	-	-	-	755 -
Stage 2	-	-	-	-	636 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1257	-	371 725
Mov Cap-2 Maneuver	-	-	-	-	371 -
Stage 1	-	-	-	-	755 -
Stage 2	-	-	-	-	633 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	725	-	-	1257	-
HCM Lane V/C Ratio	0.149	0.019	-	-	0.005	-
HCM Control Delay (s)	16.4	10.1	-	-	7.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	6	76	251	249	141	4
Future Vol, veh/h	6	76	251	249	141	4
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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	4	1	0	1	0
Mvmt Flow	7	88	292	290	164	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1039	166	169	0	0
Stage 1	166	-	-	-	-
Stage 2	873	-	-	-	-
Critical Hdwy	6.4	6.24	4.11	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.209	-	-
Pot Cap-1 Maneuver	258	873	1415	-	-
Stage 1	868	-	-	-	-
Stage 2	412	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	195	873	1415	-	-
Mov Cap-2 Maneuver	195	-	-	-	-
Stage 1	868	-	-	-	-
Stage 2	311	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	4.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1415	-	696	-	-
HCM Lane V/C Ratio	0.206	-	0.137	-	-
HCM Control Delay (s)	8.2	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.8	-	0.5	-	-

## Appendix G – Crash Data



Project Name: Redmond Transportation System Plan  
 Project Number: 17720  
 Query Information: ODOT  
 Date Queried: ODOT  
 Data Provider: ODOT Crash Analysis Reporting Unit  
 Analyst: JXG  
 Current Date: 10/20/2017

General Crash Information

Crash ID	Record Type	# Vehicles Involved	# Participants Involved	Serial #	Crash Month	Crash Day	Crash Year	Week Day	Crash Hour (Starting)	County	City	Latitude Degrees	Longitude Degrees	Impact Location	Collision Type	Crash Severity	Weather Condition	Road Surface Condition	Light Condition
1402355	1	2	3	9075	January	21	2011	Friday	5:00 PM	Deschutes	Redmond	44.2550608	-121.1645797	Outbound within 50 feet	Sideswipe-meeting	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1402357	1	2	3	117	January	25	2011	Tuesday	4:00 PM	Deschutes	Redmond	44.25661252	-121.1840729	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1402383	1	2	2	133	January	28	2011	Friday	10:00 AM	Deschutes	Redmond	44.25178189	-121.184415	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1402544	1	2	2	120	January	25	2011	Tuesday	11:00 AM	Deschutes	Redmond	44.27551943	-121.1774854	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1402718	1	2	2	25	January	6	2011	Thursday	2:00 PM	Deschutes	Redmond	44.26098996	-121.1773389	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1404276	1	2	2	192	February	13	2011	Sunday	1:00 PM	Deschutes	Redmond	44.2620657	-121.1840302	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1404372	1	1	1	210	February	16	2011	Wednesday	7:00 AM	Deschutes	Redmond	44.26804243	-121.1921673	NW Intersection Quadrant	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Snow	Daylight
1405426	1	2	2	262	February	23	2011	Wednesday	9:00 AM	Deschutes	Redmond	44.27156419	-121.1732073	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1405477	1	1	1	271	February	24	2011	Thursday	2:00 PM	Deschutes	Redmond	44.24889698	-121.2058398	NW Intersection Quadrant	Non-collision	Property damage only crash (PDO)	Clear	Dry	Daylight
1406506	1	2	2	288	February	28	2011	Monday	7:00 AM	Deschutes	Redmond	44.26585001	-121.2044111	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1406509	1	2	1	286	February	27	2011	Sunday	3:00 AM	Deschutes	Redmond	44.2965979	-121.1634111	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1408836	1	2	2	51	January	12	2011	Wednesday	6:00 AM	Deschutes	Redmond	44.23986658	-121.1956407	Inbound within 50 feet	Sideswipe-meeting	Non-fatal injury crash	Cloudy	Dry	Darkness - no street lights
1409766	1	2	2	14	January	4	2011	Tuesday	3:00 PM	Deschutes	Redmond	44.27831906	-121.1732161	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1409770	1	2	3	17	January	5	2011	Wednesday	11:00 AM	Deschutes	Redmond	44.26099062	-121.1739116	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1410234	1	2	2	47	January	11	2011	Tuesday	5:00 PM	Deschutes	Redmond	44.28374233	-121.1742142	NW Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Darkness - no street lights
1410248	1	2	2	132	January	28	2011	Friday	11:00 AM	Deschutes	Redmond	44.27228596	-121.1628902	Southwest Intersection Quadrant	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1410273	1	2	2	28	January	7	2011	Friday	5:00 PM	Deschutes	Redmond	44.26928222	-121.1912836	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness - no street lights
1410277	1	2	5	130	January	28	2011	Friday	3:00 PM	Deschutes	Redmond	44.26995972	-121.1763555	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1410283	1	2	2	205	February	15	2011	Tuesday	12:00 PM	Deschutes	Redmond	44.26383447	-121.1830576	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Snow	Snow	Daylight
1410294	1	2	4	215	February	16	2011	Wednesday	8:00 AM	Deschutes	Redmond	44.27058731	-121.1742634	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Snow	Snow	Daylight
1410343	1	2	2	234	February	19	2011	Saturday	8:00 AM	Deschutes	Redmond	44.27383689	-121.1976202	Southwest Intersection Quadrant	Sideswipe-overtaking	Non-fatal injury crash	Snow	Snow	Daylight
1410351	1	2	2	243	February	19	2011	Saturday	8:00 PM	Deschutes	Redmond	44.27059895	-121.1753571	Inbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Snow	Ice	Darkness - no street lights
1410460	1	2	2	270	February	24	2011	Thursday	8:00 AM	Deschutes	Redmond	44.25177244	-121.1844213	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Snow	Daylight
1410528	1	2	5	163	February	8	2011	Tuesday	4:00 PM	Deschutes	Redmond	44.27255507	-121.1732051	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1410575	1	2	2	164	February	5	2011	Saturday	5:00 PM	Deschutes	Redmond	44.27058731	-121.1742634	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1410606	1	2	3	170	February	7	2011	Monday	1:00 PM	Deschutes	Redmond	44.29099062	-121.1739116	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1410942	1	2	3	195	February	13	2011	Sunday	4:00 PM	Deschutes	Redmond	44.29099062	-121.1739116	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Cloudy	Dry	Daylight
1410956	1	2	2	196	February	14	2011	Monday	6:00 PM	Deschutes	Redmond	44.27058731	-121.1742634	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness - no street lights
1411002	1	2	2	201	February	15	2011	Tuesday	6:00 AM	Deschutes	Redmond	44.27255507	-121.1732051	Outbound within 50 feet	Angle	Non-fatal injury crash	Snow	Snow	Dawn (Twilight)
1411889	1	1	1	314	March	8	2011	Tuesday	6:00 PM	Deschutes	Redmond	44.28918627	-121.1682816	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1411933	1	2	2	316	March	8	2011	Tuesday	4:00 PM	Deschutes	Redmond	44.28778986	-121.1720252	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1411726	1	2	3	347	March	16	2011	Wednesday	6:00 PM	Deschutes	Redmond	44.25819154	-121.1827953	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1411745	1	2	3	362	March	18	2011	Friday	7:00 PM	Deschutes	Redmond	44.25470462	-121.2026964	Midblock location	Sideswipe-meeting	Non-fatal injury crash	Clear	Snow	Darkness - no street lights
1411824	1	2	1	387	March	24	2011	Thursday	9:00 AM	Deschutes	Redmond	44.25476691	-121.1917305	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1411830	1	2	4	388	March	25	2011	Friday	1:00 PM	Deschutes	Redmond	44.25843183	-121.1826703	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight
1411841	1	1	1	394	March	26	2011	Saturday	11:00 PM	Deschutes	Redmond	44.25112028	-121.19795	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1411878	1	2	3	413	March	26	2011	Saturday	2:00 PM	Deschutes	Redmond	44.29100875	-121.1638389	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight
1411905	1	3	3	184	February	11	2011	Friday	2:00 PM	Deschutes	Redmond	44.27257627	-121.1694391	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1411917	1	2	1	381	March	23	2011	Wednesday	6:00 AM	Deschutes	Redmond	44.29936127	-121.1592165	Outbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Dawn (Twilight)
1412059	1	2	2	330	March	12	2011	Saturday	7:00 PM	Deschutes	Redmond	44.27256119	-121.1732051	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1412248	1	2	3	403	March	31	2011	Thursday	7:00 PM	Deschutes	Redmond	44.27255667	-121.1769805	Outbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1412551	1	2	2	379	March	23	2011	Wednesday	3:00 PM	Deschutes	Redmond	44.2679015	-121.174682	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight
1412620	1	3	3	395	March	27	2011	Sunday	8:00 AM	Deschutes	Redmond	44.26306834	-121.1769782	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Dawn (Twilight)
1412716	1	2	2	263	March	16	2011	Wednesday	8:00 AM	Deschutes	Redmond	44.2658425	-121.1732556	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1412760	1	2	2	352	March	17	2011	Thursday	1:00 PM	Deschutes	Redmond	44.2593823	-121.1794061	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1414431	1	6	6	810	June	8	2011	Wednesday	5:00 PM	Deschutes	Redmond	44.24117854	-121.1943734	Southeast Intersection Quadrant	Sideswipe-overtaking	Fatal crash	Clear	Dry	Daylight
1415410	1	2	4	494	April	16	2011	Saturday	9:00 AM	Deschutes	Redmond	44.26920447	-121.1993511	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1415468	1	3	3	512	April	22	2011	Friday	4:00 PM	Deschutes	Redmond	44.28914401	-121.1891194	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1415694	1	2	1	495	April	16	2011	Saturday	12:00 PM	Deschutes	Redmond	44.27921975	-121.1784194	Outbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1415731	1	2	1	515	April	23	2011	Saturday	3:00 AM	Deschutes	Redmond	44.30313066	-121.1758785	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1415733	1	2	1	90515	April	23	2011	Saturday	3:00 AM	Deschutes	Redmond	44.30313066	-121.1758785	Midblock location	Backing	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1415804	1	2	3	453	April	7	2011	Thursday	3:00 PM	Deschutes	Redmond	44.27552781	-121.1732154	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Cloudy	Dry	Daylight
1415840	1	2	2	465	April	8	2011	Friday	1:00 PM	Deschutes	Redmond	44.27741646	-121.1732175	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1416013	1	2	2	496	April	17	2011	Sunday	2:00 PM	Deschutes	Redmond	44.28918627	-121.1682816	NE Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight
1416247	1	3	3	429	April	2	2011	Saturday	11:00 AM	Deschutes	Redmond	44.26948132	-121.1866937	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight
1416254	1	2	3	479	April	13	2011	Wednesday	7:00 AM	Deschutes	Redmond	44.26958287	-121.1840678	Midblock location	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1416309	1	1	1	502	April	19	2011	Tuesday	8:00 AM	Deschutes	Redmond	44.26631909	-121.1565569	Midblock location	Non-collision	Non-fatal injury crash	Clear	Dry	Daylight
1416313	1	2	1	544	April	30	2011	Saturday	10:00 AM	Deschutes	Redmond	44.26963023	-121.1732032	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1416384	1	2	2	435	April	3	2011	Sunday	12:00 PM	Deschutes	Redmond	44.2890004	-121.1672745	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1416388	1	2	2	500	April	18	2011	Monday	5:00 PM	Deschutes	Redmond	44.25476003	-121.1928889	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1416572	1	2	2	507	April	20	2011	Wednesday	10:00 AM	Deschutes	Redmond	44.27255							

1421231	1	2	2	604	May	12	2011	Thursday	6:00 PM	Deschutes	Redmond	44.26961205	-121.1742622	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1421271	1	2	2	627	May	17	2011	Tuesday	7:00 PM	Deschutes	Redmond	44.2695899	-121.1807742	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1421291	1	2	2	658	May	22	2011	Sunday	2:00 PM	Deschutes	Redmond	44.26920439	-121.2093365	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1421415	1	2	2	636	May	16	2011	Monday	12:00 PM	Deschutes	Redmond	44.26239765	-121.1742713	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
142230	3	1	653	May	21	2011	Saturday	7:00 PM	Deschutes	Redmond	44.26434103	-121.1740362	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight	
1422326	1	2	2	672	May	25	2011	Wednesday	5:00 PM	Deschutes	Redmond	44.26973674	-121.1732044	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1422358	1	2	2	551	May	2	2011	Monday	12:00 PM	Deschutes	Redmond	44.26909062	-121.1739116	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1422574	1	2	3	602	May	12	2011	Thursday	9:00 PM	Deschutes	Redmond	44.24517129	-121.1904594	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1422583	1	2	2	618	May	14	2011	Saturday	4:00 PM	Deschutes	Redmond	44.26583507	-121.1800856	Southwest Intersection Quadrant	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1423841	1	2	1	592	May	9	2011	Monday	11:00 AM	Deschutes	Redmond	44.27832815	-121.1967	Inbound within 50 feet	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight
1423853	1	1	1	588	May	7	2011	Saturday	7:00 PM	Deschutes	Redmond	44.23785575	-121.2116578	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1426946	1	1	1	728	June	7	2011	Tuesday	7:00 AM	Deschutes	Redmond	44.26928222	-121.1912836	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1426979	1	2	3	741	June	7	2011	Tuesday	4:00 PM	Deschutes	Redmond	44.26934103	-121.1892356	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1426969	1	2	2	788	June	18	2011	Saturday	1:00 PM	Deschutes	Redmond	44.265429	-121.1732556	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1427296	1	1	2	1127	August	4	2011	Thursday	12:00 AM	Deschutes	Redmond	44.24343695	-121.192169	Southwest Intersection Quadrant	Pedestrian	Fatal crash	Clear	Dry	Darkness – no street lights
1427555	1	1	2	708	June	3	2011	Friday	10:00 AM	Deschutes	Redmond	44.26909062	-121.1739116	Outbound within 50 feet	Pedestrian	Non-fatal injury crash	Clear	Dry	Daylight
1428158	1	4	5	778	June	17	2011	Friday	10:00 AM	Deschutes	Redmond	44.26977834	-121.1791497	Southeast Intersection Quadrant	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1428233	1	2	2	791	June	20	2011	Monday	3:00 PM	Deschutes	Redmond	44.26244116	-121.1774237	Southeast Intersection Quadrant	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1428431	1	2	2	815	June	25	2011	Saturday	12:00 AM	Deschutes	Redmond	44.27058883	-121.1732138	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1428548	1	3	4	833	June	28	2011	Tuesday	5:00 PM	Deschutes	Redmond	44.26394294	-121.1734034	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1428777	1	2	2	697	May	31	2011	Tuesday	3:00 PM	Deschutes	Redmond	44.27741638	-121.1774889	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1428787	1	2	2	702	June	2	2011	Thursday	4:00 PM	Deschutes	Redmond	44.25475245	-121.1941611	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1428831	1	2	2	717	June	7	2011	Tuesday	5:00 PM	Deschutes	Redmond	44.25998198	-121.1810852	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1428853	1	2	2	720	June	7	2011	Tuesday	4:00 PM	Deschutes	Redmond	44.26454259	-121.1773518	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1428861	1	2	2	731	June	8	2011	Wednesday	11:00 AM	Deschutes	Redmond	44.2792234	-121.1721388	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1428872	1	2	2	770	June	14	2011	Tuesday	11:00 AM	Deschutes	Redmond	44.26373177	-121.1787643	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1428881	1	2	2	767	June	12	2011	Sunday	5:00 PM	Deschutes	Redmond	44.27255507	-121.1732051	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1428891	1	2	2	772	June	15	2011	Wednesday	5:00 PM	Deschutes	Redmond	44.26963023	-121.1732032	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1428956	1	2	3	779	June	17	2011	Friday	2:00 PM	Deschutes	Redmond	44.26939896	-121.1777389	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1429001	1	2	2	800	June	22	2011	Wednesday	10:00 PM	Deschutes	Redmond	44.27380477	-121.1892367	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1429010	1	3	3	827	June	27	2011	Monday	7:00 PM	Deschutes	Redmond	44.26349881	-121.1873626	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1429416	1	2	3	758	June	13	2011	Monday	9:00 AM	Deschutes	Redmond	44.24750034	-121.1991389	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1431685	1	2	3	859	July	4	2011	Monday	5:00 PM	Deschutes	Redmond	44.30092516	-121.1721588	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1431894	1	1	1	877	July	4	2011	Saturday	2:00 AM	Deschutes	Redmond	44.247961	-121.1945693	NW Intersection Quadrant	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1431934	1	2	2	881	July	7	2011	Thursday	8:00 PM	Deschutes	Redmond	44.26928222	-121.1912836	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1432303	1	2	2	861	July	5	2011	Tuesday	5:00 PM	Deschutes	Redmond	44.25618051	-121.2043898	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1433311	1	2	2	893	July	8	2011	Friday	6:00 PM	Deschutes	Redmond	44.2593823	-121.1794061	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1433481	1	2	2	924	July	15	2011	Friday	3:00 PM	Deschutes	Redmond	44.24594862	-121.1896962	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1433488	1	2	2	927	July	15	2011	Friday	3:00 PM	Deschutes	Redmond	44.24594862	-121.1896962	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1433568	1	2	2	936	July	18	2011	Monday	10:00 AM	Deschutes	Redmond	44.25177244	-121.1844213	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1433577	1	2	2	939	June	30	2011	Thursday	3:00 PM	Deschutes	Redmond	44.26909062	-121.1739116	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1433856	1	2	2	898	July	9	2011	Saturday	9:00 PM	Deschutes	Redmond	44.26928222	-121.1912836	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1433866	1	2	2	888	July	8	2011	Friday	9:00 PM	Deschutes	Redmond	44.27057002	-121.1795923	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1433868	1	2	2	879	July	7	2011	Thursday	8:00 AM	Deschutes	Redmond	44.26920439	-121.2093365	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1433892	1	2	2	869	July	6	2011	Wednesday	11:00 AM	Deschutes	Redmond	44.26928222	-121.1912836	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1434139	1	2	2	952	July	23	2011	Saturday	7:00 PM	Deschutes	Redmond	44.26919735	-121.204389	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1434326	1	2	2	999	July	29	2011	Friday	2:00 PM	Deschutes	Redmond	44.26920439	-121.2093365	Inbound within 50 feet	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight
1434324	1	2	2	1002	July	30	2011	Saturday	11:00 AM	Deschutes	Redmond	44.26920439	-121.2093365	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1434462	1	2	2	917	July	14	2011	Thursday	6:00 PM	Deschutes	Redmond	44.27155795	-121.1742876	Inbound within 50 feet	Parking Maneuver	Property damage only crash (PDO)	Clear	Dry	Daylight
1434473	1	2	2	922	July	15	2011	Friday	11:00 AM	Deschutes	Redmond	44.26306834	-121.1769782	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1434506	1	2	2	938	July	18	2011	Monday	5:00 PM	Deschutes	Redmond	44.27255649	-121.1742768	Inbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Rain	Wet	Daylight
1434621	1	3	4	1006	July	30	2011	Saturday	2:00 PM	Deschutes	Redmond	44.26599215	-121.1774611	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1434648	1	2	1	1008	July	30	2011	Saturday	7:00 PM	Deschutes	Redmond	44.2494099	-121.1966527	Midblock location	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight
1436810	1	2	2	941	July	19	2011	Tuesday	7:00 PM	Deschutes	Redmond	44.26805708	-121.1993499	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1440338	1	2	2	1019	August	2	2011	Tuesday	7:00 AM	Deschutes	Redmond	44.26961205	-121.1742622	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1440348	1	2	4	1072	August	10	2011	Wednesday	6:00 PM	Deschutes	Redmond	44.27058731	-121.1742634	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1440356	1	1	1	1111	August	18	2011	Thursday	12:00 AM	Deschutes	Redmond	44.26921218	-121.2012702	Outbound within 50 feet	Miscellaneous	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1440403	1	2	2	1139	August	22	2011	Monday	11:00 AM	Deschutes	Redmond	44.26920447	-121.1993511	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1440475	1	2	3	1020	August	2	2011	Tuesday	2:00 PM	Deschutes	Redmond	44.25163492	-121.184527	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1440525	1	2	2	1024	August	3	2011	Wednesday	3:00 PM	Deschutes	Redmond	44.25202934	-121.1842497	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1440555	1	2	2	1045	August	5	2011	Friday	7:00 AM	Deschutes	Redmond	44.26306834	-121.1769782	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1440571	1	2	2	1055	August	8	2011	Monday	2:00 PM	Deschutes	Redmond	44.26962985	-121.1716312	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1440647	1	2	2	1076	August	11	2011	Thursday	1:00 AM	Deschutes	Redmond	44.26975131	-121.1715393	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1440661	1	2	2	1078	August	11	2011	Thursday	7:00 AM	Deschutes	Redmond	44.2698441	-121.1717056	Outbound within 50 feet	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight
1440700	1	2	2	1815	August	4	2011	Thursday	3:00 PM	Deschutes	Redmond	44.24296237	-121.1939709	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Unknown	Unknown	Daylight
1441727	1	2	2	1270	September	20	2011	Tuesday	9:00 PM	Deschutes	Redmond	44.26928222	-121.1912836	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1441840	1	2	2	1294	September	27	2011	Tuesday	5:00 PM	Deschutes	Redmond	44.26920447	-121.1993511	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1441935	1	2	2	1223	September	9	2011	Friday	6:00 PM	Deschutes	Redmond	44.28202684	-121.1732328	Inbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1442022	1	3	3	1250	September	15	2011	Thursday	4:00 PM	Deschutes	Redmond	44.26306834	-121.1769782	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1442047	1	3	3	1253	September	15	2011	Thursday	5:00 PM	Deschutes	Redmond	44.26924028	-121.1947013	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1442167	1	2	3	1353	October														

1443066	1	2	2	1540	November	17	2011	Thursday	12:00 PM	Deschutes	Redmond	44.27058985	-121.1763571	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1443068	1	2	5	1541	November	17	2011	Thursday	4:00 PM	Deschutes	Redmond	44.26934103	-121.1892356	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1443060	1	2	2	1546	November	16	2011	Wednesday	1:00 PM	Deschutes	Redmond	44.28736914	-121.1740028	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1443348	1	2	3	1550	November	18	2011	Friday	2:00 PM	Deschutes	Redmond	44.2720558	-121.1826224	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1443405	1	2	2	1550	November	22	2011	Monday	5:00 PM	Deschutes	Redmond	44.28717244	-121.1844213	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1443498	1	2	2	1620	November	21	2011	Monday	2:00 PM	Deschutes	Redmond	44.28920447	-121.1935111	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1443838	1	1	1	1785	December	30	2011	Friday	1:00 PM	Deschutes	Redmond	44.28452247	-121.1738387	Inbound within 50 feet	Miscellaneous	Property damage only crash (PDO)	Rain	Wet	Daylight
1443924	1	2	2	1634	December	2	2011	Friday	2:00 PM	Deschutes	Redmond	44.26962985	-121.1716312		Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1443948	1	1	2	1649	December	5	2011	Monday	12:00 PM	Deschutes	Redmond	44.27255649	-121.1742768	Outbound within 50 feet	Pedestrian	Non-fatal injury crash	Clear	Dry	Daylight
1443952	1	1	1	1650	December	5	2011	Monday	9:00 PM	Deschutes	Redmond	44.24378689	-121.1976202	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1444032	1	2	3	1668	December	9	2011	Friday	2:00 PM	Deschutes	Redmond	44.24504721	-121.1905551	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1444064	1	1	1	1677	December	11	2011	Sunday	1:00 AM	Deschutes	Redmond	44.27246859	-121.1632057	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1444078	1	2	2	1683	December	13	2011	Tuesday	3:00 PM	Deschutes	Redmond	44.26980258	-121.1774715	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1444171	1	2	2	1721	December	20	2011	Tuesday	7:00 PM	Deschutes	Redmond	44.26958989	-121.1807742	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1444174	1	2	2	1723	December	20	2011	Tuesday	4:00 AM	Deschutes	Redmond	44.2427821	-121.1928699	Southwest Intersection Quadrant	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1444182	1	2	3	1728	December	21	2011	Wednesday	4:00 PM	Deschutes	Redmond	44.26267583	-121.1772455	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1444762	1	2	2	1332	October	4	2011	Tuesday	2:00 PM	Deschutes	Redmond	44.26785736	-121.1830627	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1444777	1	1	1	1335	October	5	2011	Wednesday	12:00 AM	Deschutes	Redmond	44.25553273	-121.184939	Midblock location	Non-collision	Non-fatal injury crash	Cloudy	Wet	Darkness – no street lights
1445062	1	2	3	1309	September	29	2011	Thursday	2:00 PM	Deschutes	Redmond	44.26903987	-121.1753566	Midblock location	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1445618	1	2	1	1066	August	9	2011	Tuesday	10:00 AM	Deschutes	Redmond	44.27057135	-121.1785425	Outbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1445680	1	1	1	1014	August	1	2011	Monday	6:00 PM	Deschutes	Redmond	44.27200121	-121.1830356	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Rain	Wet	Daylight
1445692	1	2	2	1030	August	3	2011	Wednesday	12:00 PM	Deschutes	Redmond	44.24313685	-121.1861004	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1445754	1	2	4	1047	August	5	2011	Friday	11:00 PM	Deschutes	Redmond	44.27652284	-121.1721388	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1445767	1	2	2	1048	August	5	2011	Friday	6:00 PM	Deschutes	Redmond	44.26296312	-121.1766213	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1445856	1	3	4	1071	August	10	2011	Wednesday	12:00 PM	Deschutes	Redmond	44.25117098	-121.1904512	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1445943	1	2	2	10870	August	12	2011	Friday	5:00 PM	Deschutes	Redmond	44.26661333	-121.1840723	Southeast Intersection Quadrant	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1445966	1	3	3	1094	August	15	2011	Monday	4:00 PM	Deschutes	Redmond	44.26928244	-121.1912836	Outbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight
1445995	1	3	3	1104	August	18	2011	Thursday	9:00 PM	Deschutes	Redmond	44.25177244	-121.1844213	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1446034	1	2	2	1114	August	19	2011	Friday	6:00 PM	Deschutes	Redmond	44.27622655	-121.2093806	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1446033	1	2	2	1124	August	20	2011	Saturday	1:00 PM	Deschutes	Redmond	44.27522791	-121.1732154	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1446047	1	2	2	1151	August	25	2011	Thursday	6:00 PM	Deschutes	Redmond	44.27551291	-121.178055	Midblock location	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1446099	1	2	2	1157	August	26	2011	Friday	3:00 PM	Deschutes	Redmond	44.2792148	-121.1753611	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1446113	1	2	2	1158	August	26	2011	Friday	2:00 PM	Deschutes	Redmond	44.26788581	-121.1747806	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Unknown	Unknown	Daylight
1446467	1	2	3	1061	August	8	2011	Monday	3:00 PM	Deschutes	Redmond	44.27358037	-121.1666353	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1446484	1	2	3	1073	August	10	2011	Wednesday	8:00 AM	Deschutes	Redmond	44.28202684	-121.1732328	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1446733	1	2	1	1013	August	1	2011	Monday	5:00 AM	Deschutes	Redmond	44.2800679	-121.1974889	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Dawn (Twilight)
1446739	1	2	4	1069	May	10	2011	Tuesday	5:00 PM	Deschutes	Redmond	44.2460586	-121.1967303	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1447376	1	2	2	1187	August	27	2011	Saturday	3:00 PM	Deschutes	Redmond	44.28375517	-121.1753695	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1447884	1	2	2	1184	September	1	2011	Thursday	3:00 PM	Deschutes	Redmond	44.27831288	-121.1742851	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1448168	1	2	2	1204	September	7	2011	Wednesday	3:00 PM	Deschutes	Redmond	44.27258966	-121.1643392	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1448382	1	1	2	1213	September	8	2011	Thursday	4:00 PM	Deschutes	Redmond	44.27551943	-121.1774854	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1448495	1	1	2	1656	December	4	2011	Sunday	4:00 PM	Deschutes	Redmond	44.29450072	-121.1738889	Outbound within 50 feet	Pedestrian	Non-fatal injury crash	Clear	Dry	Daylight
1448498	1	1	1	1517	November	10	2011	Thursday	12:00 AM	Deschutes	Redmond	44.28286379	-121.2045183	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1448565	1	2	2	1529	November	14	2011	Monday	11:00 AM	Deschutes	Redmond	44.27921721	-121.1732111	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1448577	1	2	2	1542	November	17	2011	Thursday	9:00 PM	Deschutes	Redmond	44.27553402	-121.1721389	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1448583	1	2	3	1316	September	30	2011	Friday	5:00 PM	Deschutes	Redmond	44.25478107	-121.1941738	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1448713	1	2	2	1604	November	27	2011	Sunday	11:00 AM	Deschutes	Redmond	44.29991146	-121.1828631	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1448883	1	2	2	1638	December	2	2011	Friday	4:00 PM	Deschutes	Redmond	44.25476107	-121.1941738	Southwest Intersection Quadrant	Rear-End	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)
1448992	1	2	1	1641	November	12	2011	Saturday	4:00 PM	Deschutes	Redmond	44.28048894	-121.1942439	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)
1448907	1	2	2	1651	December	6	2011	Tuesday	3:00 PM	Deschutes	Redmond	44.2734199	-121.1721388	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1448946	1	2	2	1662	December	7	2011	Wednesday	5:00 PM	Deschutes	Redmond	44.28914401	-121.1891194	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1448953	1	5	2	1666	December	9	2011	Friday	10:00 PM	Deschutes	Redmond	44.26799996	-121.1875687	Midblock location	Sideswipe-meeting	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1448958	1	2	2	1262	September	19	2011	Monday	10:00 AM	Deschutes	Redmond	44.27255649	-121.1742768	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1449112	1	2	4	1486	November	5	2011	Saturday	2:00 AM	Deschutes	Redmond	44.27783057	-121.2093867	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1449113	1	2	2	1667	December	9	2011	Friday	9:00 AM	Deschutes	Redmond	44.26890725	-121.1913226	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1449125	1	1	1	1675	December	10	2011	Saturday	9:00 PM	Deschutes	Redmond	44.26161908	-121.1999917	Unknown	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1449186	1	1	1	1692	December	15	2011	Thursday	12:00 AM	Deschutes	Redmond	44.266425	-121.1732556	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1449200	1	2	2	1697	December	15	2011	Thursday	6:00 PM	Deschutes	Redmond	44.29098996	-121.1777389	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1449209	1	2	2	1702	December	16	2011	Friday	6:00 PM	Deschutes	Redmond	44.26942958	-121.1876343	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1449235	1	2	2	1709	December	17	2011	Saturday	12:00 PM	Deschutes	Redmond	44.24752984	-121.2293806	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1449309	1	2	3	1724	December	20	2011	Tuesday	3:00 PM	Deschutes	Redmond	44.27551921	-121.17535	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1449325	1	2	2	1247	September	14	2011	Wednesday	1:00 PM	Deschutes	Redmond	44.25107976	-121.2159194	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1449350	1	1	1	1740	December	22	2011	Thursday	6:00 PM	Deschutes	Redmond	44.26939412	-121.1798889	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1449393	1	2	4	1766	December	29	2011	Thursday	5:00 PM	Deschutes	Redmond	44.27842255	-121.2093806	NW Intersection Quadrant	Angle	Non-fatal injury crash	Rain	Wet	Darkness – no street lights
1449420	1	2	2	1715	December	19	2011	Monday	9:00 AM	Deschutes	Redmond	44.27643064	-121.1992874	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1449431	1	2	3	1433	October	26	2011	Wednesday	7:00 AM	Deschutes	Redmond	44.27647106	-121.1878695	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1449436	1	2	2	1379	October	14	2011	Friday	11:00 AM	Deschutes	Redmond	44.27258618	-121.1666297	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1449439	1	2	2	1381	October	14	2011	Friday	6:00 PM	Deschutes	Redmond	44.265425	-121.1732556	Unknown	Angle	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)
1449452	1	3	3	1394	October	17	2011	Monday	4:00 PM	Deschutes	Redmond	44.26477868	-121.1892806	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1449454	1	3	5	1441	October	27	2011	Thursday	5:00 PM	Deschutes	Redmond	44.2384333	-121.209912	Midblock location	Rear-End	Non-fatal			

1451494	1	2	2	31	January	10	2012	Tuesday	9:00 AM	Deschutes	Redmond	44.27156794	-121.1742876	Outbound within 50 feet	Sidewalk-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1451518	1	2	2	36	January	12	2012	Thursday	3:00 PM	Deschutes	Redmond	44.26011057	-121.181429	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1451635	1	2	2	78	January	17	2012	Tuesday	3:00 PM	Deschutes	Redmond	44.26309025	-121.1741389	Midblock location	Turning Movement	Property damage only crash (PDO)	Cloudy	Wet	Daylight
1451680	1	2	2	114	January	23	2012	Monday	4:00 PM	Deschutes	Redmond	44.25473238	-121.1841737	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1451702	1	2	2	125	January	25	2012	Wednesday	9:00 PM	Deschutes	Redmond	44.26192836	-121.1912836	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness - no street lights
1451758	1	2	2	160	January	30	2012	Monday	8:00 AM	Deschutes	Redmond	44.26193592	-121.2093351	NE Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Wet	Daylight
1452680	1	1	1	69	January	18	2012	Wednesday	9:00 AM	Deschutes	Redmond	44.25227222	-121.2127761	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Rain	Wet	Daylight
1452682	1	1	1	135	January	25	2012	Wednesday	10:00 AM	Deschutes	Redmond	44.27642303	-121.1977561	Inbound within 50 feet	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Daylight
1453092	1	2	2	143	January	26	2012	Thursday	5:00 PM	Deschutes	Redmond	44.25293678	-121.1865075	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1456809	1	3	6	99	February	6	2012	Monday	7:00 AM	Deschutes	Redmond	44.29705735	-121.1665449	Southeast Intersection Quadrant	Head-On	Fatal crash	Fog	Ice	Dawn (Twilight)
1456929	1	1	1	196	February	8	2012	Wednesday	3:00 AM	Deschutes	Redmond	44.26956065	-121.1848889	NW Intersection Quadrant	Fixed-Object or Other-Object	Property damage only crash (PDO)	Snow	Ice	Darkness - no street lights
1456950	1	2	3	205	February	10	2012	Friday	2:00 PM	Deschutes	Redmond	44.26959279	-121.1840684	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1459704	1	2	2	285	February	20	2012	Monday	9:00 AM	Deschutes	Redmond	44.26298313	-121.1819346	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1459667	1	2	4	173	February	3	2012	Friday	12:00 PM	Deschutes	Redmond	44.26963023	-121.1732033	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1457026	1	2	2	202	February	9	2012	Thursday	5:00 AM	Deschutes	Redmond	44.27058884	-121.1732138	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Rain	Wet	Darkness - no street lights
1457030	1	2	1	177	February	3	2012	Friday	1:00 AM	Deschutes	Redmond	44.26957548	-121.1791945	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Ice	Darkness - no street lights
1458638	1	2	2	208	February	10	2012	Friday	4:00 PM	Deschutes	Redmond	44.29099062	-121.1739116	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1458648	1	2	2	253	February	21	2012	Tuesday	4:00 PM	Deschutes	Redmond	44.24752987	-121.2293879	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1458663	1	2	4	280	February	25	2012	Saturday	Unknown Time	Deschutes	Redmond	44.25477877	-121.1872167	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness - no street lights
1458711	1	2	2	296	February	27	2012	Monday	2:00 PM	Deschutes	Redmond	44.26204552	-121.1865592	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Snow	Daylight
1459704	1	2	2	193	February	8	2012	Wednesday	3:00 AM	Deschutes	Redmond	44.26204049	-121.1711043	Inbound within 50 feet	Fixed-Object or Other-Object	Non-fatal injury crash	Snow	Ice	Darkness - no street lights
1459706	1	2	2	260	February	23	2012	Thursday	7:00 AM	Deschutes	Redmond	44.29819684	-121.1789649	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1465547	1	2	2	342	March	2	2012	Friday	6:00 PM	Deschutes	Redmond	44.26920439	-121.2093365	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness - no street lights
1465562	1	2	3	329	March	1	2012	Thursday	3:00 PM	Deschutes	Redmond	44.27057753	-121.1774794	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1465715	1	2	2	342	March	5	2012	Monday	11:00 AM	Deschutes	Redmond	44.27058757	-121.1740861	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1465719	1	2	2	367	March	9	2012	Friday	1:00 PM	Deschutes	Redmond	44.26959572	-121.1735555	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1465752	1	2	2	419	March	20	2012	Tuesday	2:00 PM	Deschutes	Redmond	44.26306827	-121.1769789	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1465760	1	2	2	426	March	21	2012	Wednesday	10:00 AM	Deschutes	Redmond	44.26306835	-121.1769782	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Snow	Wet	Daylight
1465945	1	2	2	371	March	11	2012	Sunday	4:00 PM	Deschutes	Redmond	44.25177244	-121.1844213	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1466096	1	1	1	382	March	13	2012	Tuesday	1:00 PM	Deschutes	Redmond	44.26569374	-121.2060748	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1466133	1	2	2	348	March	5	2012	Monday	3:00 PM	Deschutes	Redmond	44.29450072	-121.1738889	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1466239	1	2	2	90393	March	15	2012	Thursday	11:00 AM	Deschutes	Redmond	44.26959201	-121.1795959	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1466278	1	2	3	365	March	8	2012	Thursday	7:00 PM	Deschutes	Redmond	44.27642256	-121.2093913	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness - no street lights
1467691	1	2	2	569	April	28	2012	Saturday	1:00 PM	Deschutes	Redmond	44.29099062	-121.1739116	Inbound within 50 feet	Turning Movement	Non-fatal injury crash	Cloudy	Dry	Daylight
1467713	1	1	1	543	April	20	2012	Friday	10:00 PM	Deschutes	Redmond	44.24972121	-121.1860386	Southwest Intersection Quadrant	Miscellaneous	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1467717	1	2	2	487	April	6	2012	Friday	5:00 PM	Deschutes	Redmond	44.29099062	-121.1739116	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1467725	1	2	2	503	April	9	2012	Monday	12:00 PM	Deschutes	Redmond	44.26958287	-121.1840678	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1467728	1	2	2	508	April	10	2012	Tuesday	10:30 AM	Deschutes	Redmond	44.27058884	-121.1732138	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1467732	1	2	2	552	April	21	2012	Saturday	12:00 PM	Deschutes	Redmond	44.27058731	-121.1742633	Inbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1467901	1	2	2	553	April	21	2012	Saturday	12:00 PM	Deschutes	Redmond	44.27651528	-121.1764086	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1467907	1	2	2	551	April	21	2012	Saturday	1:00 PM	Deschutes	Redmond	44.28102804	-121.1753731	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1467919	1	2	2	550	April	23	2012	Monday	1:00 PM	Deschutes	Redmond	44.24751033	-121.1951154	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1467927	1	2	2	514	April	12	2012	Thursday	2:00 PM	Deschutes	Redmond	44.27258717	-121.1796198	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight
1467935	1	2	2	494	February	9	2012	Thursday	4:00 PM	Deschutes	Redmond	44.28379839	-121.1588211	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1468074	1	3	3	538	April	19	2012	Thursday	2:00 PM	Deschutes	Redmond	44.27258618	-121.1866297	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Rain	Wet	Daylight
1468461	1	2	2	598	May	5	2012	Saturday	1:00 PM	Deschutes	Redmond	44.27074989	-121.1742674	Inbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1468465	1	2	3	619	May	11	2012	Friday	4:00 PM	Deschutes	Redmond	44.28934103	-121.1892356	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1468476	1	2	2	650	May	17	2012	Thursday	4:00 PM	Deschutes	Redmond	44.26934103	-121.1892356	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1468480	1	2	2	656	May	20	2012	Sunday	9:00 PM	Deschutes	Redmond	44.27058731	-121.1742633	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness - no street lights
1468481	1	2	2	589	May	3	2012	Thursday	7:00 AM	Deschutes	Redmond	44.25177244	-121.1844213	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1468520	1	2	2	633	May	14	2012	Monday	10:00 AM	Deschutes	Redmond	44.2593823	-121.1794061	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1468536	1	2	2	635	May	15	2012	Tuesday	6:00 PM	Deschutes	Redmond	44.25383561	-121.1830569	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1468545	1	2	2	645	May	16	2012	Wednesday	5:00 AM	Deschutes	Redmond	44.25798069	-121.180592	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Dawn (Twilight)
1470234	1	2	2	657	May	20	2012	Sunday	2:00 PM	Deschutes	Redmond	44.25842836	-121.1830558	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1470239	1	2	2	666	May	23	2012	Wednesday	1:00 PM	Deschutes	Redmond	44.26195902	-121.1942435	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1470282	1	2	2	582	May	1	2012	Tuesday	3:00 PM	Deschutes	Redmond	44.27551173	-121.1785601	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1470290	1	2	2	587	May	2	2012	Wednesday	7:00 AM	Deschutes	Redmond	44.26880844	-121.1840673	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1470309	1	2	2	588	May	2	2012	Wednesday	6:00 PM	Deschutes	Redmond	44.265425	-121.1732556	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1470311	1	2	3	602	May	6	2012	Sunday	3:00 PM	Deschutes	Redmond	44.27380457	-121.1892505	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1470313	1	2	2	632	May	14	2012	Monday	8:00 AM	Deschutes	Redmond	44.29099062	-121.1739116	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1470341	1	2	2	641	May	16	2012	Wednesday	4:00 PM	Deschutes	Redmond	44.271195	-121.2093303	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1470375	1	2	2	595	May	5	2012	Saturday	11:00 PM	Deschutes	Redmond	44.25469615	-121.2043724	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1470379	1	2	2	593	May	4	2012	Friday	10:00 AM	Deschutes	Redmond	44.28404335	-121.1942637	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1470387	1	1	1	6110	May	12	2012	Saturday	3:00 PM	Deschutes	Redmond	44.26920447	-121.1993511	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1472507	1	2	2	710	June	4	2012	Monday	11:00 AM	Deschutes	Redmond	44.27058884	-121.1732138	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1472643	1	2	3	728	June	10	2012	Sunday	1:00 PM	Deschutes	Redmond	44.25770598	-121.1805096	Outbound within 50 feet	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1472732	1	2	3	714	June	5	2012	Tuesday	8:00 AM	Deschutes	Redmond	44.29569389	-121.1787167	Inbound within 50 feet	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight
1472748	1	2	2	717	June	6	2012	Wednesday	10:00 AM	Deschutes	Redmond	44.26924339	-121.194297	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1472754	1	2	2	723	June	8	2012	Friday	9:00 PM	Deschutes	Redmond	44.24016568	-121.1882861	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Rain	Wet	Darkness - no street lights
1472759	1	2	2	729	June	10	2012	Sunday	4:00 PM	Deschutes	Redmond	44.26928222	-121.1912836	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1472867	1	2	2	7															

1476470	1	2	2	890	July	14	2012	Saturday	7:00 PM	Deschutes	Redmond	44.26959572	-121.1763555	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1476476	1	1	1	900	July	16	2012	Monday	8:00 PM	Deschutes	Redmond	44.26428407	-121.1524576	Midblock location	Non-collision	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1476492	1	3	5	928	July	21	2012	Saturday	6:00 PM	Deschutes	Redmond	44.26961205	-121.1742622	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1476500	1	2	2	953	July	27	2012	Friday	5:00 PM	Deschutes	Redmond	44.26924447	-121.1693211	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1476506	1	2	3	962	July	29	2012	Saturday	5:00 PM	Deschutes	Redmond	44.26382827	-121.1840678	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1476513	1	2	2	838	July	3	2012	Tuesday	5:00 PM	Deschutes	Redmond	44.26306835	-121.1769782	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1476570	1	2	3	974	July	30	2012	Monday	12:00 PM	Deschutes	Redmond	44.28917966	-121.173948	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1476734	1	2	4	886	July	13	2012	Friday	7:00 AM	Deschutes	Redmond	44.27255507	-121.1732051	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1476799	1	2	2	903	July	17	2012	Tuesday	6:00 PM	Deschutes	Redmond	44.26821917	-121.1738577	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1476848	1	2	2	915	July	20	2012	Friday	5:00 PM	Deschutes	Redmond	44.26402292	-121.1763469	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1477045	1	1	1	956	July	27	2012	Friday	3:00 PM	Deschutes	Redmond	44.2593823	-121.1794061	Inbound within 50 feet	Non-collision	Non-fatal injury crash	Clear	Dry	Daylight
1477280	1	2	4	831	July	2	2012	Monday	3:00 PM	Deschutes	Redmond	44.26597631	-121.1740004	Midblock location	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1477311	1	1	4	1024	August	27	2012	Monday	5:00 PM	Deschutes	Redmond	44.26948132	-121.1868937	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1477302	1	2	2	859	July	8	2012	Sunday	3:00 PM	Deschutes	Redmond	44.28393471	-121.1741926	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1477304	1	2	2	868	July	11	2012	Wednesday	11:00 AM	Deschutes	Redmond	44.27551919	-121.1753571	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1477306	1	2	2	939	July	25	2012	Wednesday	10:00 AM	Deschutes	Redmond	44.2890096	-121.1673682	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1477307	1	1	2	869	June	22	2012	Friday	8:00 PM	Deschutes	Redmond	44.28424167	-121.229414	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Rain	Wet	Dusk (Twilight)
1478826	1	1	2	979	July	30	2012	Monday	10:00 AM	Deschutes	Redmond	44.27350499	-121.1753491	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1482094	1	2	2	1049	August	11	2012	Saturday	8:00 PM	Deschutes	Redmond	44.26617867	-121.1749184	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1482107	1	2	2	992	August	2	2012	Thursday	6:00 PM	Deschutes	Redmond	44.26959209	-121.1774715	Inbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1482118	1	3	4	962	August	27	2012	Monday	5:00 PM	Deschutes	Redmond	44.26948132	-121.1868937	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1482569	1	2	2	962	August	1	2012	Wednesday	10:00 PM	Deschutes	Redmond	44.24131557	-121.1914855	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1482611	1	2	2	999	August	3	2012	Friday	5:00 PM	Deschutes	Redmond	44.27741166	-121.1753516	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1483812	1	2	2	964	July	24	2012	Tuesday	8:00 AM	Deschutes	Redmond	44.26437328	-121.1999642	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1483998	1	2	1	998	August	3	2012	Friday	10:00 PM	Deschutes	Redmond	44.27861839	-121.1732156	Midblock location	Sideswipe-overtaking	Non-fatal injury crash	Clear	Dry	Darkness - no street lights
1484075	1	2	3	993	August	3	2012	Friday	4:00 PM	Deschutes	Redmond	44.26478923	-121.1857208	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1484084	1	1	2	90993	August	3	2012	Friday	4:00 PM	Deschutes	Redmond	44.26474208	-121.1967325	Inbound within 50 feet	Non-collision	Property damage only crash (PDO)	Clear	Dry	Daylight
1484087	1	1	2	70993	August	3	2012	Friday	4:00 PM	Deschutes	Redmond	44.26474986	-121.1954293	Inbound within 50 feet	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Daylight
1484100	1	2	2	987	August	2	2012	Thursday	7:00 AM	Deschutes	Redmond	44.25111251	-121.1992302	Outbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1484278	1	2	2	1110	August	23	2012	Thursday	4:00 PM	Deschutes	Redmond	44.29099062	-121.1759116	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1484410	1	2	2	1091	August	19	2012	Sunday	6:00 PM	Deschutes	Redmond	44.2593823	-121.1794061	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1484439	1	2	2	1102	August	21	2012	Tuesday	3:00 PM	Deschutes	Redmond	44.26959201	-121.1795959	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight
1484451	1	2	2	1107	August	22	2012	Wednesday	1:00 PM	Deschutes	Redmond	44.26961205	-121.1742622	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1484587	1	3	3	1096	August	20	2012	Monday	3:00 PM	Deschutes	Redmond	44.26842836	-121.1826058	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1484605	1	2	2	1131	August	28	2012	Tuesday	10:00 PM	Deschutes	Redmond	44.26472675	-121.1992912	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1484985	1	2	2	1138	August	30	2012	Thursday	6:00 AM	Deschutes	Redmond	44.26015548	-121.1942265	Inbound within 50 feet	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1485060	1	1	1	99999	October	12	2012	Friday	10:00 PM	Deschutes	Redmond	44.26959798	-121.1903039	NW Intersection Quadrant	Miscellaneous	Fatal crash	Rain	Wet	Darkness - no street lights
1488442	1	2	2	1213	September	14	2012	Friday	4:00 PM	Deschutes	Redmond	44.2640569	-121.1520105	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1488445	1	2	2	1222	September	17	2012	Monday	1:00 PM	Deschutes	Redmond	44.26928222	-121.1912836	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1488463	1	2	3	1239	September	19	2012	Wednesday	7:00 AM	Deschutes	Redmond	44.27058731	-121.1742633	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1488468	1	2	2	1262	September	24	2012	Monday	1:00 PM	Deschutes	Redmond	44.26920447	-121.1993511	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1488472	1	2	2	1195	September	10	2012	Monday	4:00 PM	Deschutes	Redmond	44.26920447	-121.1993511	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1488498	1	2	3	1153	August	28	2012	Tuesday	4:00 PM	Deschutes	Redmond	44.27057003	-121.1795923	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1488704	1	2	2	1259	September	25	2012	Tuesday	2:00 PM	Deschutes	Redmond	44.26306835	-121.1769782	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1488712	1	2	2	1274	September	27	2012	Thursday	12:00 PM	Deschutes	Redmond	44.26909062	-121.1739116	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1488763	1	2	3	1279	September	28	2012	Friday	11:00 AM	Deschutes	Redmond	44.27257029	-121.1698777	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1488785	1	2	2	1187	September	8	2012	Saturday	10:00 AM	Deschutes	Redmond	44.25495843	-121.1822917	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1488788	1	2	2	1183	August	31	2012	Friday	4:00 PM	Deschutes	Redmond	44.28736914	-121.1740028	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1488802	1	2	2	1173	September	5	2012	Wednesday	7:00 AM	Deschutes	Redmond	44.27562157	-121.1742958	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1488969	1	2	1	1209	September	13	2012	Thursday	2:00 PM	Deschutes	Redmond	44.27143333	-121.1753583	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1488998	1	2	2	1211	September	14	2012	Friday	10:00 AM	Deschutes	Redmond	44.28536062	-121.1891697	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1489016	1	2	2	1242	September	20	2012	Thursday	8:00 AM	Deschutes	Redmond	44.27652765	-121.1742746	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1489025	1	2	2	1232	August	31	2012	Friday	12:00 PM	Deschutes	Redmond	44.25930115	-121.1873862	Southwest Intersection Quadrant	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight
1489027	1	2	2	1185	September	7	2012	Friday	7:00 AM	Deschutes	Redmond	44.27255507	-121.1732051	Inbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1489034	1	2	2	1189	September	8	2012	Saturday	9:00 AM	Deschutes	Redmond	44.24427384	-121.1989275	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1489096	1	2	3	1158	September	3	2012	Monday	7:00 PM	Deschutes	Redmond	44.26805698	-121.1993568	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1489782	1	2	2	1152	August	25	2012	Saturday	11:00 PM	Deschutes	Redmond	44.27358123	-121.2078784	Midblock location	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1490542	1	2	2	1366	October	17	2012	Wednesday	7:00 AM	Deschutes	Redmond	44.27058731	-121.1742633	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Dawn (Twilight)
1490548	1	2	2	1324	October	6	2012	Saturday	7:00 PM	Deschutes	Redmond	44.27056699	-121.1817687	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1490569	1	3	3	1394	September	10	2012	Monday	5:00 PM	Deschutes	Redmond	44.26934103	-121.1892356	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1490720	1	1	2	1326	October	8	2012	Monday	6:00 AM	Deschutes	Redmond	44.26306835	-121.1769782	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness - no street lights
1490742	1	2	2	1348	October	12	2012	Friday	4:00 PM	Deschutes	Redmond	44.26909062	-121.1739116	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Rain	Wet	Daylight
1490746	1	2	2	1356	October	14	2012	Sunday	2:00 PM	Deschutes	Redmond	44.2564728	-121.1812722	Southwest Intersection Quadrant	Rear-End	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1490751	1	2	3	1384	October	19	2012	Friday	5:00 AM	Deschutes	Redmond	44.27651661	-121.1732188	NE Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Darkness - no street lights
1490756	1	2	2	1385	October	19	2012	Friday	7:00 PM	Deschutes	Redmond	44.26425	-121.1732556	Outbound within 50 feet	Head-On	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1490765	1	2	2	1390	October	20	2012	Saturday	3:00 PM	Deschutes	Redmond	44.2593823	-121.1794061	Inbound within 50 feet	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight
1490796	1	2	2	1418	October	25	2012	Thursday	8:00 PM	Deschutes	Redmond	44.26306835	-121.1769782	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1491013	1	2	2	1297	October	2	2012	Tuesday	3:00 PM	Deschutes	Redmond	44.27741166	-121.1753516	NE Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight
1491082	1	2	2	1315	October	5	2012	Friday	4:00 PM	Deschutes	Redmond	44.26475238	-121.1941737	Outbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1491108	1	2	3	1344	October	12	2012	Friday	7:00 AM	Deschutes	Redmond	44.27650901	-121.177489	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1491146	1																		

1494909	1	2	2	1686	December	14	2012	Friday	2:00 PM	Deschutes	Redmond	44.27058731	-121.1742633	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight	
1494912	1	2	2	1691	December	15	2012	Saturday	12:00 PM	Deschutes	Redmond	44.27058984	-121.1753571	Outbound within 50 feet	Sideswipe-overtaking	Non-fatal injury crash	Cloudy	Dry	Daylight	
1494916	1	2	2	1747	December	19	2012	Wednesday	6:00 PM	Deschutes	Redmond	44.2909062	-121.1739116	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Cloudy	Dry	Darkness - no street lights	
1494923	1	3	3	1772	December	22	2012	Saturday	11:00 AM	Deschutes	Redmond	44.2698287	-121.1847676	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight	
1495010	1	2	4	1824	December	27	2012	Thursday	3:00 PM	Deschutes	Redmond	44.27057134	-121.1785426	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight	
1495014	1	2	2	1830	December	27	2012	Thursday	8:00 AM	Deschutes	Redmond	44.27057761	-121.1774788	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight	
1495035	1	2	2	1833	December	28	2012	Friday	10:00 AM	Deschutes	Redmond	44.29450072	-121.1738889	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1495039	1	2	2	1845	December	30	2012	Sunday	2:00 PM	Deschutes	Redmond	44.27411407	-121.1742822	Midblock location	Rear-End	Property damage only crash (PDO)	Cloudy	Dry	Daylight	
1495068	1	2	4	1861	December	31	2012	Monday	4:00 PM	Deschutes	Redmond	44.27255649	-121.1742768	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1495323	1	2	2	1651	December	6	2012	Thursday	4:00 PM	Deschutes	Redmond	44.24752423	-121.1881584	Outbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)	
1495713	1	2	2	1797	December	23	2012	Sunday	1:00 PM	Deschutes	Redmond	44.28517724	-121.1844213	Outbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Snow	Snow	Daylight	
1495727	1	1	1	1817	December	26	2012	Wednesday	7:00 AM	Deschutes	Redmond	44.23556218	-121.1998129	NW Intersection Quadrant	Fixed-Object or Other-Object	Property damage only crash (PDO)	Snow	Dry	Dawn (Twilight)	
1497034	1	2	1	1586	November	25	2012	Sunday	3:00 PM	Deschutes	Redmond	44.27352884	-121.1835357	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1497138	1	2	4	1605	November	29	2012	Thursday	2:00 PM	Deschutes	Redmond	44.25471732	-121.2125811	NW Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight	
1497176	1	2	5	1610	November	30	2012	Friday	2:00 PM	Deschutes	Redmond	44.27256127	-121.1721324	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight	
1497798	1	2	2	1545	November	15	2012	Thursday	1:00 PM	Deschutes	Redmond	44.27551421	-121.1774854	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Cloudy	Dry	Daylight	
1498720	1	1	2	1650	November	27	2012	Tuesday	5:00 PM	Deschutes	Redmond	44.26928222	-121.1912836	Outbound within 50 feet	Pedestrian	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1498819	1	2	2	1657	December	9	2012	Sunday	12:00 PM	Deschutes	Redmond	44.27553805	-121.1635362	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Cloudy	Dry	Daylight	
1498847	1	2	1	1661	December	10	2012	Monday	1:00 AM	Deschutes	Redmond	44.27768612	-121.1783545	Midblock location	Sideswipe-overtaking	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1498861	1	2	2	1664	December	12	2012	Wednesday	8:00 AM	Deschutes	Redmond	44.2583557	-121.1942095	NW Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight	
1498868	1	3	3	1673	December	13	2012	Thursday	7:00 AM	Deschutes	Redmond	44.27821484	-121.1753599	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight	
1498900	1	1	1	1702	December	15	2012	Saturday	9:00 PM	Deschutes	Redmond	44.26841306	-121.1815711	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Snow	Dry	Darkness - no street lights	
1498966	1	2	2	1737	December	18	2012	Tuesday	5:00 PM	Deschutes	Redmond	44.29445631	-121.172699	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1499118	1	2	2	1780	December	23	2012	Sunday	12:00 PM	Deschutes	Redmond	44.28012734	-121.1775316	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Snow	Snow	Daylight	
1499122	1	1	1	1802	December	18	2012	Tuesday	11:00 AM	Deschutes	Redmond	44.265425	-121.1732556	Southwest Intersection Quadrant	Non-collision	Property damage only crash (PDO)	Snow	Snow	Daylight	
1499128	1	2	2	1805	December	24	2012	Monday	10:00 AM	Deschutes	Redmond	44.27645257	-121.1892509	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Snow	Snow	Daylight	
1499240	1	2	3	1832	December	28	2012	Friday	9:00 PM	Deschutes	Redmond	44.25901582	-121.2044192	Outbound within 50 feet	Turning Movement	Non-fatal injury crash	Snow	Dry	Darkness - no street lights	
1502990	1	1	1	53	January	10	2013	Thursday	12:00 PM	Deschutes	Redmond	44.26961205	-121.1742822	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Snow	Dry	Daylight	
1502999	1	2	2	63	January	11	2013	Friday	3:00 PM	Deschutes	Redmond	44.26959571	-121.1753555	Outbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight	
1503012	1	2	2	93	January	17	2013	Thursday	3:00 PM	Deschutes	Redmond	44.26928223	-121.1912836	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight	
1503025	1	2	2	139	January	26	2013	Saturday	11:00 AM	Deschutes	Redmond	44.26959571	-121.1753555	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight	
1503335	1	2	2	19	January	4	2013	Friday	12:00 PM	Deschutes	Redmond	44.2909061	-121.1739116	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1503348	1	2	2	2	19	January	4	2013	Thursday	12:00 PM	Deschutes	Redmond	44.27058736	-121.1742881	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Snow	Dry	Daylight
1503392	1	2	2	54	January	10	2013	Thursday	1:00 PM	Deschutes	Redmond	44.30190382	-121.1701868	Outbound within 50 feet	Turning Movement	Non-fatal injury crash	Snow	Dry	Daylight	
1503421	1	2	2	64	January	11	2013	Friday	10:00 AM	Deschutes	Redmond	44.28104064	-121.1732236	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1503542	1	2	2	137	January	26	2013	Saturday	5:00 AM	Deschutes	Redmond	44.28883052	-121.1673002	Outbound within 50 feet	Sideswipe-meeting	Non-fatal injury crash	Cloudy	Dry	Darkness - no street lights	
1504070	1	2	2	18	January	4	2013	Friday	6:00 PM	Deschutes	Redmond	44.29450071	-121.1738888	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Cloudy	Dry	Darkness - no street lights	
1504087	1	1	1	48	January	9	2013	Wednesday	11:00 AM	Deschutes	Redmond	44.26452916	-121.1869505	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Cloudy	Dry	Darkness - no street lights	
1504112	1	2	2	52	January	10	2013	Thursday	3:00 PM	Deschutes	Redmond	44.24427384	-121.1989275	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1504194	1	2	2	66	January	11	2013	Friday	3:00 PM	Deschutes	Redmond	44.2792268	-121.1715472	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1504199	1	1	1	68	January	12	2013	Saturday	11:00 PM	Deschutes	Redmond	44.26209321	-121.1791798	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights	
1504214	1	2	1	70	January	13	2013	Sunday	6:00 AM	Deschutes	Redmond	44.2774164	-121.1775004	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights	
1504350	1	2	2	107	January	19	2013	Saturday	5:00 PM	Deschutes	Redmond	44.25841305	-121.1875711	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)	
1504355	1	1	1	109	January	20	2013	Sunday	3:00 PM	Deschutes	Redmond	44.25056632	-121.228174	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight	
1504363	1	1	1	116	January	22	2013	Tuesday	7:00 AM	Deschutes	Redmond	44.29095761	-121.1872361	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight	
1504415	1	3	3	120	January	22	2013	Tuesday	11:00 AM	Deschutes	Redmond	44.27645257	-121.1892509	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1504420	1	2	2	131	January	25	2013	Friday	8:00 AM	Deschutes	Redmond	44.26663679	-121.1785673	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Rain	Wet	Daylight	
1504587	1	2	2	183	February	4	2013	Monday	10:00 PM	Deschutes	Redmond	44.26308903	-121.1789784	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights	
1505036	1	1	1	38	January	5	2013	Saturday	3:00 PM	Deschutes	Redmond	44.255272	-121.2211386	NW Intersection Quadrant	Fixed-Object or Other-Object	Non-fatal injury crash	Snow	Dry	Daylight	
1505917	1	1	1	186	February	6	2013	Wednesday	5:00 PM	Deschutes	Redmond	44.26985812	-121.1819345	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Cloudy	Dry	Dusk (Twilight)	
1505934	1	2	2	209	February	2	2013	Saturday	8:00 PM	Deschutes	Redmond	44.24427384	-121.1989275	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1505944	1	2	2	212	February	12	2013	Tuesday	12:00 PM	Deschutes	Redmond	44.27582156	-121.1742957	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1505946	1	1	1	234	February	20	2013	Wednesday	7:00 AM	Deschutes	Redmond	44.26110572	-121.1905364	Inbound within 50 feet	Non-collision	Non-fatal injury crash	Clear	Dry	Daylight	
1505958	1	1	1	253	February	23	2013	Saturday	9:00 PM	Deschutes	Redmond	44.26808773	-121.1765081	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights	
1506031	1	2	1	4	January	1	2013	Tuesday	12:00 AM	Deschutes	Redmond	44.26048958	-121.2035328	NW Intersection Quadrant	Sideswipe-overtaking	Property damage only crash (PDO)	Fog	Dry	Darkness - no street lights	
1506149	1	2	2	200	February	9	2013	Saturday	10:00 PM	Deschutes	Redmond	44.26962985	-121.1716311	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1506179	1	2	2	172	February	2	2013	Saturday	2:00 PM	Deschutes	Redmond	44.26372435	-121.1787697	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Cloudy	Dry	Daylight	
1506180	1	2	2	184	February	4	2013	Monday	1:00 PM	Deschutes	Redmond	44.27652277	-121.1721499	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Dry	Dry	Daylight	
1506181	1	2	2	193	February	8	2013	Friday	1:00 PM	Deschutes	Redmond	44.26961205	-121.1742822	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight	
1506182	1	2	3	214	February	13	2013	Wednesday	7:00 PM	Deschutes	Redmond	44.27255507	-121.1732051	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1506195	1	1	2	219	February	14	2013	Thursday	2:00 PM	Deschutes	Redmond	44.29098998	-121.1774775	Inbound within 50 feet	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight	
1506197	1	2	3	236	February	20	2013	Wednesday	5:00 PM	Deschutes	Redmond	44.26934105	-121.1892351	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1506234	1	2	3	233	February	15	2013	Friday	9:00 PM	Deschutes	Redmond	44.26923446	-121.1893511	Outbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1506210	1	2	2	280	February	15	2013	Friday	3:00 PM	Deschutes	Redmond	44.26244465	-121.1857387	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1506237	1	1	2	90227	February	16	2013	Saturday	3:00 PM	Deschutes	Redmond	44.25350115	-121.1873662	NE Intersection Quadrant	Pedestrian	Non-fatal injury crash	Clear	Dry	Daylight	
1506243	1	2	2	241	February	21	2013	Thursday	8:00 AM	Deschutes	Redmond	44.26962985	-121.1716311	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1506278	1	2	2	258	February	24	2013	Sunday	8:00 PM	Deschutes	Redmond	44.26959571	-121.1753555	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1506282	1	2	2	266	February	27	2013	Wednesday	5:00 PM	Deschutes	Redmond	44.27353655	-121.1806861	NW Intersection Quadrant	Angle	Non-fatal injury crash	Unknown	Unknown	Darkness - no street lights	
1506467	1	2	2	189	February	7	2013	Thursday	9:00 AM	Deschutes	Redmond	44.27741257	-121.1817618	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1507322	1	2	1	58	January	10	2013	Thursday	9:00 PM	Deschutes	Redmond	44.264								

1512893	1	2	2	294	March	7	2013	Thursday	3:00 PM	Deschutes	Redmond	44.26959571	-121.1763555	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1512902	1	2	2	305	March	9	2013	Saturday	4:00 PM	Deschutes	Redmond	44.27058731	-121.1742629	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1512855	1	2	3	320	March	13	2013	Wednesday	4:00 PM	Deschutes	Redmond	44.27058731	-121.1742629	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1512867	1	3	3	324	March	14	2013	Thursday	11:00 AM	Deschutes	Redmond	44.26959571	-121.1863809	Midblock location	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight
1512883	1	2	2	328	March	16	2013	Thursday	12:00 PM	Deschutes	Redmond	44.26959571	-121.1747171	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1512735	1	2	3	380	March	28	2013	Thursday	11:00 AM	Deschutes	Redmond	44.27058689	-121.1805652	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1513794	1	2	2	293	March	7	2013	Thursday	3:00 PM	Deschutes	Redmond	44.29951109	-121.1789323	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1514751	1	2	2	407	April	2	2013	Tuesday	4:00 PM	Deschutes	Redmond	44.27454443	-121.1710818	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1515065	1	2	3	413	April	3	2013	Wednesday	7:00 AM	Deschutes	Redmond	44.29099061	-121.1739116	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1515068	1	2	3	414	April	3	2013	Wednesday	12:00 PM	Deschutes	Redmond	44.26306835	-121.1769782	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1515071	1	2	2	416	April	3	2013	Wednesday	9:00 AM	Deschutes	Redmond	44.27058984	-121.1753571	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1515084	1	2	2	439	March	18	2013	Monday	9:00 AM	Deschutes	Redmond	44.27642256	-121.2093913	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1515372	1	1	2	446	April	11	2013	Thursday	3:00 PM	Deschutes	Redmond	44.27355049	-121.1753491	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1515198	1	1	2	454	April	14	2013	Sunday	9:00 PM	Deschutes	Redmond	44.26188611	-121.1942409	Midblock location	Pedestrian	Non-fatal injury crash	Cloudy	Dry	Darkness – no street lights
1515210	1	2	1	460	April	16	2013	Tuesday	4:00 PM	Deschutes	Redmond	44.25841536	-121.1871805	NW Intersection Quadrant	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1515216	1	2	2	463	April	16	2013	Tuesday	4:00 PM	Deschutes	Redmond	44.256602	-121.1840812	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1515293	1	2	2	482	April	19	2013	Friday	3:00 PM	Deschutes	Redmond	44.26928221	-121.1912836	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1515327	1	2	2	495	April	22	2013	Monday	12:00 PM	Deschutes	Redmond	44.280148	-121.1706667	Midblock location	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1515330	1	2	2	501	April	23	2013	Tuesday	1:00 PM	Deschutes	Redmond	44.27551421	-121.1774854	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1515341	1	2	2	507	April	25	2013	Thursday	11:00 AM	Deschutes	Redmond	44.26928221	-121.1912836	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1515372	1	3	3	534	April	30	2013	Tuesday	8:00 PM	Deschutes	Redmond	44.27979977	-121.1892214	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1515377	1	1	1	521	April	28	2013	Sunday	4:00 AM	Deschutes	Redmond	44.28306113	-121.1782446	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1515729	1	2	1	405	April	2	2013	Tuesday	7:00 AM	Deschutes	Redmond	44.26582584	-121.1999541	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1516438	1	2	2	529	April	17	2013	Wednesday	5:00 PM	Deschutes	Redmond	44.26963035	-121.1732028	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1516444	1	2	3	491	April	22	2013	Monday	5:00 PM	Deschutes	Redmond	44.29099061	-121.1739116	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1516641	1	2	2	412	April	3	2013	Wednesday	7:00 AM	Deschutes	Redmond	44.26920439	-121.2093361	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1516675	1	3	3	444	April	10	2013	Wednesday	7:00 PM	Deschutes	Redmond	44.26958286	-121.1840678	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)
1516993	1	4	5	502	April	24	2013	Wednesday	3:00 PM	Deschutes	Redmond	44.27257293	-121.1698778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1517007	1	2	2	473	April	18	2013	Thursday	4:00 PM	Deschutes	Redmond	44.27257293	-121.1698778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1517013	1	2	5	421	April	4	2013	Thursday	2:00 PM	Deschutes	Redmond	44.26203197	-121.1842484	Southwest Intersection Quadrant	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1517035	1	2	2	536	April	30	2013	Tuesday	7:00 AM	Deschutes	Redmond	44.26794696	-121.2044187	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1517040	1	2	2	488	April	17	2013	Wednesday	2:00 AM	Deschutes	Redmond	44.26567121	-121.1916204	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Cloudy	Ice	Darkness – no street lights
1519265	1	2	1	459	April	16	2013	Tuesday	10:00 AM	Deschutes	Redmond	44.29608055	-121.1637959	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1520508	1	2	2	575	May	8	2013	Wednesday	1:00 PM	Deschutes	Redmond	44.27645257	-121.1892509	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1520532	1	2	2	546	May	4	2013	Saturday	1:00 PM	Deschutes	Redmond	44.2909865	-121.1764281	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1520570	1	2	1	655	May	28	2013	Tuesday	11:00 AM	Deschutes	Redmond	44.27255566	-121.1774805	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1520629	1	2	3	663	May	29	2013	Wednesday	10:00 AM	Deschutes	Redmond	44.27642256	-121.2093913	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1520681	1	2	2	557	May	9	2013	Monday	6:00 AM	Deschutes	Redmond	44.27255507	-121.1732051	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1520704	1	2	1	607	May	18	2013	Saturday	7:00 AM	Deschutes	Redmond	44.2428192	-121.1865293	Inbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Inbound	Cloudy	Daylight
1520793	1	1	1	676	May	31	2013	Friday	12:00 PM	Deschutes	Redmond	44.26205493	-121.1400551	NW Intersection Quadrant	Non-collision	Property damage only crash (PDO)	Clear	Dry	Daylight
1520804	1	2	2	90588	May	11	2013	Saturday	Unknown Time	Deschutes	Redmond	44.24886635	-121.190956	Midblock location	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight
1520808	1	2	3	573	May	10	2013	Friday	10:00 AM	Deschutes	Redmond	44.27954443	-121.2093375	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1520822	1	2	3	629	May	22	2013	Wednesday	12:00 PM	Deschutes	Redmond	44.26566151	-121.1929065	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Rain	Wet	Daylight
1521105	1	2	3	540	May	2	2013	Thursday	2:00 PM	Deschutes	Redmond	44.27255507	-121.1732051	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1521113	1	2	2	562	May	7	2013	Tuesday	6:00 AM	Deschutes	Redmond	44.25177243	-121.1844213	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1521128	1	2	2	570	May	9	2013	Thursday	9:00 PM	Deschutes	Redmond	44.26961205	-121.1742622	Inbound within 50 feet	Backing	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1521140	1	2	2	579	May	10	2013	Friday	10:00 AM	Deschutes	Redmond	44.27058731	-121.1742629	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1521141	1	2	2	592	May	14	2013	Tuesday	12:00 PM	Deschutes	Redmond	44.26961205	-121.1742622	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1521144	1	1	2	596	May	15	2013	Wednesday	8:00 PM	Deschutes	Redmond	44.28319402	-121.1681487	Midblock location	Miscellaneous	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)
1521147	1	2	2	603	May	17	2013	Friday	4:00 PM	Deschutes	Redmond	44.25177243	-121.1844213	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1521185	1	5	7	605	May	18	2013	Saturday	10:00 AM	Deschutes	Redmond	44.27284877	-121.1697537	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1521210	1	2	2	622	May	21	2013	Tuesday	9:00 AM	Deschutes	Redmond	44.25306165	-121.1835662	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Rain	Wet	Daylight
1521212	1	2	2	627	May	22	2013	Wednesday	4:00 PM	Deschutes	Redmond	44.27226914	-121.1700403	Midblock location	Rear-End	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1521214	1	2	2	637	May	23	2013	Thursday	6:00 AM	Deschutes	Redmond	44.26962985	-121.1716311	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1521216	1	4	3	638	May	24	2013	Friday	11:00 AM	Deschutes	Redmond	44.26920447	-121.1993511	Outbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1523009	1	1	1	686	June	3	2013	Monday	12:00 PM	Deschutes	Redmond	44.26241641	-121.1774221	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Daylight
1523038	1	1	1	750	June	16	2013	Sunday	4:00 PM	Deschutes	Redmond	44.28348516	-121.1681157	Midblock location	Non-collision	Non-fatal injury crash	Clear	Dry	Daylight
1523058	1	2	2	802	June	25	2013	Tuesday	2:00 PM	Deschutes	Redmond	44.25163711	-121.1845253	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1523089	1	2	2	709	April	17	2013	Wednesday	2:00 PM	Deschutes	Redmond	44.26334077	-121.176798	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1523135	1	2	2	757	June	17	2013	Monday	1:00 PM	Deschutes	Redmond	44.2593823	-121.1794061	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1523136	1	2	2	818	June	28	2013	Friday	6:00 PM	Deschutes	Redmond	44.26975102	-121.1715395	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1523201	1	2	2	824	June	29	2013	Saturday	9:00 PM	Deschutes	Redmond	44.26975102	-121.1715395	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1523230	1	2	2	755	June	16	2013	Sunday	10:00 AM	Deschutes	Redmond	44.25370709	-121.1831414	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1523568	1	2	2	696	June	4	2013	Tuesday	1:00 PM	Deschutes	Redmond	44.26959571	-121.1753555	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1523587	1	2	4	698	June	4	2013	Tuesday	5:00 PM	Deschutes	Redmond	44.26928223	-121.191283	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1523589	1	2	2	797	June	24	2013	Monday	1:00 PM	Deschutes	Redmond	44.26924338	-121.1942969	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1523755	1	2	2	787	June	21	2013	Friday	4:00 PM	Deschutes	Redmond	44.27258964	-121.1643387	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1523854	1	1	1	724	June	10	2013	Monday	6:00 PM	Deschutes	Redmond	44.2640599	-121.1520105	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1523876	1	2	2	681	June	1	2013	Saturday	3:00 PM	Deschutes	Redmond	44.25177243	-121.1844213	Outbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1523891	1	2	2	718	June	10	2013	Monday	8:00 AM	Deschutes	Redmond	44.2620006	-121.1731638	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1523905	1	2	2	746	June	14	2013	Friday	5:										

1529334	1	1	1	916	July	16	2013	Tuesday	6:00 AM	Deschutes	Redmond	44.2774164	-121.1775004	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1529979	1	2	2	820	July	3	2013	Wednesday	3:00 PM	Deschutes	Redmond	44.26542499	-121.1732555	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1529986	1	2	2	872	July	8	2013	Monday	11:00 AM	Deschutes	Redmond	44.27508333	-121.1892507	Midblock location	Sideswipe-meeting	Property damage only crash (PDO)	Clear	Dry	Daylight
1529996	1	2	3	877	July	9	2013	Tuesday	3:00 PM	Deschutes	Redmond	44.26835569	-121.1842395	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1530224	1	2	3	891	July	13	2013	Thursday	11:00 AM	Deschutes	Redmond	44.2735419	-121.1721529	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1530026	1	2	2	898	July	12	2013	Friday	4:00 PM	Deschutes	Redmond	44.2855585	-121.1739997	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1530062	1	2	2	935	July	19	2013	Friday	7:00 AM	Deschutes	Redmond	44.27257293	-121.1698778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1530098	1	2	2	946	July	21	2013	Sunday	10:00 AM	Deschutes	Redmond	44.27801666	-121.1732166	Midblock location	Sideswipe-overtaking	Non-fatal injury crash	Clear	Dry	Daylight
1530147	1	2	2	947	July	21	2013	Sunday	8:00 PM	Deschutes	Redmond	44.26542499	-121.1732555	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1530152	1	2	2	956	July	23	2013	Tuesday	12:00 PM	Deschutes	Redmond	44.30181269	-121.1788749	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1530162	1	1	2	1000	July	29	2013	Monday	9:00 PM	Deschutes	Redmond	44.268189063	-121.2000004	Southwest Intersection Quadrant	Pedestrian	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1531247	1	2	2	1063	August	9	2013	Friday	3:00 PM	Deschutes	Redmond	44.26975102	-121.1715395	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1531253	1	2	2	1169	August	30	2013	Friday	1:00 PM	Deschutes	Redmond	44.26962885	-121.1716311	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Unknown	Unknown	Daylight
1531259	1	2	3	1138	July	18	2013	Thursday	5:00 PM	Deschutes	Redmond	44.27257293	-121.1698778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1531492	1	2	2	1069	August	10	2013	Saturday	11:00 AM	Deschutes	Redmond	44.27257293	-121.1698778	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1531517	1	2	4	1045	August	6	2013	Tuesday	4:00 PM	Deschutes	Redmond	44.265177243	-121.1844213	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1531818	1	2	2	1015	August	1	2013	Thursday	1:00 PM	Deschutes	Redmond	44.26928223	-121.191283	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Snow	Daylight
1531745	1	2	3	1090	August	14	2013	Wednesday	3:00 PM	Deschutes	Redmond	44.26942093	-121.1878229	Outbound within 50 feet	Sideswipe-overtaking	Non-fatal injury crash	Clear	Dry	Daylight
1531759	1	2	2	1078	August	11	2013	Sunday	2:00 PM	Deschutes	Redmond	44.26963035	-121.1732028	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1531789	1	2	2	1035	August	4	2013	Sunday	7:00 PM	Deschutes	Redmond	44.26999208	-121.177471	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1531796	1	2	2	1334	September	27	2013	Friday	5:00 PM	Deschutes	Redmond	44.2821916	-121.1735577	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1531833	1	1	1	1139	August	26	2013	Monday	7:00 AM	Deschutes	Redmond	44.27255507	-121.1732051	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1532345	1	2	2	1025	August	2	2013	Friday	7:00 PM	Deschutes	Redmond	44.29450071	-121.1738888	Inbound within 50 feet	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight
1532391	1	2	2	1065	August	9	2013	Friday	3:00 PM	Deschutes	Redmond	44.2705776	-121.1774788	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1532396	1	2	4	1079	August	12	2013	Monday	2:00 PM	Deschutes	Redmond	44.2547787	-121.1872167	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1532699	1	2	2	1123	August	22	2013	Thursday	8:00 PM	Deschutes	Redmond	44.27642256	-121.2093913	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)
1532719	1	3	3	1153	August	29	2013	Thursday	12:00 PM	Deschutes	Redmond	44.272786126	-121.1721324	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1532722	1	2	3	1023	August	2	2013	Friday	7:00 AM	Deschutes	Redmond	44.27257293	-121.1698778	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1535680	1	1	1	1286	September	11	2013	Wednesday	7:00 PM	Deschutes	Redmond	44.28932305	-121.1670876	Outbound within 50 feet	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Daylight
1535687	1	1	1	1176	September	2	2013	Monday	2:00 PM	Deschutes	Redmond	44.26963035	-121.1732028	Inbound within 50 feet	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Daylight
1535869	1	2	2	1318	September	25	2013	Wednesday	5:00 PM	Deschutes	Redmond	44.28920439	-121.2093361	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Cloudy	Snow	Daylight
1535871	2	2	2	1213	September	6	2013	Friday	3:00 PM	Deschutes	Redmond	44.27058883	-121.1732138	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1535872	1	2	2	1177	September	3	2013	Tuesday	10:00 PM	Deschutes	Redmond	44.26999208	-121.177471	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1535933	1	4	4	1226	September	8	2013	Sunday	1:00 PM	Deschutes	Redmond	44.25177243	-121.1844213	Southwest Intersection Quadrant	Sideswipe-meeting	Property damage only crash (PDO)	Clear	Dry	Daylight
1535947	1	2	2	1230	September	8	2013	Sunday	7:00 PM	Deschutes	Redmond	44.26920447	-121.1993511	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1535949	1	1	2	1251	September	13	2013	Friday	6:00 PM	Deschutes	Redmond	44.25777033	-121.1805087	Midblock location	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1536145	1	2	2	1328	September	26	2013	Thursday	6:00 PM	Deschutes	Redmond	44.26963035	-121.1732028	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1536146	1	2	2	1328	September	26	2013	Thursday	3:00 PM	Deschutes	Redmond	44.26193196	-121.2074848	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1536250	1	2	1	1268	September	17	2013	Tuesday	4:00 PM	Deschutes	Redmond	44.26191486	-121.204373	Inbound within 50 feet	Angle	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1536305	1	4	1	1337	September	28	2013	Saturday	10:00 AM	Deschutes	Redmond	44.2583404	-121.1967722	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1536314	1	2	2	1270	September	18	2013	Wednesday	2:00 PM	Deschutes	Redmond	44.27277499	-121.1892497	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1536318	1	2	2	1267	September	10	2013	Tuesday	7:00 PM	Deschutes	Redmond	44.26805697	-121.1993568	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1536320	1	2	2	1253	September	13	2013	Friday	11:00 AM	Deschutes	Redmond	44.27158794	-121.1742876	Inbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1536324	1	2	2	1243	September	11	2013	Wednesday	11:00 AM	Deschutes	Redmond	44.27551919	-121.1735371	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1536328	1	2	2	1244	September	11	2013	Wednesday	3:00 PM	Deschutes	Redmond	44.27259818	-121.1666297	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1536370	1	1	1	1186	September	4	2013	Wednesday	7:00 AM	Deschutes	Redmond	44.28917696	-121.1780187	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1536375	1	2	2	1106	September	5	2013	Thursday	1:00 PM	Deschutes	Redmond	44.28958896	-121.1819271	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1537837	1	1	1	1498	October	28	2013	Monday	5:00 AM	Deschutes	Redmond	44.25306165	-121.1835662	Southwest Intersection Quadrant	Non-collision	Property damage only crash (PDO)	Sleet	Wet	Darkness – no street lights
1537937	1	2	2	1494	October	29	2013	Tuesday	3:00 PM	Deschutes	Redmond	44.25177243	-121.1844213	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1537940	1	2	2	1491	October	29	2013	Tuesday	7:00 PM	Deschutes	Redmond	44.26920439	-121.2093361	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1537961	1	2	2	1433	October	16	2013	Wednesday	1:00 PM	Deschutes	Redmond	44.26955225	-121.1850848	Midblock location	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight
1537962	1	2	3	1409	October	11	2013	Friday	1:00 PM	Deschutes	Redmond	44.26920439	-121.2093361	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1537965	1	2	2	1398	October	9	2013	Wednesday	4:00 PM	Deschutes	Redmond	44.26920439	-121.2093361	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight
1537971	1	2	2	1393	October	8	2013	Tuesday	1:00 PM	Deschutes	Redmond	44.26963035	-121.1732028	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1537974	1	2	3	1380	October	6	2013	Sunday	6:00 PM	Deschutes	Redmond	44.26961205	-121.1742822	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1537976	1	2	2	1375	September	22	2013	Sunday	Unknown Tim	Deschutes	Redmond	44.26924338	-121.1942969	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Rain	Wet	Daylight
1538093	1	2	2	1411	October	11	2013	Friday	7:00 PM	Deschutes	Redmond	44.28899912	-121.1672747	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1538897	1	2	3	1506	October	28	2013	Monday	3:00 PM	Deschutes	Redmond	44.256602	-121.1840812	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1538901	1	2	2	1502	October	28	2013	Monday	1:00 PM	Deschutes	Redmond	44.27921718	-121.1732147	Inbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1538906	1	2	2	1499	October	23	2013	Wednesday	9:00 AM	Deschutes	Redmond	44.27158349	-121.177479	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1538908	1	2	4	1496	June	9	2013	Sunday	2:00 PM	Deschutes	Redmond	44.26999571	-121.1753555	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1538924	1	2	2	1476	October	24	2013	Thursday	2:00 PM	Deschutes	Redmond	44.26289599	-121.1789432	Midblock location	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1538930	1	2	3	1468	October	23	2013	Wednesday	4:00 PM	Deschutes	Redmond	44.25432916	-121.1860905	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1538977	1	1	2	1457	October	18	2013	Friday	5:00 PM	Deschutes	Redmond	44.26881388	-121.1942971	Midblock location	Pedestrian	Non-fatal injury crash	Clear	Dry	Daylight
1538985	1	2	2	1453	October	21	2013	Monday	5:00 PM	Deschutes	Redmond	44.27645257	-121.1892509	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1538989	1	2	2	1437	October	17	2013	Thursday	8:00 AM	Deschutes	Redmond	44.2774164	-121.1775004	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1538997	1	2	2	1405	October	10	2013	Thursday	5:00 PM	Deschutes	Redmond	44.28918832	-121.1682915	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1538709	1	1	1	1376	October	5	2013	Saturday	9:00 AM	Deschutes	Redmond	44.24855302	-121.2293818	Midblock location	Non-collision	Non-fatal injury crash	Clear	Dry	Daylight
1538985	1	2	2	1432	October	15	2013	Tuesday	4:00 PM	Deschutes	Redmond	44.27553604	-121.1633562	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1539273	1	1	1	1531	November	3	2013	Sunday	2:00 AM	Deschutes	Redmond	44.25203137	-121.1842484	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Darkness – no street lights



1540558	1	3	4	1575	November	12	2013	Tuesday	5:00 PM	Deschutes	Redmond	44.26894105	-121.1892351	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)	
1540585	1	2	3	1569	November	11	2013	Monday	11:00 AM	Deschutes	Redmond	44.25177243	-121.1844213	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1540596	1	3	4	1513	November	1	2013	Friday	3:00 PM	Deschutes	Redmond	44.27257293	-121.1698778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1540632	1	2	3	1616	November	18	2013	Monday	5:00 PM	Deschutes	Redmond	44.27638984	-121.1753566	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1540691	1	2	4	1681	November	9	2013	Saturday	2:00 PM	Deschutes	Redmond	44.26969571	-121.1734265	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight	
1540912	1	2	2	1606	November	15	2013	Friday	6:00 PM	Deschutes	Redmond	44.26922223	-121.191283	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)	
1541405	1	2	4	1751	December	8	2013	Sunday	1:00 PM	Deschutes	Redmond	44.26962985	-121.1716311	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Ice	Daylight	
1541422	1	2	3	1778	December	10	2013	Tuesday	9:00 AM	Deschutes	Redmond	44.27058883	-121.1732138	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Ice	Daylight	
1541424	1	2	2	1832	December	19	2013	Thursday	3:00 PM	Deschutes	Redmond	44.26956939	-121.1846648	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1541494	1	6	7	1839	December	19	2013	Thursday	5:00 PM	Deschutes	Redmond	44.26924338	-121.1942969	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Dry	Darkness - no street lights	
1541502	1	2	2	1891	December	28	2013	Saturday	4:00 PM	Deschutes	Redmond	44.27037328	-121.1724418	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight	
1541508	1	2	2	1900	December	31	2013	Tuesday	8:00 PM	Deschutes	Redmond	44.26958245	-121.1842675	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights	
1541536	1	1	1	1681	November	29	2013	Friday	6:00 PM	Deschutes	Redmond	44.27383823	-121.1971868	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)	
1541638	1	2	2	1756	December	8	2013	Sunday	1:00 PM	Deschutes	Redmond	44.27257329	-121.1698777	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Ice	Daylight	
1541644	1	2	2	1759	December	9	2013	Monday	7:00 PM	Deschutes	Redmond	44.26909061	-121.1739116	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Ice	Darkness - no street lights	
1541645	1	2	2	1834	December	19	2013	Thursday	12:00 PM	Deschutes	Redmond	44.26969428	-121.1810175	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1541975	1	1	1	1775	December	6	2013	Friday	6:00 PM	Deschutes	Redmond	44.26958286	-121.1840678	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Snow	Darkness - no street lights	
1542172	1	1	1	1848	December	20	2013	Friday	12:00 PM	Deschutes	Redmond	44.27254939	-121.1785574	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Snow	Daylight	
1542261	1	2	2	1874	December	24	2013	Tuesday	8:00 AM	Deschutes	Redmond	44.2475003	-121.1991462	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Ice	Daylight	
1542276	1	2	1	1889	December	27	2013	Friday	9:00 PM	Deschutes	Redmond	44.28201666	-121.1753689	Inbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Cloudy	Dry	Darkness - no street lights	
1542279	1	2	2	1890	December	27	2013	Friday	5:00 PM	Deschutes	Redmond	44.25842836	-121.1826258	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights	
1542280	1	2	2	1892	December	28	2013	Saturday	2:00 PM	Deschutes	Redmond	44.26372435	-121.1787697	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1542656	1	2	2	1902	December	31	2013	Tuesday	4:00 PM	Deschutes	Redmond	44.27645257	-121.1892509	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight	
1542660	1	2	2	1904	December	31	2013	Tuesday	12:00 PM	Deschutes	Redmond	44.25244465	-121.1857587	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1542665	1	2	2	1768	December	9	2013	Monday	6:00 AM	Deschutes	Redmond	44.26404335	-121.1942637	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Snow	Ice	Darkness - no street lights	
1542676	1	2	4	1772	December	10	2013	Tuesday	3:00 PM	Deschutes	Redmond	44.25830692	-121.2002965	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Ice	Daylight	
1542680	1	2	2	1692	December	3	2013	Tuesday	5:00 PM	Deschutes	Redmond	44.24837152	-121.1941001	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)	
1542858	1	3	1	1863	December	22	2013	Sunday	6:00 PM	Deschutes	Redmond	44.28633337	-121.1776291	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1542891	1	3	3	1838	December	19	2013	Thursday	3:00 PM	Deschutes	Redmond	44.24752986	-121.2233878	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight	
1543127	1	2	2	1708	December	5	2013	Thursday	2:00 PM	Deschutes	Redmond	44.26104064	-121.1732226	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight	
1543131	1	2	2	1706	December	5	2013	Thursday	7:00 AM	Deschutes	Redmond	44.25469614	-121.2043724	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight	
1543139	1	2	2	1683	December	2	2013	Monday	9:00 AM	Deschutes	Redmond	44.2511126	-121.1992302	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight	
1543161	1	2	2	1762	December	9	2013	Monday	12:00 PM	Deschutes	Redmond	44.27642256	-121.2093913	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Ice	Daylight	
1543700	1	2	3	1777	December	10	2013	Tuesday	2:00 PM	Deschutes	Redmond	44.27353655	-121.1806861	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Ice	Daylight	
1543834	1	2	2	1368	October	4	2013	Friday	11:00 AM	Deschutes	Redmond	44.2896991	-121.1695828	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1543875	1	1	1	1206	September	6	2013	Friday	9:00 PM	Deschutes	Redmond	44.24034739	-121.1930091	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights	
1543880	1	1	1	1198	September	5	2013	Thursday	11:00 PM	Deschutes	Redmond	44.24562643	-121.1848973	Inbound within 50 feet	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1543956	1	2	1	1423	October	14	2013	Monday	1:00 PM	Deschutes	Redmond	44.28139525	-121.1848919	Inbound within 50 feet	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight	
1543990	1	2	2	1603	November	15	2013	Friday	7:00 AM	Deschutes	Redmond	44.23934581	-121.2070449	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1544044	1	2	2	1613	November	16	2013	Saturday	1:00 PM	Deschutes	Redmond	44.28536676	-121.1917796	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight	
1544682	1	1	1	873	July	9	2013	Tuesday	12:00 PM	Deschutes	Redmond	44.26537499	-121.1795531	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Daylight	
1544693	1	2	3	227	February	16	2013	Saturday	3:00 PM	Deschutes	Redmond	44.26908233	-121.1790663	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1550467	1	2	2	35	January	10	2014	Friday	10:00 AM	Deschutes	Redmond	44.26924339	-121.194297	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight	
1550469	1	2	2	2	92	January	21	2014	Tuesday	3:00 PM	Deschutes	Redmond	44.26934103	-121.1892356	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1550483	1	2	2	162	January	31	2014	Friday	4:00 PM	Deschutes	Redmond	44.26963023	-121.1732032	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight	
1550524	1	2	5	10	January	4	2014	Saturday	4:00 PM	Deschutes	Redmond	44.27257329	-121.1698777	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight	
1550525	1	1	1	31	January	9	2014	Thursday	12:00 AM	Deschutes	Redmond	44.24868329	-121.1870299	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights	
1550540	1	2	2	9	January	4	2014	Saturday	11:00 PM	Deschutes	Redmond	44.26975131	-121.1715393	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness - no street lights	
1550547	1	2	3	78	January	18	2014	Saturday	11:00 AM	Deschutes	Redmond	44.28377665	-121.1680827	Outbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1551519	1	2	2	3	January	2	2014	Thursday	2:00 PM	Deschutes	Redmond	44.25471722	-121.2125811	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight	
1551525	1	2	3	24	January	8	2014	Wednesday	7:00 AM	Deschutes	Redmond	44.25244465	-121.1857587	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Cloudy	Snow	Daylight	
1551528	1	2	2	27	January	8	2014	Wednesday	2:00 PM	Deschutes	Redmond	44.27181667	-121.1968193	Midblock location	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight	
1551539	1	2	2	34	January	9	2014	Thursday	4:00 PM	Deschutes	Redmond	44.25177244	-121.1844213	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1551573	1	2	2	122	January	25	2014	Saturday	8:00 AM	Deschutes	Redmond	44.29100873	-121.1638514	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Snow	Ice	Daylight	
1551575	1	2	2	105	January	23	2014	Thursday	5:00 PM	Deschutes	Redmond	44.28788579	-121.1746687	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights	
1551576	1	1	1	91	January	20	2014	Monday	2:00 PM	Deschutes	Redmond	44.23825784	-121.2131558	Midblock location	Non-collision	Property damage only crash (PDO)	Cloudy	Wet	Daylight	
1551629	1	2	2	93	January	21	2014	Tuesday	1:00 PM	Deschutes	Redmond	44.26566633	-121.1853473	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	
1551638	1	2	2	63	January	14	2014	Tuesday	2:00 PM	Deschutes	Redmond	44.28137943	-121.1892062	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1551646	1	2	2	154	January	30	2014	Thursday	3:00 PM	Deschutes	Redmond	44.25841306	-121.1875711	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight	
1551649	1	2	2	89	January	20	2014	Monday	9:00 AM	Deschutes	Redmond	44.26961205	-121.1742622	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Cloudy	Snow	Daylight	
1551652	1	2	2	76	January	17	2014	Friday	8:00 AM	Deschutes	Redmond	44.26963023	-121.1732032	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight	
1551666	1	2	2	39	January	10	2014	Friday	3:00 PM	Deschutes	Redmond	44.2859074	-121.1764568	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Cloudy	Dry	Daylight	
1553195	1	1	1	181	February	3	2014	Monday	10:00 AM	Deschutes	Redmond	44.30174736	-121.172408	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Cloudy	Ice	Daylight	
1553220	1	2	2	354	February	28	2014	Friday	9:00 AM	Deschutes	Redmond	44.25873716	-121.1798308	Southwest Intersection Quadrant	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight	
1553227	1	2	3	285	February	17	2014	Monday	3:00 PM	Deschutes	Redmond	44.26962985	-121.1716311	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight	
1553237	1	2	4	209	February	7	2014	Friday	3:00 PM	Deschutes	Redmond	44.27257329	-121.1698777	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Snow	Ice	Daylight	
1553242	1	3	5	208	February	7	2014	Friday	3:00 PM	Deschutes	Redmond	44.25122005	-121.1848383	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Snow	Snow	Daylight	
1553267	1	2	2	183	February	3	2014	Monday	4:00 PM	Deschutes	Redmond	44.25122005	-121.1848383	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight	
1553594	1	2	3	353	February	28	2014	Friday	10:00 AM	Deschutes	Redmond	44.27058743	-121.1731892	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	
1553998	1	2	2	165	February	1	2014	Saturday	7:00 PM	Deschutes	Redmond	44.26959208	-121.1774715	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy			

1564638	1	2	2	188	February	3	2014	Monday	7:00 AM	Deschutes	Redmond	44.23759552	-121.2123459	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Rain	Ice	Daylight
1568729	1	2	2	80061	March	18	2014	Tuesday	10:00 AM	Deschutes	Redmond	44.29099062	-121.1739116	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1569709	1	2	2	410	March	11	2014	Tuesday	4:00 PM	Deschutes	Redmond	44.26962985	-121.1716311	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1569734	1	2	2	467	March	24	2014	Monday	3:00 PM	Deschutes	Redmond	44.26927766	-121.1619381	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1569738	1	2	2	484	March	29	2014	Saturday	11:00 AM	Deschutes	Redmond	44.2699208	-121.1774715	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1569742	1	2	6	494	March	31	2014	Monday	3:00 PM	Deschutes	Redmond	44.26920439	-121.2093365	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1569749	1	1	2	451	March	20	2014	Thursday	5:00 PM	Deschutes	Redmond	44.26958287	-121.1840678	Inbound within 50 feet	Pedestrian	Non-fatal injury crash	Clear	Dry	Daylight
1569782	1	2	3	368	March	3	2014	Monday	4:00 PM	Deschutes	Redmond	44.25177244	-121.1844213	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Cloudy	Dry	Daylight
1569960	1	2	5	430	March	17	2014	Monday	2:00 PM	Deschutes	Redmond	44.26306834	-121.1769782	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1560014	1	2	2	475	March	26	2014	Wednesday	12:00 PM	Deschutes	Redmond	44.24180303	-121.1922861	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1560054	1	3	2	478	March	27	2014	Thursday	2:00 PM	Deschutes	Redmond	44.27299722	-121.174283	Midblock location	Parking Maneuver	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1560345	1	2	1	487	March	30	2014	Sunday	2:00 PM	Deschutes	Redmond	44.26535895	-121.1894528	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1560354	1	2	2	400	March	8	2014	Friday	6:00 PM	Deschutes	Redmond	44.29098233	-121.1790653	Inbound within 50 feet	Angle	Non-fatal injury crash	Rain	Wet	Darkness - no street lights
1560387	1	1	1	90034	January	9	2014	Thursday	8:00 AM	Deschutes	Redmond	44.29097322	-121.1834878	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Cloudy	Ice	Daylight
1560506	1	2	2	374	February	10	2014	Monday	4:00 PM	Deschutes	Redmond	44.27257776	-121.1682198	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1560517	1	3	3	382	March	5	2014	Wednesday	4:00 PM	Deschutes	Redmond	44.26306834	-121.1769782	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1560528	1	2	2	385	March	6	2014	Thursday	4:00 PM	Deschutes	Redmond	44.24077493	-121.1906668	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1560535	1	2	2	421	March	14	2014	Friday	10:00 AM	Deschutes	Redmond	44.26817899	-121.1868826	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1560538	1	2	2	437	March	18	2014	Tuesday	4:00 PM	Deschutes	Redmond	44.27258618	-121.1666297	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1560539	1	2	2	470	March	25	2014	Tuesday	12:00 PM	Deschutes	Redmond	44.27648878	-121.1866943	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1560584	1	2	2	400	March	8	2014	Saturday	7:00 PM	Deschutes	Redmond	44.29098685	-121.1764281	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1560570	1	2	2	376	March	4	2014	Tuesday	7:00 PM	Deschutes	Redmond	44.27256127	-121.1721324	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1560579	1	2	2	403	March	9	2014	Sunday	4:00 PM	Deschutes	Redmond	44.24296032	-121.1939744	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Rain	Wet	Daylight
1560622	1	2	2	446	March	19	2014	Wednesday	8:00 AM	Deschutes	Redmond	44.29099062	-121.1739116	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Dawn (Twilight)
1560627	1	2	2	447	March	20	2014	Thursday	6:00 PM	Deschutes	Redmond	44.25459217	-121.1860905	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1562025	1	2	2	555	April	13	2014	Sunday	10:00 AM	Deschutes	Redmond	44.26959201	-121.1795959	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1562345	1	1	1	536	April	9	2014	Wednesday	6:00 PM	Deschutes	Redmond	44.26095252	-121.1682624	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1562347	1	1	1	90536	April	9	2014	Wednesday	6:00 PM	Deschutes	Redmond	44.2666886	-121.174565	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1562351	1	2	2	537	April	9	2014	Wednesday	6:00 PM	Deschutes	Redmond	44.27733973	-121.1687484	Midblock location	Backing	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1562490	1	1	1	508	April	1	2014	Tuesday	11:00 PM	Deschutes	Redmond	44.24432013	-121.1898258	Southeast Intersection Quadrant	Fixed-Object or Other-Object	Property damage only crash (PDO)	Unknown	Unknown	Darkness - no street lights
1562571	1	2	3	519	April	6	2014	Sunday	9:00 AM	Deschutes	Redmond	44.25489615	-121.2043724	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1562815	1	2	2	550	April	12	2014	Saturday	10:00 AM	Deschutes	Redmond	44.27255649	-121.1742768	Inbound within 50 feet	Backing	Non-fatal injury crash	Clear	Dry	Daylight
1562904	1	2	2	534	April	9	2014	Wednesday	5:00 PM	Deschutes	Redmond	44.29098999	-121.1777475	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1562958	1	3	3	570	April	17	2014	Thursday	5:00 PM	Deschutes	Redmond	44.27258966	-121.1643392	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight
1563024	1	2	2	575	April	18	2014	Friday	2:00 PM	Deschutes	Redmond	44.24610658	-121.196709	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1563069	1	2	2	585	April	21	2014	Monday	4:00 PM	Deschutes	Redmond	44.26142331	-121.168888	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1563071	1	2	2	606	April	26	2014	Saturday	2:00 PM	Deschutes	Redmond	44.26010309	-121.181434	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Unknown	Unknown	Daylight
1563076	1	2	2	616	April	30	2014	Wednesday	5:00 PM	Deschutes	Redmond	44.26437328	-121.1909642	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1563082	1	2	2	600	April	24	2014	Thursday	1:00 PM	Deschutes	Redmond	44.2654255	-121.1732556	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1563089	1	2	2	580	April	19	2014	Saturday	8:00 AM	Deschutes	Redmond	44.25831547	-121.2076246	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1563121	1	2	2	576	April	18	2014	Friday	12:00 PM	Deschutes	Redmond	44.26010309	-121.181434	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1563122	1	2	2	568	April	16	2014	Wednesday	9:00 AM	Deschutes	Redmond	44.27552157	-121.1742958	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1563156	1	1	2	601	April	24	2014	Thursday	2:00 PM	Deschutes	Redmond	44.27354325	-121.1770111	Midblock location	Pedestrian	Non-fatal injury crash	Clear	Dry	Daylight
1566276	1	1	1	663	May	9	2014	Friday	12:00 PM	Deschutes	Redmond	44.265425	-121.1732556	NW Intersection Quadrant	Fixed-Object or Other-Object	Property damage only crash (PDO)	Unknown	Unknown	Daylight
1566312	1	1	1	642	May	4	2014	Sunday	5:00 PM	Deschutes	Redmond	44.26961111	-121.1742611	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1566348	1	1	1	724	May	21	2014	Wednesday	8:00 PM	Deschutes	Redmond	44.27228611	-121.1628917	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)
1566454	1	2	2	714	May	19	2014	Monday	4:00 PM	Deschutes	Redmond	44.26961111	-121.1742611	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1566554	1	2	2	695	May	16	2014	Friday	12:00 PM	Deschutes	Redmond	44.25177222	-121.1844222	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1566623	1	3	3	743	May	23	2014	Friday	12:00 PM	Deschutes	Redmond	44.25177222	-121.1844222	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1566663	1	1	1	670	May	11	2014	Sunday	8:00 PM	Deschutes	Redmond	44.27257222	-121.1698778	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)
1567467	1	2	2	748	May	26	2014	Monday	11:00 PM	Deschutes	Redmond	44.265425	-121.1732556	Midblock location	Sideswipe-meeting	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1567476	1	2	5	764	May	29	2014	Thursday	1:00 PM	Deschutes	Redmond	44.2637275	-121.1787694	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1567610	1	2	2	699	May	16	2014	Friday	9:00 AM	Deschutes	Redmond	44.25472778	-121.1992917	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1571444	1	1	1	565	April	16	2014	Wednesday	4:00 AM	Deschutes	Redmond	44.27302778	-121.2093389	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness - no street lights
1573477	1	2	3	803	June	5	2014	Thursday	9:00 PM	Deschutes	Redmond	44.27257222	-121.1698778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1573530	1	3	3	832	June	9	2014	Monday	4:00 PM	Deschutes	Redmond	44.26306944	-121.1789778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1573648	1	2	2	891	June	19	2014	Thursday	6:00 PM	Deschutes	Redmond	44.25990833	-121.1790667	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1573768	1	3	3	937	June	26	2014	Thursday	5:00 PM	Deschutes	Redmond	44.27257222	-121.1698778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1573796	1	4	4	967	June	30	2014	Monday	5:00 PM	Deschutes	Redmond	44.26938333	-121.1794056	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1573818	1	1	1	837	June	9	2014	Monday	4:00 PM	Deschutes	Redmond	44.26213056	-121.1478389	Inbound within 50 feet	Non-collision	Non-fatal injury crash	Clear	Dry	Daylight
1573850	1	2	2	896	June	19	2014	Thursday	10:00 AM	Deschutes	Redmond	44.26961111	-121.1742611	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1573926	1	2	2	950	June	27	2014	Friday	1:00 PM	Deschutes	Redmond	44.26963056	-121.1716306	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1573939	1	2	2	951	June	27	2014	Friday	11:00 AM	Deschutes	Redmond	44.26963056	-121.1716306	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1573966	1	2	2	939	June	26	2014	Thursday	11:00 PM	Deschutes	Redmond	44.272575	-121.1636361	Midblock location	Sideswipe-meeting	Non-fatal injury crash	Cloudy	Dry	Darkness - no street lights
1574130	1	2	3	835	June	9	2014	Monday	4:00 PM	Deschutes	Redmond	44.26760833	-121.1819167	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1574743	1	2	6	841	June	10	2014	Tuesday	9:00 PM	Deschutes	Redmond	44.26920556	-121.19935	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1574773	1	3	3	898	June	16	2014	Monday	3:00 PM	Deschutes	Redmond	44.2579222	-121.1954306	Inbound within 50 feet	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1574777	1	2	2	881	June	17	2014	Tuesday	12:00 AM	Deschutes	Redmond	44.28400278	-121.1741444	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Cloudy	Dry	Darkness - no street lights
1574787	1	2	3	901	June	20	2014	Friday	10:00 AM	Deschutes	Redmond	44.263725	-121.1787694	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1574794	1	2	2	919	June	22	2014	Sunday	12:00 PM	Deschutes	Redmond	44.26788611	-121.1746694	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1579959	1	2	2	1030	July														

1580841	1	2	2	1115	July	29	2014	Tuesday	2:00 PM	Deschutes	Redmond	44.263725	-121.178784	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1580851	1	2	3	984	July	3	2014	Thursday	5:00 PM	Deschutes	Redmond	44.26663611	-121.1795583	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1580853	1	2	2	985	July	3	2014	Thursday	10:00 AM	Deschutes	Redmond	44.2535	-121.1873667	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1580876	1	2	2	991	July	4	2014	Friday	3:00 PM	Deschutes	Redmond	44.26921687	-121.2093472	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1580884	1	2	1	106	July	7	2014	Monday	5:00 PM	Deschutes	Redmond	44.27308933	-121.1942851	Inbound within 50 feet	Miscellaneous	Property damage only crash (PDO)	Clear	Dry	Daylight
1580894	1	2	2	1008	July	7	2014	Monday	6:00 PM	Deschutes	Redmond	44.24753056	-121.2293889	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1580896	1	2	2	1019	July	8	2014	Tuesday	5:00 PM	Deschutes	Redmond	44.26010278	-121.1814333	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1585203	1	1	6	1152	July	7	2014	Monday	6:00 PM	Deschutes	Redmond	44.29169167	-121.1668944	Midblock location	Non-collision	Non-fatal injury crash	Clear	Dry	Daylight
1585331	1	2	2	1257	July	11	2014	Friday	10:00 PM	Deschutes	Redmond	44.26919722	-121.2044	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1585342	1	2	4	1146	August	4	2014	Monday	4:00 PM	Deschutes	Redmond	44.26306944	-121.1769778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1585349	1	2	2	1181	July	25	2014	Friday	5:00 PM	Deschutes	Redmond	44.27257222	-121.1698778	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1585372	1	1	1	1211	August	15	2014	Friday	7:00 AM	Deschutes	Redmond	44.26909644	-121.1851333	Midblock location	Miscellaneous	Property damage only crash (PDO)	Clear	Dry	Daylight
1585472	1	2	3	1128	August	1	2014	Friday	7:00 AM	Deschutes	Redmond	44.25453056	-121.1860917	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1585475	1	2	2	1130	August	1	2014	Friday	11:00 AM	Deschutes	Redmond	44.263725	-121.178784	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1586496	1	2	3	1132	August	1	2014	Friday	4:00 PM	Deschutes	Redmond	44.29075556	-121.173925	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1586524	1	2	2	1139	August	3	2014	Sunday	6:00 PM	Deschutes	Redmond	44.26961111	-121.1742611	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1586542	1	2	2	1176	August	8	2014	Friday	8:00 PM	Deschutes	Redmond	44.25243333	-121.1857583	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1586581	1	2	2	1202	August	14	2014	Thursday	12:00 AM	Deschutes	Redmond	44.27741667	-121.171775	Inbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Unknown	Unknown	Darkness – no street lights
1586604	1	2	2	1234	August	19	2014	Tuesday	10:00 AM	Deschutes	Redmond	44.276525	-121.1721361	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1587821	1	2	2	1131	August	1	2014	Friday	7:00 PM	Deschutes	Redmond	44.24016667	-121.1882861	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1587825	1	4	1	1179	August	9	2014	Saturday	1:00 AM	Deschutes	Redmond	44.27723056	-121.1985917	Midblock location	Sidewipe-meeting	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1587827	1	2	2	1204	August	14	2014	Thursday	3:00 PM	Deschutes	Redmond	44.27279722	-121.1993306	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Rain	Wet	Daylight
1592271	1	1	3	1382	September	15	2014	Monday	9:00 PM	Deschutes	Redmond	44.26134444	-121.1584222	Outbound within 50 feet	Non-collision	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1592366	1	1	1	1423	September	24	2014	Wednesday	4:00 PM	Deschutes	Redmond	44.26808889	-121.1785083	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Rain	Wet	Daylight
1592436	1	2	5	1412	September	22	2014	Monday	4:00 PM	Deschutes	Redmond	44.27643056	-121.1957806	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1592541	1	2	2	1417	September	24	2014	Wednesday	2:00 PM	Deschutes	Redmond	44.26928333	-121.1912833	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Unknown	Unknown	Daylight
1592655	1	2	2	1425	September	24	2014	Wednesday	12:00 PM	Deschutes	Redmond	44.27255556	-121.1732056	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Cloudy	Snow	Daylight
1592889	1	1	2	1454	September	29	2014	Monday	7:00 AM	Deschutes	Redmond	44.27643611	-121.1942778	Inbound within 50 feet	Pedestrian	Non-fatal injury crash	Clear	Dry	Daylight
1592899	1	2	2	1429	September	25	2014	Thursday	2:00 PM	Deschutes	Redmond	44.27228399	-121.1721276	Midblock location	Parking Maneuver	Property damage only crash (PDO)	Clear	Dry	Daylight
1592975	1	2	1	1393	September	18	2014	Thursday	7:00 PM	Deschutes	Redmond	44.27832778	-121.1968944	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1592835	1	2	2	1420	September	24	2014	Wednesday	10:00 PM	Deschutes	Redmond	44.27255833	-121.1732111	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Rain	Wet	Darkness – no street lights
1592838	1	2	2	1428	September	25	2014	Thursday	5:00 PM	Deschutes	Redmond	44.26959167	-121.1795972	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1592883	1	2	3	1378	September	15	2014	Monday	6:00 PM	Deschutes	Redmond	44.266565	-121.1795611	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1592999	1	2	1	1353	September	10	2014	Wednesday	7:00 AM	Deschutes	Redmond	44.26662222	-121.182275	NW Intersection Quadrant	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1593009	1	2	2	1356	September	11	2014	Thursday	11:00 AM	Deschutes	Redmond	44.26459444	-121.1771778	Midblock location	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1593284	1	2	2	1312	September	3	2014	Wednesday	9:00 AM	Deschutes	Redmond	44.27257222	-121.1702611	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1593768	1	2	2	1456	September	30	2014	Tuesday	5:00 PM	Deschutes	Redmond	44.24189167	-121.1935861	Southwest Intersection Quadrant	Miscellaneous	Property damage only crash (PDO)	Clear	Dry	Daylight
1593772	1	2	2	1383	September	16	2014	Tuesday	12:00 PM	Deschutes	Redmond	44.27241944	-121.1695983	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1593779	1	2	2	1407	September	21	2014	Sunday	11:00 AM	Deschutes	Redmond	44.25318056	-121.1834889	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1593789	1	2	2	1355	September	11	2014	Thursday	9:00 AM	Deschutes	Redmond	44.23783611	-121.1976194	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1593792	1	2	3	1335	September	7	2014	Sunday	4:00 PM	Deschutes	Redmond	44.28099167	-121.1739111	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1593846	1	3	4	1301	September	2	2014	Tuesday	4:00 PM	Deschutes	Redmond	44.26306944	-121.1769778	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1593897	1	2	2	1387	September	16	2014	Tuesday	12:00 PM	Deschutes	Redmond	44.26958333	-121.1840667	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1593910	1	3	3	1411	September	22	2014	Monday	5:00 PM	Deschutes	Redmond	44.26948056	-121.1866944	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1593918	1	2	2	1424	September	24	2014	Wednesday	12:00 PM	Deschutes	Redmond	44.26961111	-121.1742611	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Rain	Wet	Daylight
1593977	1	1	1	1651	October	17	2014	Friday	5:00 PM	Deschutes	Redmond	44.27033333	-121.1720333	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Rain	Wet	Daylight
1595328	1	2	1	1532	October	12	2014	Sunday	9:00 AM	Deschutes	Redmond	44.27058889	-121.1732139	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1595649	1	2	2	1523	September	5	2014	Friday	7:00 AM	Deschutes	Redmond	44.26958333	-121.1840667	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1595653	1	2	2	1506	October	8	2014	Wednesday	6:00 PM	Deschutes	Redmond	44.26961111	-121.1742611	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1595662	1	2	2	1605	October	24	2014	Friday	4:00 PM	Deschutes	Redmond	44.26959167	-121.1774722	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1595667	1	2	2	1655	October	30	2014	Thursday	7:00 AM	Deschutes	Redmond	44.28099167	-121.1739111	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Cloudy	Wet	Daylight
1595694	1	2	2	1631	October	26	2014	Sunday	1:00 PM	Deschutes	Redmond	44.26975	-121.1715389	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1596773	1	2	2	1568	October	18	2014	Saturday	11:00 AM	Deschutes	Redmond	44.26975	-121.1715389	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1596876	1	4	4	1652	October	30	2014	Thursday	3:00 PM	Deschutes	Redmond	44.26821944	-121.1801722	Southwest Intersection Quadrant	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1596883	1	3	3	1538	October	13	2014	Monday	5:00 PM	Deschutes	Redmond	44.26306944	-121.1769778	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1597037	1	2	2	1600	October	23	2014	Thursday	6:00 AM	Deschutes	Redmond	44.28958611	-121.1813611	Inbound within 50 feet	Angle	Non-fatal injury crash	Rain	Wet	Dawn (Twilight)
1597101	1	2	3	1603	October	23	2014	Thursday	2:00 PM	Deschutes	Redmond	44.28099167	-121.1739111	Inbound within 50 feet	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight
1597356	1	2	2	1463	October	1	2014	Wednesday	2:00 PM	Deschutes	Redmond	44.27318056	-121.1732028	Midblock location	Sidewipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1597361	1	2	2	1464	October	1	2014	Wednesday	5:00 PM	Deschutes	Redmond	44.26268333	-121.171725	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Unknown	Unknown	Dusk (Twilight)
1597840	1	2	2	1517	October	10	2014	Friday	1:00 PM	Deschutes	Redmond	44.26458056	-121.1772222	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1597855	1	1	2	1520	October	10	2014	Friday	1:00 PM	Deschutes	Redmond	44.28202778	-121.1732333	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1597913	1	2	2	1541	October	13	2014	Monday	9:00 AM	Deschutes	Redmond	44.269625	-121.173325	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1597916	1	2	2	1543	October	14	2014	Tuesday	4:00 PM	Deschutes	Redmond	44.27655556	-121.17215	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1598048	1	2	2	1585	October	20	2014	Monday	7:00 AM	Deschutes	Redmond	44.27058889	-121.1732083	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Dawn (Twilight)
1598061	1	2	4	1589	October	22	2014	Wednesday	7:00 AM	Deschutes	Redmond	44.27845556	-121.1892333	Midblock location	Rear-End	Non-fatal injury crash	Cloudy	Wet	Dawn (Twilight)
1598200	1	2	2	1649	October	29	2014	Wednesday	10:00 AM	Deschutes	Redmond	44.28200833	-121.1769194	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1598262	1	1	1	1670	October	15	2014	Wednesday	12:00 PM	Deschutes	Redmond	44.27785556	-121.1992694	Midblock location	Miscellaneous	Property damage only crash (PDO)	Clear	Dry	Daylight
1598429	1	2	4	1701	November	6	2014	Thursday	5:00 PM	Deschutes	Redmond	44.28099167	-121.172722	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Darkness – with street lights
1598445	1	2	2	1707	November	7	2014	Friday	9:00 AM	Deschutes	Redmond	44.27653611	-121.1638611	Midblock location	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1598451	1	2	2	1709	November	7	2014	Friday	2:00 PM	Deschutes	Redmond	44.28099722	-121.1834667	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1598458	1	3	1	1711	November														

1599530	1	2	2	1939	December	11	2014	Thursday	1:00 PM	Deschutes	Redmond	44.2705833	-121.1774833	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1599601	1	1	2	1956	December	15	2014	Monday	1:00 PM	Deschutes	Redmond	44.25059889	-121.2278917	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Fog	Ice	Daylight
1599605	1	2	3	1960	December	15	2014	Monday	5:00 PM	Deschutes	Redmond	44.26307222	-121.1769861	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1599606	1	2	3	1961	December	15	2014	Monday	1:00 PM	Deschutes	Redmond	44.26306444	-121.1769778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Unknown	Wet	Daylight
1599610	1	2	2	1963	December	15	2014	Monday	8:00 AM	Deschutes	Redmond	44.2630644	-121.1769861	Midblock location	Sideswipe-meeting	Non-fatal injury crash	Cloudy	Ice	Daylight
1599627	1	2	2	1965	December	15	2014	Monday	8:00 AM	Deschutes	Redmond	44.26975833	-121.1715417	Midblock location	Rear-End	Non-fatal injury crash	Clear	Ice	Daylight
1599637	1	1	1	1969	December	15	2014	Monday	9:00 AM	Deschutes	Redmond	44.30075833	-121.17125	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Unknown	Ice	Daylight
1599638	1	2	2	1970	December	15	2014	Monday	7:00 AM	Deschutes	Redmond	44.25177222	-121.1844222	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Ice	Darkness – with street lights
1599653	1	3	4	1972	December	15	2014	Monday	6:00 AM	Deschutes	Redmond	44.24180278	-121.1922861	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Ice	Dawn (Twilight)
1599684	1	2	2	1978	December	16	2014	Tuesday	2:00 PM	Deschutes	Redmond	44.24233333	-121.2019833	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1599705	1	1	2	1982	December	16	2014	Tuesday	12:00 AM	Deschutes	Redmond	44.24180278	-121.1922861	Outbound within 50 feet	Fixed-Object or Other-Object	Non-fatal injury crash	Snow	Ice	Darkness – with street lights
1599755	1	2	2	1999	December	19	2014	Friday	11:00 AM	Deschutes	Redmond	44.27258056	-121.1698533	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1599789	1	2	2	2005	December	29	2014	Monday	9:00 AM	Deschutes	Redmond	44.26613889	-121.1756111	Inbound within 50 feet	Angle	Non-fatal injury crash	Clear	Ice	Daylight
1599817	1	2	3	2011	December	21	2014	Sunday	5:00 PM	Deschutes	Redmond	44.29846389	-121.17174	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1599835	1	2	3	2018	December	22	2014	Monday	8:00 AM	Deschutes	Redmond	44.26961389	-121.1742639	NW Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight
1599837	1	2	2	2019	December	22	2014	Monday	5:00 PM	Deschutes	Redmond	44.26373056	-121.1787667	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1599901	1	2	2	2043	December	25	2014	Thursday	7:00 PM	Deschutes	Redmond	44.26975566	-121.1715528	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1599925	1	2	3	2052	December	26	2014	Friday	10:00 PM	Deschutes	Redmond	44.28202778	-121.1743056	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1599930	1	3	1	2053	December	26	2014	Friday	9:00 PM	Deschutes	Redmond	44.27333889	-121.1753472	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1600030	1	2	2	2071	December	29	2014	Monday	1:00 PM	Deschutes	Redmond	44.26142222	-121.1688889	Inbound within 50 feet	Turning Movement	Non-fatal injury crash	Snow	Snow	Daylight
1600067	1	2	2	2085	December	29	2014	Monday	9:00 AM	Deschutes	Redmond	44.26924444	-121.1943056	Inbound within 50 feet	Turning Movement	Non-fatal injury crash	Clear	Ice	Daylight
1600087	1	2	2	2093	December	29	2014	Monday	12:00 PM	Deschutes	Redmond	44.27652222	-121.1753417	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Ice	Daylight
1600114	1	2	2	2105	December	29	2014	Monday	8:00 AM	Deschutes	Redmond	44.26142222	-121.1688889	Inbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Ice	Daylight
1600167	1	2	2	2109	December	29	2014	Monday	10:00 AM	Deschutes	Redmond	44.26142222	-121.1688889	Inbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Ice	Daylight
1600175	1	2	2	2115	December	29	2014	Monday	7:00 AM	Deschutes	Redmond	44.24419444	-121.1988056	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Snow	Ice	Dawn (Twilight)
1600185	1	2	2	2118	December	29	2014	Monday	1:00 PM	Deschutes	Redmond	44.27256111	-121.1721333	Inbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Snow	Ice	Daylight
1600200	1	2	3	2121	December	30	2014	Tuesday	1:00 PM	Deschutes	Redmond	44.26307222	-121.1697778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Ice	Daylight
1600262	1	2	2	2132	December	30	2014	Tuesday	3:00 PM	Deschutes	Redmond	44.27791389	-121.1742917	Midblock location	Turning Movement	Property damage only crash (PDO)	Unknown	Unknown	Dusk (Twilight)
1600277	1	2	2	2137	December	31	2014	Wednesday	3:00 PM	Deschutes	Redmond	44.26983333	-121.1716306	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Ice	Daylight
1600314	1	2	2	2149	December	22	2014	Monday	4:00 PM	Deschutes	Redmond	44.24504722	-121.1866917	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)
1600839	1	2	2	2126	December	30	2014	Tuesday	4:00 PM	Deschutes	Redmond	44.26186944	-121.1562026	Midblock location	Sideswipe-meeting	Non-fatal injury crash	Snow	Ice	Dusk (Twilight)
1600845	1	1	1	1505	August	16	2014	Saturday	8:00 PM	Deschutes	Redmond	44.27641667	-121.2043167	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)
1600849	1	2	6	1558	October	16	2014	Thursday	5:00 PM	Deschutes	Redmond	44.26841944	-121.1840167	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1600854	1	1	1	1608	October	24	2014	Friday	4:00 PM	Deschutes	Redmond	44.24978333	-121.1922806	NE Intersection Quadrant	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Daylight
1600867	1	2	1	1699	October	14	2014	Tuesday	2:00 PM	Deschutes	Redmond	44.25109167	-121.2043194	Outbound within 50 feet	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1600868	1	1	1	1777	November	15	2014	Saturday	4:00 PM	Deschutes	Redmond	44.28734722	-121.189115	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Snow	Ice	Daylight
1600878	1	1	1	1881	December	2	2014	Tuesday	7:00 PM	Deschutes	Redmond	44.2819	-121.1952472	Southeast Intersection Quadrant	Fixed-Object or Other-Object	Property damage only crash (PDO)	Fog	Unknown	Darkness – no street lights
1600883	1	2	1	1921	December	7	2014	Sunday	9:00 PM	Deschutes	Redmond	44.30339722	-121.1846861	Midblock location	Rear-End	Non-fatal injury crash	Rain	Wet	Darkness – no street lights
1600794	1	2	3	32	January	5	2015	Monday	9:00 AM	Deschutes	Redmond	44.26928333	-121.1912833	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1607118	1	2	2	34	January	6	2015	Tuesday	3:00 PM	Deschutes	Redmond	44.28430278	-121.1740972	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1607141	1	2	2	45	January	7	2015	Wednesday	8:00 AM	Deschutes	Redmond	44.27058611	-121.1742639	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Dawn (Twilight)
1607683	1	2	2	96	January	19	2015	Monday	3:00 PM	Deschutes	Redmond	44.27058889	-121.1752139	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1607738	1	2	2	106	January	21	2015	Wednesday	7:00 PM	Deschutes	Redmond	44.27058611	-121.1742639	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1607790	1	2	2	58	January	10	2015	Saturday	12:00 PM	Deschutes	Redmond	44.26963056	-121.1716306	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1607807	1	1	1	116	January	24	2015	Saturday	4:00 PM	Deschutes	Redmond	44.26920278	-121.17085472	Inbound within 50 feet	Non-collision	Non-fatal injury crash	Clear	Dry	Daylight
1608953	1	2	5	131	January	30	2015	Friday	9:00 AM	Deschutes	Redmond	44.26959167	-121.1735972	NW Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight
1608981	1	2	3	160	February	7	2015	Saturday	12:00 PM	Deschutes	Redmond	44.26959167	-121.177825	Southeast Intersection Quadrant	Sideswipe-overtaking	Non-fatal injury crash	Clear	Dry	Daylight
1608620	1	3	3	174	February	11	2015	Wednesday	1:00 PM	Deschutes	Redmond	44.25177222	-121.1844222	Inbound within 50 feet	Sideswipe-overtaking	Non-fatal injury crash	Clear	Dry	Daylight
1608641	1	2	2	172	February	9	2015	Monday	6:00 PM	Deschutes	Redmond	44.26934167	-121.1892361	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1608942	1	2	4	235	February	25	2015	Wednesday	5:00 PM	Deschutes	Redmond	44.26928333	-121.1912833	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1608992	1	2	2	197	February	15	2015	Sunday	3:00 AM	Deschutes	Redmond	44.30075833	-121.1706139	Outbound within 50 feet	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1611989	1	1	2	308	March	10	2015	Tuesday	7:00 PM	Deschutes	Redmond	44.27058611	-121.1742639	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1611998	1	2	5	325	March	15	2015	Sunday	6:00 PM	Deschutes	Redmond	44.27058611	-121.1742639	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1612066	1	2	6	323	March	14	2015	Saturday	11:00 AM	Deschutes	Redmond	44.27057778	-121.1747778	NE Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight
1612130	1	2	2	336	March	17	2015	Tuesday	5:00 PM	Deschutes	Redmond	44.26988056	-121.1739167	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1612459	1	2	3	350	March	21	2015	Saturday	9:00 AM	Deschutes	Redmond	44.27057778	-121.1747778	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1612514	1	2	3	363	March	20	2015	Friday	12:00 PM	Deschutes	Redmond	44.26963056	-121.1716306	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Unknown	Daylight
1612607	1	2	5	383	March	28	2015	Saturday	10:00 PM	Deschutes	Redmond	44.2819	-121.1843361	Midblock location	Rear-End	Non-fatal injury crash	Cloudy	Dry	Darkness – with street lights
1613044	1	2	3	407	April	1	2015	Wednesday	5:00 PM	Deschutes	Redmond	44.26928333	-121.1912833	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1613086	1	2	2	438	April	7	2015	Tuesday	5:00 PM	Deschutes	Redmond	44.28314167	-121.1732417	Midblock location	Sideswipe-overtaking	Non-fatal injury crash	Rain	Wet	Dusk (Twilight)
1613172	1	2	4	442	April	8	2015	Wednesday	7:00 PM	Deschutes	Redmond	44.25318889	-121.1834833	Inbound within 50 feet	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1613457	1	2	2	497	April	17	2015	Friday	10:00 AM	Deschutes	Redmond	44.26959167	-121.1795889	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1613560	1	2	2	498	February	6	2015	Friday	11:00 AM	Deschutes	Redmond	44.24816944	-121.1875306	Southwest Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1613634	1	2	3	528	April	24	2015	Friday	10:00 PM	Deschutes	Redmond	44.27271111	-121.1698139	Southwest Intersection Quadrant	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1616345	1	2	3	595	May	6	2015	Wednesday	6:00 AM	Deschutes	Redmond	44.26959167	-121.1795972	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Dawn (Twilight)
1616363	1	3	4	560	May	1	2015	Friday	4:00 PM	Deschutes	Redmond	44.25228611	-121.1840778	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1616410	1	2	2	589	May	5	2015	Tuesday	12:00 PM	Deschutes	Redmond	44.25318889	-121.1834833	Midblock location	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1616660	1	2	2	642	May	12	2015	Tuesday	7:00 AM	Deschutes	Redmond	44.26306944	-121.1769778	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Wet	Daylight
1616712	1	3	3	649	May	15	2015	Friday	4:00 PM	Deschutes	Redmond	44.26934444	-121.1718833	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1616723	1	2	2	653	May	15	2015	Friday	1:00 PM	Deschutes	Redmond	44.26952778	-121.174275	Southwest Intersection Quadrant	Pedestrian	Non-fatal injury crash	Clear	Dry	Daylight

1621274	1	3	7	1260	August	31	2015	Monday	3:00 PM	Deschutes	Redmond	44.26344722	-121.1833111	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1622780	1	3	3	1281	September	3	2015	Thursday	7:00 AM	Deschutes	Redmond	44.27257222	-121.1698778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1623027	1	2	2	1311	September	4	2015	Friday	11:00 AM	Deschutes	Redmond	44.26975	-121.1715389	NW Intersection Quadrant	Sideswipe-overtaking	Non-fatal injury crash	Clear	Dry	Daylight
1623660	1	2	3	1316	September	12	2015	Saturday	12:00 PM	Deschutes	Redmond	44.26939167	-121.1774722	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1623814	1	2	4	1354	September	16	2015	Wednesday	11:00 AM	Deschutes	Redmond	44.27741111	-121.1742639	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1623819	1	2	2	1356	September	16	2015	Wednesday	11:00 AM	Deschutes	Redmond	44.26920566	-121.2093361	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1623826	1	2	3	1358	September	16	2015	Wednesday	10:00 PM	Deschutes	Redmond	44.23724167	-121.1982083	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1624778	1	2	3	1406	September	26	2015	Saturday	7:00 PM	Deschutes	Redmond	44.2699167	-121.1774722	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1624789	1	2	2	1413	September	27	2015	Sunday	11:00 AM	Deschutes	Redmond	44.28104167	-121.1742972	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1624795	1	2	2	1420	September	28	2015	Monday	12:00 PM	Deschutes	Redmond	44.262675	-121.1772444	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1624802	1	2	2	1421	September	28	2015	Monday	3:00 PM	Deschutes	Redmond	44.26920566	-121.19935	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1624967	1	2	3	1386	September	22	2015	Tuesday	7:00 PM	Deschutes	Redmond	44.28918056	-121.1740056	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1625149	1	2	2	1438	October	1	2015	Thursday	4:00 PM	Deschutes	Redmond	44.25228333	-121.1775139	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1625167	1	2	3	1480	October	6	2015	Tuesday	10:00 AM	Deschutes	Redmond	44.27257222	-121.1698778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1625431	1	2	2	1505	October	12	2015	Monday	4:00 AM	Deschutes	Redmond	44.26309644	-121.1769778	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1625607	1	2	3	1567	October	14	2015	Wednesday	2:00 PM	Deschutes	Redmond	44.27011111	-121.1712944	Southeast Intersection Quadrant	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1625612	1	2	2	1568	October	20	2015	Tuesday	2:00 PM	Deschutes	Redmond	44.26958889	-121.1805778	Southwest Intersection Quadrant	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1625619	1	2	5	1591	October	24	2015	Saturday	3:00 PM	Deschutes	Redmond	44.2945	-121.1738889	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1625739	1	2	3	1612	October	28	2015	Wednesday	11:00 AM	Deschutes	Redmond	44.26920566	-121.19915	Southeast Intersection Quadrant	Rear-End	Non-fatal injury crash	Rain	Wet	Daylight
1625969	1	2	2	1633	November	1	2015	Sunday	6:00 PM	Deschutes	Redmond	44.24296111	-121.193975	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1625969	1	3	3	1635	November	2	2015	Monday	12:00 PM	Deschutes	Redmond	44.262675	-121.1772444	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight
1625984	1	2	2	1656	November	4	2015	Wednesday	3:00 PM	Deschutes	Redmond	44.26928333	-121.1912833	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1625996	1	2	2	1672	November	6	2015	Friday	8:00 AM	Deschutes	Redmond	44.26309644	-121.1769778	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1626004	1	2	15	1676	November	6	2015	Friday	8:00 PM	Deschutes	Redmond	44.25680278	-121.1811056	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1626017	1	2	3	1685	November	8	2015	Sunday	4:00 PM	Deschutes	Redmond	44.27058611	-121.1742639	NE Intersection Quadrant	Angle	Non-fatal injury crash	Rain	Wet	Dusk (Twilight)
1626021	1	2	4	1693	November	9	2015	Monday	12:00 PM	Deschutes	Redmond	44.26961111	-121.1742611	NE Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight
1626200	1	3	3	1714	November	11	2015	Wednesday	1:00 PM	Deschutes	Redmond	44.26975	-121.1715389	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Cloudy	Dry	Daylight
1626229	1	2	2	1723	November	13	2015	Friday	4:00 PM	Deschutes	Redmond	44.24985566	-121.1859222	Southeast Intersection Quadrant	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1626445	1	2	2	1760	November	18	2015	Wednesday	3:00 PM	Deschutes	Redmond	44.26924167	-121.1945	Outbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1626449	1	2	2	1771	November	19	2015	Thursday	3:00 PM	Deschutes	Redmond	44.2698333	-121.1840867	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
162698	1	2	2	90	January	18	2015	Sunday	8:00 AM	Deschutes	Redmond	44.27058611	-121.1742639	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1627004	1	2	2	95	January	19	2015	Monday	9:00 AM	Deschutes	Redmond	44.25770556	-121.1805111	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1627071	1	2	2	540	April	27	2015	Monday	2:00 PM	Deschutes	Redmond	44.2698333	-121.1840667	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight
1627114	1	2	2	1980	December	8	2015	Tuesday	10:00 AM	Deschutes	Redmond	44.26961111	-121.1742611	NE Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1627124	1	2	2	1991	December	10	2015	Thursday	9:00 PM	Deschutes	Redmond	44.25409167	-121.1828889	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1627185	1	2	3	1187	August	16	2015	Sunday	11:00 AM	Deschutes	Redmond	44.26920566	-121.2093361	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1627201	1	2	3	1752	November	20	2015	Friday	7:00 PM	Deschutes	Redmond	44.25099167	-121.1739111	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1627353	1	2	2	2058	December	18	2015	Friday	3:00 AM	Deschutes	Redmond	44.271525	-121.1619583	Southeast Intersection Quadrant	Head On	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1627464	1	2	2	2054	December	18	2015	Friday	12:00 PM	Deschutes	Redmond	44.28918056	-121.1740056	Inbound within 50 feet	Backing	Non-fatal injury crash	Clear	Dry	Daylight
1627737	1	2	3	2135	December	26	2015	Saturday	11:00 AM	Deschutes	Redmond	44.26309644	-121.1769778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1628006	1	3	2	2159	December	29	2015	Tuesday	6:00 PM	Deschutes	Redmond	44.28175833	-121.1732306	Midblock location	Sideswipe-overtaking	Non-fatal injury crash	Clear	Wet	Darkness – no street lights
1628017	1	2	2	2168	December	30	2015	Wednesday	8:00 PM	Deschutes	Redmond	44.26975	-121.1715389	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Fog	Dry	Darkness – no street lights
1630954	1	2	2	13	January	2	2015	Friday	8:00 AM	Deschutes	Redmond	44.27058611	-121.1742639	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Snow	Daylight
1630976	1	2	2	23	January	3	2015	Saturday	6:00 PM	Deschutes	Redmond	44.2945	-121.1738889	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1631394	1	2	2	107	January	21	2015	Wednesday	6:00 PM	Deschutes	Redmond	44.247525	-121.1881583	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Cloudy	Dry	Darkness – with street lights
1631637	1	1	1	145	February	5	2015	Thursday	10:00 PM	Deschutes	Redmond	44.30489167	-121.1731	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1631623	1	2	2	146	February	5	2015	Thursday	4:00 PM	Deschutes	Redmond	44.28629722	-121.174	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1631626	1	2	2	153	February	4	2015	Wednesday	12:00 PM	Deschutes	Redmond	44.25886667	-121.1797472	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1631634	1	2	2	161	February	7	2015	Saturday	11:00 AM	Deschutes	Redmond	44.26961111	-121.1742611	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1631640	1	2	2	168	February	10	2015	Tuesday	4:00 PM	Deschutes	Redmond	44.26929722	-121.1907722	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1631643	1	2	2	177	February	11	2015	Wednesday	5:00 PM	Deschutes	Redmond	44.24201389	-121.1935667	Inbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1631994	1	2	2	216	February	19	2015	Thursday	2:00 PM	Deschutes	Redmond	44.28961389	-121.1671861	Southwest Intersection Quadrant	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1632243	1	2	2	272	March	3	2015	Tuesday	6:00 PM	Deschutes	Redmond	44.2692	-121.2039806	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1632248	1	2	2	273	March	3	2015	Tuesday	4:00 PM	Deschutes	Redmond	44.259125	-121.179575	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1632254	1	2	2	286	March	2	2015	Monday	3:00 PM	Deschutes	Redmond	44.27041944	-121.1813056	Outbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1632268	1	2	2	298	March	9	2015	Monday	3:00 PM	Deschutes	Redmond	44.26961111	-121.1742611	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1632523	1	2	2	313	March	12	2015	Thursday	3:00 PM	Deschutes	Redmond	44.26999167	-121.1774722	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1632528	1	2	2	321	March	14	2015	Saturday	12:00 PM	Deschutes	Redmond	44.25228611	-121.1840778	Southwest Intersection Quadrant	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1632767	1	2	2	346	March	20	2015	Friday	4:00 PM	Deschutes	Redmond	44.28883056	-121.1673	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1632792	1	2	2	377	March	26	2015	Thursday	1:00 PM	Deschutes	Redmond	44.27255566	-121.1742778	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1632797	1	2	2	386	March	29	2015	Sunday	12:00 PM	Deschutes	Redmond	44.27269944	-121.1700389	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1632802	1	2	2	397	March	30	2015	Monday	7:00 AM	Deschutes	Redmond	44.26958056	-121.1836472	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1632810	1	1	1	399	March	31	2015	Tuesday	5:00 PM	Deschutes	Redmond	44.27258611	-121.1641028	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1636955	1	2	2	481	April	14	2015	Tuesday	11:00 AM	Deschutes	Redmond	44.24972222	-121.1860389	Southeast Intersection Quadrant	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1637298	1	1	1	531	April	25	2015	Saturday	4:00 AM	Deschutes	Redmond	44.26958889	-121.1805778	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1637414	1	1	1	554	April	30	2015	Thursday	3:00 PM	Deschutes	Redmond	44.272575	-121.1694389	NW Intersection Quadrant	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1637565	1	2	2	561	May	2	2015	Saturday	4:00 PM	Deschutes	Redmond	44.26958889	-121.180775	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1637573	1	2	2	571	May	3	2015	Sunday	3:00 PM	Deschutes	Redmond	44.26961111	-121.1742611	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1637941	1	2	2	676	May	21	2015	Thursday	4:00 PM	Deschutes	Redmond	44.24517222	-121.1904583	Midblock location	Rear-End	Property damage only crash (PDO)	Rain	Wet	Daylight
1638857	1	2	2	774	June	10	2015	Wednesday	5:00 PM	Deschutes	Redmond	44.28573333	-121.1714	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1639056	1	2	2	974															

1641293	1	2	2	1296	September	6	2015	Sunday	2:00 PM	Deschutes	Redmond	44.26958333	-121.1840667	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1641679	1	2	2	1450	October	2	2015	Friday	8:00 AM	Deschutes	Redmond	44.28883056	-121.1673	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1641689	1	2	2	1440	October	1	2015	Thursday	12:00 PM	Deschutes	Redmond	44.264245	-121.1732556	Southeast Intersection Quadrant	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1641705	1	2	2	1469	October	5	2015	Monday	9:00 AM	Deschutes	Redmond	44.26383533	-121.1830583	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1641928	1	1	1	1503	October	12	2015	Monday	9:00 AM	Deschutes	Redmond	44.2609167	-121.1779411	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1641839	1	2	2	1500	October	12	2015	Monday	5:00 PM	Deschutes	Redmond	44.30138056	-121.1719833	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1641847	1	2	2	1510	October	13	2015	Tuesday	9:00 AM	Deschutes	Redmond	44.26429444	-121.1761667	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1641999	1	2	2	1552	October	19	2015	Monday	9:00 AM	Deschutes	Redmond	44.26963056	-121.1716306	Outbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1642004	1	2	2	1575	October	22	2015	Thursday	7:00 AM	Deschutes	Redmond	44.26177222	-121.1844222	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1642099	1	1	1	1642	October	17	2015	Saturday	5:00 AM	Deschutes	Redmond	44.28883056	-121.1673	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Rain	Wet	Darkness – with street lights
1642226	1	2	2	1652	November	1	2015	Sunday	5:00 PM	Deschutes	Redmond	44.26921667	-121.1977333	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1642240	1	2	2	1660	November	4	2015	Wednesday	1:00 PM	Deschutes	Redmond	44.263975	-121.1715389	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Unknown	Unknown	Daylight
1642244	1	2	2	1666	November	5	2015	Thursday	3:00 PM	Deschutes	Redmond	44.24280833	-121.1929881	Southeast Intersection Quadrant	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1642506	1	1	1	1735	November	14	2015	Saturday	10:00 PM	Deschutes	Redmond	44.28377778	-121.1680833	Inbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1642643	1	2	2	1746	November	16	2015	Monday	5:00 PM	Deschutes	Redmond	44.29821944	-121.1735853	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1642649	1	2	2	1764	November	18	2015	Wednesday	5:00 PM	Deschutes	Redmond	44.26228333	-121.1775139	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1642652	1	3	3	1781	November	20	2015	Friday	4:00 PM	Deschutes	Redmond	44.26910833	-121.1721056	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1642658	1	2	2	1788	November	21	2015	Saturday	12:00 PM	Deschutes	Redmond	44.25149722	-121.1846333	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1642810	1	2	2	1791	November	23	2015	Monday	10:00 AM	Deschutes	Redmond	44.27155833	-121.1742889	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1643119	1	2	2	1888	November	28	2015	Saturday	9:00 AM	Deschutes	Redmond	44.28558533	-121.1714	Inbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Cloudy	Ice	Daylight
1643124	1	2	2	1894	November	28	2015	Saturday	12:00 PM	Deschutes	Redmond	44.27255556	-121.1742778	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Cloudy	Ice	Daylight
1643134	1	2	2	1908	November	30	2015	Monday	11:00 AM	Deschutes	Redmond	44.28736944	-121.1740028	Inbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Ice	Dry	Daylight
1643205	1	1	1	1920	November	29	2015	Sunday	1:00 PM	Deschutes	Redmond	44.30249444	-121.1729778	Midblock location	Non-collision	Property damage only crash (PDO)	Clear	Ice	Daylight
1643278	1	2	2	2145	November	25	2015	Wednesday	5:00 PM	Deschutes	Redmond	44.25177222	-121.1844222	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Ice	Dusk (Twilight)
1643344	1	2	2	1929	December	1	2015	Tuesday	11:00 AM	Deschutes	Redmond	44.29388056	-121.1738917	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Snow	Ice	Daylight
1643371	1	2	2	1962	December	5	2015	Saturday	1:00 PM	Deschutes	Redmond	44.26958889	-121.180775	NE Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1643463	1	2	2	1985	December	9	2015	Wednesday	1:00 PM	Deschutes	Redmond	44.265425	-121.1732556	Unknown	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1643468	1	2	2	1994	December	10	2015	Thursday	4:00 PM	Deschutes	Redmond	44.26375	-121.1765278	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)
1643790	1	2	2	2095	December	21	2015	Monday	8:00 PM	Deschutes	Redmond	44.27255556	-121.1732056	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1643792	1	2	2	2102	December	22	2015	Tuesday	5:00 PM	Deschutes	Redmond	44.25177222	-121.1844222	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Dry	Dry	Darkness – with street lights
1643801	1	2	2	2104	December	22	2015	Tuesday	10:00 PM	Deschutes	Redmond	44.28920556	-121.18935	Southeast Intersection Quadrant	Sideswipe-meeting	Property damage only crash (PDO)	Snow	Ice	Darkness – no street lights
1643857	1	2	2	2132	December	25	2015	Friday	8:00 AM	Deschutes	Redmond	44.27921111	-121.1742917	Southeast Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Ice	Daylight
1644022	1	2	2	2169	December	30	2015	Wednesday	7:00 AM	Deschutes	Redmond	44.24046389	-121.1950639	Midblock location	Turning Movement	Property damage only crash (PDO)	Cloudy	Snow	Daylight
1607753	1	2	2	109	January	21	2015	Wednesday	5:00 PM	Deschutes	Redmond	44.24546944	-121.1974639	Midblock location	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1613050	1	2	4	423	April	5	2015	Sunday	1:00 PM	Deschutes	Redmond	44.25842778	-121.1826056	NE Intersection Quadrant	Rear-End	Non-fatal injury crash	Cloudy	Dry	Daylight
1613072	1	2	2	436	April	7	2015	Tuesday	1:00 PM	Deschutes	Redmond	44.24431944	-121.198825	NE Intersection Quadrant	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1616325	1	2	2	562	May	2	2015	Saturday	10:00 PM	Deschutes	Redmond	44.25386389	-121.1869139	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1617124	1	2	3	690	May	23	2015	Saturday	4:00 PM	Deschutes	Redmond	44.29039889	-121.1891472	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1617888	1	2	2	753	June	5	2015	Friday	3:00 PM	Deschutes	Redmond	44.27886944	-121.1992611	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1619323	1	2	2	928	July	1	2015	Wednesday	6:00 PM	Deschutes	Redmond	44.24232778	-121.2019778	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1619725	1	2	3	1002	July	12	2015	Sunday	11:00 AM	Deschutes	Redmond	44.27654444	-121.1588083	Southwest Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1620842	1	1	2	1721	November	23	2015	Monday	5:00 PM	Deschutes	Redmond	44.2535	-121.1873667	Outbound within 50 feet	Pedestrian	Fatal crash	Cloudy	Dry	Darkness – with street lights
1623015	1	2	2	1303	September	8	2015	Tuesday	7:00 AM	Deschutes	Redmond	44.25830556	-121.2002972	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1624813	1	2	2	1425	September	29	2015	Tuesday	11:00 AM	Deschutes	Redmond	44.29098889	-121.1774772	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1625439	1	2	2	1517	October	15	2015	Thursday	3:00 PM	Deschutes	Redmond	44.29098889	-121.1774772	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1625447	1	2	2	1536	October	13	2015	Tuesday	7:00 PM	Deschutes	Redmond	44.2535	-121.1873667	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1625524	1	1	2	1605	October	27	2015	Tuesday	8:00 PM	Deschutes	Redmond	44.263725	-121.1878694	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Cloudy	Dry	Darkness – with street lights
1626238	1	2	2	1742	November	15	2015	Sunday	5:00 PM	Deschutes	Redmond	44.25459722	-121.1860028	Midblock location	Pedestrian	Non-fatal injury crash	Cloudy	Dry	Darkness – no street lights
1626456	1	2	3	1780	November	20	2015	Friday	12:00 PM	Deschutes	Redmond	44.24107778	-121.1911278	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1626850	1	1	3	1891	November	28	2015	Saturday	6:00 PM	Deschutes	Redmond	44.25341944	-121.1992694	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Fog	Ice	Darkness – no street lights
1627577	1	1	1	1267	August	15	2015	Saturday	10:00 PM	Deschutes	Redmond	44.24821111	-121.1732333	Outbound within 50 feet	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1628011	1	2	2	2167	December	30	2015	Wednesday	12:00 PM	Deschutes	Redmond	44.26808889	-121.1785083	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Dry	Daylight
1631593	1	2	2	140	February	1	2015	Sunday	3:00 PM	Deschutes	Redmond	44.29394444	-121.171825	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1632004	1	2	2	236	February	26	2015	Thursday	9:00 AM	Deschutes	Redmond	44.25190556	-121.1894778	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1636730	1	2	2	422	February	7	2015	Saturday	1:00 PM	Deschutes	Redmond	44.24409811	-121.1991806	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1638544	1	2	2	472	April	13	2015	Monday	12:00 PM	Deschutes	Redmond	44.28298111	-121.1786139	Inbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1637583	1	2	2	606	May	7	2015	Thursday	6:00 PM	Deschutes	Redmond	44.29100833	-121.1638528	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1637890	1	2	2	632	May	11	2015	Monday	6:00 AM	Deschutes	Redmond	44.25786944	-121.1830528	Midblock location	Rear-End	Property damage only crash (PDO)	Rain	Wet	Daylight
1640141	1	2	2	1086	July	30	2015	Thursday	12:00 PM	Deschutes	Redmond	44.26209444	-121.1791806	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1640223	1	2	2	1111	August	4	2015	Tuesday	1:00 PM	Deschutes	Redmond	44.29100833	-121.1638528	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1640504	1	2	2	1184	August	15	2015	Saturday	11:00 AM	Deschutes	Redmond	44.26209444	-121.1791806	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1641093	1	2	2	1257	August	31	2015	Monday	10:00 PM	Deschutes	Redmond	44.26808889	-121.1765083	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1641414	1	2	2	1378	September	21	2015	Monday	11:00 AM	Deschutes	Redmond	44.28326944	-121.1775444	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1641559	1	1	1	1494	August	7	2015	Friday	10:00 PM	Deschutes	Redmond	44.24914722	-121.1930917	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – with street lights
1641673	1	2	2	1441	October	1	2015	Thursday	5:00 PM	Deschutes	Redmond	44.24821111	-121.1732333	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1641700	1	2	2	1452	October	2	2015	Friday	3:00 PM	Deschutes	Redmond	44.263725	-121.1787694	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1641849	1	2	2	1530	October	16	2015	Friday	5:00 PM	Deschutes	Redmond	44.29100833	-121.1638528	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1642435	1	1	1	1680	November	7	2015	Saturday	Unknown Time	Deschutes	Redmond	44.25363611	-121.1992722	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Unknown	Unknown	Unknown
1642439	1	3	3	1703	November	10	2015	Tuesday	7:00 AM	Deschutes	Redmond	44.26183056	-121.1715889	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1642844	1	2	2	1758	November	17	2015	Tuesday	1:00 PM	Deschutes	Redmond	44.29098889	-121.1774772	Southwest Intersection Quadrant	Angle</				

1626193	1	2	2	1709	November	11	2015	Wednesday	8:00 PM	Deschutes	Redmond	44.2620611	-121.1845361	Midblock location	Turning Movement	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1626233	1	2	3	1739	November	14	2015	Saturday	11:00 AM	Deschutes	Redmond	44.2795444	-121.1892222	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1626478	1	4	4	1801	November	24	2015	Tuesday	2:00 PM	Deschutes	Redmond	44.2603194	-121.1942278	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Snow	Snow	Daylight
1626840	1	2	2	1871	November	28	2015	Saturday	3:00 PM	Deschutes	Redmond	44.2755194	-121.1753583	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Cloudy	Ice	Daylight
1626948	1	2	3	1877	November	28	2015	Saturday	5:00 PM	Deschutes	Redmond	44.2565278	-121.1941917	NE Intersection Quadrant	Turning Movement	Non-fatal injury crash	Cloudy	Ice	Darkness – no street lights
1627078	1	2	3	1964	December	7	2015	Monday	5:00 PM	Deschutes	Redmond	44.2755194	-121.1753583	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Cloudy	Wet	Darkness – no street lights
1627120	1	2	2	1990	December	9	2015	Wednesday	11:00 AM	Deschutes	Redmond	44.278525	-121.1721361	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Wet	Daylight
1627342	1	2	2	2041	March	6	2015	Friday	9:00 AM	Deschutes	Redmond	44.25475278	-121.194175	NW Intersection Quadrant	Turning Movement	Non-fatal injury crash	Clear	Wet	Daylight
1631388	1	2	2	98	January	20	2015	Tuesday	11:00 AM	Deschutes	Redmond	44.28918889	-121.1682917	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1631997	1	2	2	217	February	19	2015	Thursday	2:00 PM	Deschutes	Redmond	44.25477222	-121.1907167	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1636964	1	2	2	491	April	16	2015	Thursday	12:00 PM	Deschutes	Redmond	44.28737778	-121.1707056	Midblock location	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1637902	1	1	1	639	May	13	2015	Wednesday	9:00 PM	Deschutes	Redmond	44.30183333	-121.1687833	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Cloudy	Dry	Darkness – no street lights
1638314	1	2	1	736	June	1	2015	Monday	12:00 PM	Deschutes	Redmond	44.25839722	-121.1902444	Outbound within 50 feet	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight
1638322	1	2	2	766	June	7	2015	Sunday	3:00 PM	Deschutes	Redmond	44.25475278	-121.194175	Inbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1639340	1	2	2	893	June	26	2015	Friday	4:00 PM	Deschutes	Redmond	44.28918889	-121.1682917	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1640239	1	2	2	1142	August	9	2015	Sunday	12:00 PM	Deschutes	Redmond	44.273	-121.18925	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1641149	1	2	2	936	July	2	2015	Thursday	5:00 PM	Deschutes	Redmond	44.28066667	-121.1892139	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1641424	1	1	1	1388	September	22	2015	Tuesday	4:00 PM	Deschutes	Redmond	44.28918889	-121.1682917	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight
1642067	1	2	2	1614	October	29	2015	Thursday	1:00 PM	Deschutes	Redmond	44.2755194	-121.1753583	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1642214	1	2	2	1637	November	2	2015	Monday	4:00 PM	Deschutes	Redmond	44.25477778	-121.1872167	NW Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Rain	Wet	Dusk (Twilight)
1643130	1	2	2	1901	November	30	2015	Monday	3:00 PM	Deschutes	Redmond	44.2692833	-121.1912833	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Cloudy	Ice	Daylight
1643370	1	2	1	1948	December	3	2015	Thursday	11:00 AM	Deschutes	Redmond	44.24831389	-121.2043583	Inbound within 50 feet	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1643458	1	2	2	1965	December	7	2015	Monday	5:00 PM	Deschutes	Redmond	44.27642222	-121.2093917	NW Intersection Quadrant	Angle	Property damage only crash (PDO)	Cloudy	Wet	Darkness – with street lights
1617632	1	2	2	660	May	19	2015	Tuesday	4:00 PM	Deschutes	Redmond	44.26685833	-121.1896639	Southeast Intersection Quadrant	Turning Movement	Non-fatal injury crash	Cloudy	Wet	Daylight
1620737	1	4	2	1180	August	15	2015	Saturday	10:00 PM	Deschutes	Redmond	44.26312778	-121.1876528	Midblock location	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1628027	1	1	1	2188	October	14	2015	Wednesday	2:00 PM	Deschutes	Redmond	44.27921389	-121.1753694	NE Intersection Quadrant	Non-collision	Non-fatal injury crash	Clear	Dry	Daylight
1636990	1	2	2	508	April	20	2015	Monday	8:00 AM	Deschutes	Redmond	44.27831667	-121.1775111	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1640513	1	2	2	1204	August	20	2015	Thursday	4:00 PM	Deschutes	Redmond	44.27921389	-121.1753694	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1643459	1	2	2	1968	December	7	2015	Monday	3:00 PM	Deschutes	Redmond	44.27741667	-121.1775	Southeast Intersection Quadrant	Angle	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1607728	1	2	2	101	January	21	2015	Wednesday	12:00 PM	Deschutes	Redmond	44.2888889	-121.1819278	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1608344	1	3	1	143	February	2	2015	Monday	8:00 PM	Deschutes	Redmond	44.27279167	-121.1686306	Outbound within 50 feet	Head-On	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1608357	1	2	2	166	February	10	2015	Tuesday	8:00 AM	Deschutes	Redmond	44.28918056	-121.1722194	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1614131	1	1	1	361	March	22	2015	Sunday	1:00 AM	Deschutes	Redmond	44.28826389	-121.1764417	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Darkness – no street lights
1616897	1	1	1	648	May	14	2015	Thursday	11:00 PM	Deschutes	Redmond	44.26281111	-121.1910833	Midblock location	Fixed-Object or Other-Object	Non-fatal injury crash	Rain	Wet	Darkness – no street lights
1617497	1	2	3	718	May	28	2015	Thursday	4:00 PM	Deschutes	Redmond	44.28201667	-121.1753694	NW Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1618668	1	2	3	814	May	8	2015	Friday	7:00 PM	Deschutes	Redmond	44.26679444	-121.1960806	Midblock location	Angle	Non-fatal injury crash	Clear	Dry	Dusk (Twilight)
1622378	1	1	2	963	July	5	2015	Sunday	7:00 PM	Deschutes	Redmond	44.24926389	-121.2072556	Southeast Intersection Quadrant	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1622397	1	2	2	925	July	1	2015	Wednesday	12:00 PM	Deschutes	Redmond	44.28014167	-121.1863093	Midblock location	Angle	Non-fatal injury crash	Clear	Dry	Daylight
1625153	1	2	2	1453	October	2	2015	Friday	3:00 PM	Deschutes	Redmond	44.27155833	-121.181925	Outbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1627517	1	2	2	1638	November	2	2015	Monday	6:00 AM	Deschutes	Redmond	44.264475	-121.2029139	Midblock location	Turning Movement	Non-fatal injury crash	Clear	Dry	Dawn (Twilight)
1627551	1	2	2	1044	July	21	2015	Tuesday	6:00 AM	Deschutes	Redmond	44.2755444	-121.1623611	Inbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight
1627762	1	3	1	1264	August	30	2015	Sunday	1:00 AM	Deschutes	Redmond	44.26016944	-121.1929694	Outbound within 50 feet	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness – with street lights
1631168	1	2	1	89	January	18	2015	Sunday	7:00 PM	Deschutes	Redmond	44.27890556	-121.1785972	Midblock location	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1632944	1	1	1	362	March	14	2015	Saturday	1:00 AM	Deschutes	Redmond	44.24954167	-121.2093889	Midblock location	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1637268	1	2	1	515	April	4	2015	Saturday	5:00 AM	Deschutes	Redmond	44.25059667	-121.1941306	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Wet	Darkness – no street lights
1637594	1	3	1	607	May	7	2015	Thursday	3:00 AM	Deschutes	Redmond	44.28594167	-121.2002667	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Cloudy	Dry	Darkness – no street lights
1637925	1	2	2	671	May	21	2015	Thursday	12:00 PM	Deschutes	Redmond	44.28375556	-121.1753806	Southwest Intersection Quadrant	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1639220	1	2	2	495	April	17	2015	Friday	7:00 AM	Deschutes	Redmond	44.28728889	-121.1917556	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1641085	1	2	2	1246	August	28	2015	Friday	12:00 PM	Deschutes	Redmond	44.27155833	-121.1764222	Southwest Intersection Quadrant	Angle	Property damage only crash (PDO)	Cloudy	Dry	Daylight
1641135	1	2	1	647	May	14	2015	Thursday	3:00 PM	Deschutes	Redmond	44.24210633	-121.203	Midblock location	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1641451	1	2	2	1399	September	24	2015	Thursday	5:00 PM	Deschutes	Redmond	44.26618333	-121.2024833	Midblock location	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight
1641454	1	2	1	1375	September	21	2015	Monday	7:00 AM	Deschutes	Redmond	44.28410633	-121.1852167	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Dawn (Twilight)
1641458	1	2	1	1334	September	14	2015	Monday	5:00 PM	Deschutes	Redmond	44.28305556	-121.1998028	Midblock location	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1641478	1	2	2	1382	September	21	2015	Monday	7:00 AM	Deschutes	Redmond	44.2524722	-121.18135	NE Intersection Quadrant	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight
1642003	1	1	1	1565	October	21	2015	Wednesday	2:00 AM	Deschutes	Redmond	44.26556667	-121.1853472	Outbound within 50 feet	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Darkness – no street lights
1642458	1	2	1	1560	October	6	2015	Tuesday	10:00 AM	Deschutes	Redmond	44.29378611	-121.1620722	Midblock location	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight
1643114	1	2	2	1880	November	28	2015	Saturday	4:00 PM	Deschutes	Redmond	44.27058889	-121.1753583	Inbound within 50 feet	Rear-End	Property damage only crash (PDO)	Snow	Ice	Dusk (Twilight)
1643938	1	2	2	1945	December	2	2015	Wednesday	9:00 AM	Deschutes	Redmond	44.28308889	-121.1620806	Inbound within 50 feet	Turning Movement	Property damage only crash (PDO)	Clear	Ice	Daylight
1643961	1	2	1	2103	December	22	2015	Tuesday	9:00 AM	Deschutes	Redmond	44.2889444	-121.1834806	Outbound within 50 feet	Rear-End	Property damage only crash (PDO)	Snow	Ice	Darkness – no street lights

### Summary of Crashes within the Redmond UGB (2011-2015)

Crash Severity	Frequency	%	Collision Type	Frequency	%
Property Damage Only	610	47.73%	Angle	290	22.69%
Injury C	427	33.41%	Backing	20	1.56%
Injury B	205	16.04%	Fixed-Object or Other-Object	110	8.61%
Injury A	30	2.35%	Head-On	5	0.39%
Fatal	6	0.47%	Non-collision	20	1.56%
<b>Road Conditions</b>	<b>Frequency</b>	<b>%</b>	Parking	5	0.39%
Dry	1065	83.33%	Pedestrian	19	1.49%
Ice	101	7.90%	Rear-End	420	32.86%
Snow	30	2.35%	Sideswipe-meeting	16	1.25%
Wet	64	5.01%	Sideswipe-overtaking	76	5.95%
Unknown	18	1.41%	Turning Movement	284	22.22%
<b>Light Conditions</b>	<b>Frequency</b>	<b>%</b>	Miscellaneous	13	1.02%
Daylight	979	76.60%	<b>Weather Conditions</b>	<b>Frequency</b>	<b>%</b>
Darkness – no street lights	175	13.69%	Clear	1002	78.40%
Darkness – with street lights	44	3.44%	Cloudy	141	11.03%
Twilight (Dusk and Dawn)	78	6.10%	Fog	7	0.55%
Unknown	2	0.16%	Rain	48	3.76%
	<b>Frequency</b>	<b>%</b>	Sleet	2	0.16%
Alcohol Involved	69	5.40%	Snow	52	4.07%
Drugs Involved	15	1.17%	Unknown	26	2.03%
Hit and Run	62	4.85%			
Excessive Speed Involved	84	6.57%			

\*Includes Redmond South US 97 Corridor Plan area crashes



## Study Segment Crash Data

Roadway	Segment Boundaries	Length (miles)	ADT	Functional Class.	Average Statewide Crash Rate	Crash Rate (2011-2015 average)	Crash Type						Crash Severity			Total
							Rear end	Side swipe	Angle/ Turning Movement	Fixed Object	Non Collision	Misc.	PDO	Injury	Fatal	
US 97	Yew Avenue to south City Limits	<i>Redmond South US 97 Corridor Plan</i>														
US 97	Highland Avenue to Veterans Way	0.5	31,120	Other Principal Arterial	1.55	0.70	2	1	0	1	0	0	3	1	0	4
US 97	Canal Boulevard to north City Limits	0.33	26,628	Other Principal Arterial	1.55	1.87	0	2	1	2	1	0	5	1	0	6
OR 126	SW 35 <sup>th</sup> Street to SW 27 <sup>th</sup> Street	0.5	13,373	Other Principal Arterial	1.55	2.05	2	0	1	1	0	1	5	0	0	5
OR 126	Veterans Way to east City Limits	0.96	7,280	Other Principal Arterial	1.55	0.78	0	0	0	0	2	0	1	1	0	2
Canal Boulevard	SW 27 <sup>th</sup> Street to Badger Avenue	0.82	6,493	Urban Minor Arterial	3.22	2.57	4	0	1	0	0	0	2	3	0	5

**Summary of Crashes within the Redmond UGB (2011-2015)**

Crash Severity	Frequency	%	Collision Type	Frequency	%
Property Damage Only	610	47.73%	Angle	290	22.46%
Injury C	427	33.41%	Backing	20	1.55%
Injury B	205	16.04%	Fixed-Object or Other-Object	110	8.52%
Injury A	30	2.35%	Head-On	5	0.39%
Fatal	6	0.47%	Non-collision	20	1.55%
Road Conditions	Frequency	%	Parking	5	0.39%
Dry	1065	83.33%	Pedestrian	19	1.47%
Ice	101	7.90%	Bicycle	13	1.01%
Snow	30	2.35%	Rear-End	420	32.53%
Wet	64	5.01%	Sideswipe-meeting	16	1.24%
Unknown	18	1.41%	Sideswipe-overtaking	76	5.89%
Light Conditions	Frequency	%	Turning Movement	284	22.00%
Daylight	979	76.60%	Miscellaneous	13	1.01%
Darkness – no street lights	175	13.69%	Weather Conditions	Frequency	%
Darkness – with street lights	44	3.44%	Clear	1002	78.40%
Twilight (Dusk and Dawn)	78	6.10%	Cloudy	141	11.03%
Unknown	2	0.16%	Fog	7	0.55%
	Frequency	%	Rain	48	3.76%
Alcohol Involved	69	5.40%	Sleet	2	0.16%
Drugs Involved	15	1.17%	Snow	52	4.07%
Hit and Run	62	4.85%	Unknown	26	2.03%
Excessive Speed Involved	84	6.57%			

\*Includes Redmond South US 97 Corridor Plan area crashes

## Study Segment Crash Data

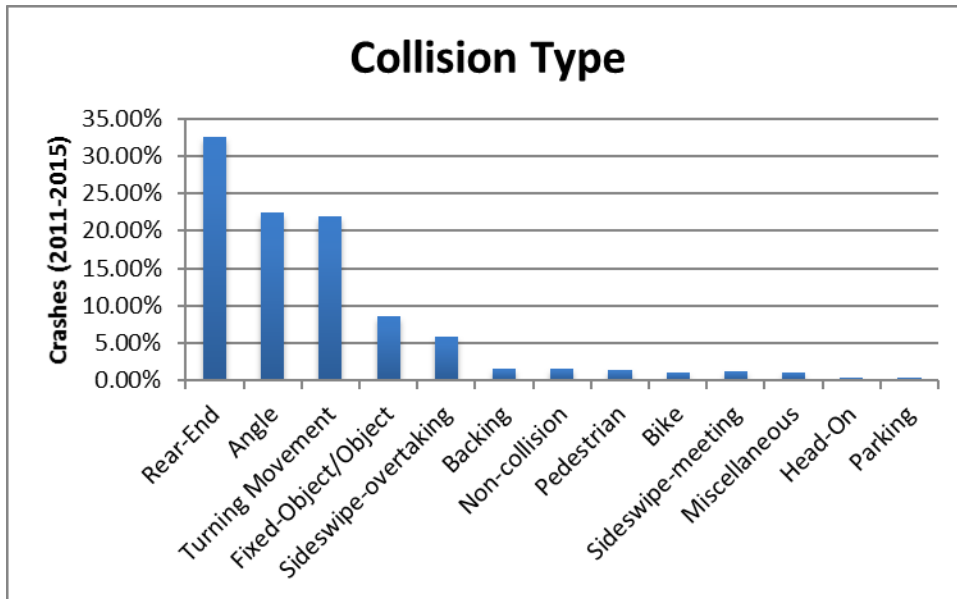
Roadway	Segment Boundaries	Length (miles)	ADT	Functional Class.	Average Statewide Crash Rate (2011-2015)	Crash Rate (2011-2015 average)	Crash Type						Crash Severity			Total
							Rear end	Side swipe	Angle/ Turning Movement	Fixed Object	Non Collision	Misc.	PDO	Injury	Fatal	
US 97	Yew Avenue to south City Limits	<i>Redmond South US 97 Corridor Plan</i>														
US 97	Highland Avenue to Veterans Way	0.5	31,120	Other Principal Arterial	1.55	0.70	2	1	0	1	0	0	3	1	0	4
US 97	Canal Boulevard to north City Limits	0.33	26,628	Other Principal Arterial	1.55	1.87	0	2	1	2	1	0	5	1	0	6
OR 126	SW 35 <sup>th</sup> Street to SW 27 <sup>th</sup> Street	0.5	13,373	Other Principal Arterial	1.55	2.05	2	0	1	1	0	1	5	0	0	5
OR 126	Veterans Way to east City Limits	0.96	7,280	Other Principal Arterial	1.55	0.78	0	0	0	0	2	0	1	1	0	2
Canal Boulevard	SW 27 <sup>th</sup> Street to Badger Avenue	0.82	6,493	Urban Minor Arterial	3.22	2.57	4	0	1	0	0	0	2	3	0	5

Appendix H – Study  
Intersection Crash Type  
and Severity

## Study Intersection Crash Type and Severity

ID	Intersection Name	Crash Type								Severity			Total
		Rear-End	Turning	Angle	Fixed-Object	Pedestrian	Bicycle	Sideswipe	Other	Fatal & Severe Injury (K+A)	Moderate & Minor Injury (B+C)	PDO* (O)	
1	NW Canal Blvd/US 97 NB Ramp	0	1	0	0	0	0	0	0	0	1	0	1
2	NW Canal Blvd/US 97 SB Ramp	0	0	0	2	0	0	0	0	0	0	2	2
3	NW Maple Ave/NW 19 <sup>th</sup> St	0	0	1	0	0	0	0	0	0	1	0	1
4	NW Maple Ave/NW 6 <sup>th</sup> St	16	10	3	1	1	0	0	2	1	18	14	33
5	NW Larch Ave/NW Canal Blvd	0	1	3	2	0	0	0	0	0	2	4	6
6	NE Hemlock Ave/NE 9 <sup>th</sup> St	1	0	0	0	0	0	0	0	0	0	1	1
7	W Antler Ave/SW Helmholtz Way	0	0	0	0	0	0	0	0	0	0	0	0
8	W Antler Ave/SW 27 <sup>th</sup> St	0	0	1	0	0	0	0	0	0	0	1	1
9	W Antler Ave/SW Rimrock Way	6	3	0	1	0	0	0	0	0	3	7	10
10	SW Black Butte Blvd/SW 6 <sup>th</sup> St	1	1	2	0	0	0	0	0	0	2	2	4
11	SW Black Butte Blvd/SW 5 <sup>th</sup> St	1	4	0	0	0	0	0	0	0	2	3	5
12	E Antler Ave/NE 9 <sup>th</sup> St	0	0	1	0	0	0	0	0	0	1	0	1
13	SW Evergreen Ave/SW 6 <sup>th</sup> St	2	2	0	0	1	0	2	2	0	3	6	9
14	SW Evergreen Ave/SW 5 <sup>th</sup> St	4	1	11	1	0	0	1	0	0	9	9	18
15	SW Evergreen Ave/US 97	23	1	2	1	0	0	0	0	1	18	8	27
16	OR 126 (SW Glacier Ave)/ SW 11 <sup>th</sup> St	0	1	2	0	0	0	0	0	0	0	3	3
17	OR 126 (SW Glacier Ave)/SW 9 <sup>th</sup> St	1	4	2	0	0	0	0	1	0	3	5	8
18	OR 126 (SW Glacier Ave)/SW 6 <sup>th</sup> St	<i>Analyzed as Part of South Redmond US 97 Corridor Plan</i>											
19	OR 126 (SW Glacier Ave)/SW 5 <sup>th</sup> St	<i>Analyzed as Part of South Redmond US 97 Corridor Plan</i>											
20	OR 126 (SW Glacier/Highland Ave)/US 97	<i>Analyzed as Part of South Redmond US 97 Corridor Plan</i>											
21	OR 126 (SW Highland Ave)/ SW Helmholtz Way	0	0	0	0	0	0	0	0	0	0	0	0
22	OR 126 (SW Highland Ave)/SW 27 <sup>th</sup> St	13	2	1	1	0	0	1	0	0	9	9	18
23	OR 126 (SW Highland Ave)/SW Rimrock Way	13	18	2	2	2	0	0	0	0	22	15	37

ID	Intersection Name	Crash Type								Severity			Total
		Rear-End	Turning	Angle	Fixed-Object	Pedestrian	Bicycle	Sideswipe	Other	Fatal & Severe Injury (K+A)	Moderate & Minor Injury (B+C)	PDO* (O)	
24	OR 126 (SW Highland Ave)/SW 15 <sup>th</sup> St	5	11	2	2	1	1	1	0	0	10	12	22
25	OR 126 (SW Highland Ave)/SW 11 <sup>th</sup> St	3	1	6	0	0	0	0	0	0	9	1	10
26	OR 126 (SW Highland Ave)/SW 9 <sup>th</sup> St	5	0	7	0	0	0	2	0	1	8	5	14
27	OR 126 (SW Highland Ave)/SW 6 <sup>th</sup> St	Analyzed as Part of South Redmond US 97 Corridor Plan											
28	OR 126 (SW Highland Ave)/SW 5 <sup>th</sup> St	Analyzed as Part of South Redmond US 97 Corridor Plan											
29	OR 126/SE 9 <sup>th</sup> St (McCaffrey Rd)	0	0	0	0	0	0	0	0	0	0	0	0
30	SW Obsidian Ave/SW 27 <sup>th</sup> St	0	0	0	1	1	0	0	0	1	0	1	2
31	SW Obsidian Ave/SW 23 <sup>rd</sup> St	0	1	1	0	1	1	0	0	0	2	1	3
32	SW Veterans Way/SW Canal Blvd	4	5	1	1	0	0	0	0	0	4	7	11
33	SW Veterans Way/US 97	Analyzed as Part of South Redmond US 97 Corridor Plan											
34	SW Veterans Way/SE Airport Way	0	0	0	1	0	0	0	0	0	1	0	1
35	SW Veterans Way/OR 126	0	1	0	1	0	0	0	1	1	1	1	3
36	SW Salmon Ave/SW 27 <sup>th</sup> St	0	0	2	0	0	0	0	0	0	0	2	2
37	SW Odem Medo Way/SW Canal Blvd	Analyzed as Part of South Redmond US 97 Corridor Plan											
38	SW Odem Medo Way/US 97	Analyzed as Part of South Redmond US 97 Corridor Plan											
39	SW Wickiup Ave/SW Helmholtz Way	0	2	3	1	0	0	0	0	0	3	3	6
40	SW Wickiup Ave/SW 27 <sup>th</sup> St	0	1	2	0	0	0	0	0	0	2	1	3
41	SW Canal Blvd/SW 27 <sup>th</sup> St	4	1	4	2	0	0	0	0	0	2	9	11
42	SW Yew Ave/US 97 SB Ramp	Analyzed as Part of South Redmond US 97 Corridor Plan											
43	SE Airport Way/US 97 NB Ramp	Analyzed as Part of South Redmond US 97 Corridor Plan											
44	SE Airport Way/NE 19 <sup>th</sup> St	0	0	0	0	0	0	0	0	0	0	0	0
45	S Canal Blvd/SW Helmholtz Way	0	0	0	8	0	0	0	1	2	4	3	9



**Collision Type during Study Period (2011-2015)**

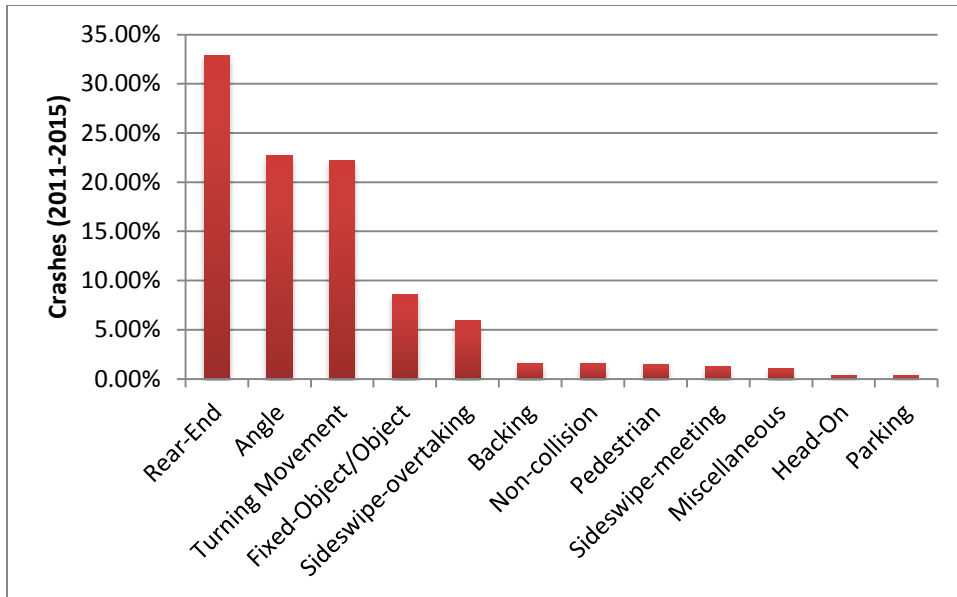
Appendix H – Study  
Intersection Crash Type  
and Severity



### Study Intersection Crash Type and Severity

ID	Intersection Name	Crash Type							Severity			Total
		Rear-End	Turning	Angle	Fixed-Object	Pedestrian/Bicycle	Sideswipe	Other	Fatal & Severe Injury (K+A)	Moderate & Minor Injury (B+C)	PDO* (O)	
1	NW Canal Blvd/US 97 NB Ramp	0	1	0	0	0	0	0	0	1	0	1
2	NW Canal Blvd/US 97 SB Ramp	0	0	0	2	0	0	0	0	0	2	2
3	NW Maple Ave/NW 19 <sup>th</sup> St	0	0	1	0	0	0	0	0	1	0	1
4	NW Maple Ave/NW 6 <sup>th</sup> St	16	10	3	1	1	0	2	1	18	14	33
5	NW Larch Ave/NW Canal Blvd	0	1	3	2	0	0	0	0	2	4	6
6	NE Hemlock Ave/NE 9 <sup>th</sup> St	1	0	0	0	0	0	0	0	0	1	1
7	W Antler Ave/SW Helmholtz Way	0	0	0	0	0	0	0	0	0	0	0
8	W Antler Ave/SW 27 <sup>th</sup> St	0	0	1	0	0	0	0	0	0	1	1
9	W Antler Ave/SW Rimrock Way	6	3	0	1	0	0	0	0	3	7	10
10	SW Black Butte Blvd/SW 6 <sup>th</sup> St	1	1	2	0	0	0	0	0	2	2	4
11	SW Black Butte Blvd/SW 5 <sup>th</sup> St	1	4	0	0	0	0	0	0	2	3	5
12	E Antler Ave/NE 9 <sup>th</sup> St	0	0	1	0	0	0	0	0	1	0	1
13	SW Evergreen Ave/SW 6 <sup>th</sup> St	2	2	0	0	1	2	2	0	3	6	9
14	SW Evergreen Ave/SW 5 <sup>th</sup> St	4	1	11	1	0	1	0	0	9	9	18
15	SW Evergreen Ave/US 97	23	1	2	1	0	0	0	1	18	8	27
16	OR 126 (SW Glacier Ave)/ SW 11 <sup>th</sup> St	0	1	2	0	0	0	0	0	0	3	3
17	OR 126 (SW Glacier Ave)/SW 9 <sup>th</sup> St	1	4	2	0	0	0	1	0	3	5	8
18	OR 126 (SW Glacier Ave)/SW 6 <sup>th</sup> St	1	3	23	0	0	1	0	0	18	10	28
19	OR 126 (SW Glacier Ave)/SW 5 <sup>th</sup> St	2	1	8	0	0	0	0	0	7	4	11
20	OR 126 (SW Glacier/Highland Ave)/US 97	22	12	1	1	0	1	1	1	22	15	38
21	OR 126 (SW Highland Ave)/ SW Helmholtz Way	0	0	0	0	0	0	0	0	0	0	0
22	OR 126 (SW Highland Ave)/SW 27 <sup>th</sup> St	13	2	1	1	0	1	0	0	9	9	18
23	OR 126 (SW Highland Ave)/SW Rimrock Way	13	18	2	2	2	0	0	0	22	15	37
24	OR 126 (SW Highland Ave)/SW	5	11	2	2	1	1	0	0	10	12	22

	15 <sup>th</sup> St											
25	OR 126 (SW Highland Ave)/SW 11 <sup>th</sup> St	3	1	6	0	0	0	0	0	9	1	10
26	OR 126 (SW Highland Ave)/SW 9 <sup>th</sup> St	5	0	7	0	0	2	0	1	8	5	14
27	OR 126 (SW Highland Ave)/SW 6 <sup>th</sup> St	4	0	21	1	0	0	1	0	10	17	27
28	OR 126 (SW Highland Ave)/SW 5 <sup>th</sup> St	1	4	8	1	0	1	0	0	5	10	15
29	OR 126/SE 9 <sup>th</sup> St (McCaffrey Rd)	0	0	0	0	0	0	0	0	0	0	0
30	SW Obsidian Ave/SW 27 <sup>th</sup> St	0	0	0	1	1	0	0	1	0	1	2
31	SW Obsidian Ave/SW 23 <sup>rd</sup> St	0	1	1	0	1	0	0	0	2	1	3
32	SW Veterans Way/SW Canal Blvd	4	5	1	1	0	0	0	0	4	7	11
33	SW Veterans Way/US 97	<i>Analyzed as Part of South Redmond US 97 Corridor Plan</i>										
34	SW Veterans Way/SE Airport Way	0	0	0	1	0	0	0	0	1	0	1
35	SW Veterans Way/OR 126	0	1	0	1	0	0	1	1	1	1	3
36	SW Salmon Ave/SW 27 <sup>th</sup> St	0	0	2	0	0	0	0	0	0	2	2
37	SW Odem Medo Way/SW Canal Blvd	4	0	2	0	2	0	1	1	3	5	9
38	SW Odem Medo Way/US 97	<i>Analyzed as Part of South Redmond US 97 Corridor Plan</i>										
39	SW Wickiup Ave/SW Helmholtz Way	0	2	3	1	0	0	0	0	3	3	6
40	SW Wickiup Ave/SW 27 <sup>th</sup> St	0	1	2	0	0	0	0	0	2	1	3
41	SW Canal Blvd/SW 27 <sup>th</sup> St	4	1	4	2	0	0	0	0	2	9	11
42	SW Yew Ave/US 97 SB Ramp	<i>Analyzed as Part of South Redmond US 97 Corridor Plan</i>										
43	SE Airport Way/US 97 NB Ramp	<i>Analyzed as Part of South Redmond US 97 Corridor Plan</i>										
44	SE Airport Way/NE 19 <sup>th</sup> St	0	0	0	0	0	0	0	0	0	0	0
45	S Canal Blvd/SW Helmholtz Way	0	0	0	8	0	0	1	2	4	3	9



### Collision Type during Study Period (2011-2015)

#### Fatal Crashes Discussion

During this period, there were six fatal crashes, five of which occurred on a major roadway (collector or arterial). One of the crashes occurred approximately a quarter of a mile south of Canal Boulevard on US 97. This collision happened during icy roadway conditions in February of 2012 when a vehicle crossed over the median and crashed into an oncoming vehicle. Two fatalities and several injuries resulted from the crash.

There were three nighttime pedestrian related fatalities that occurred during the study period: one at the intersection of Canal Boulevard/Odem Medo Way, one just north of Yew Avenue on US 97, and one at NW 6<sup>th</sup> Street/Kingwood Avenue. In two scenarios the pedestrians were wearing dark clothing and were reportedly illegally in the roadway. Alcohol was indicated in two of the pedestrian fatalities.

The remaining two collisions involved a motorcycle animal crash and a sideswipe-overtaking crash. The motorcycle crash occurred on NW Poplar Avenue and alcohol was indicated in the crash report. The sideswipe crash occurred on US 97 just south of Yew Avenue. The crash report indicated a vehicle improperly changed lanes and overtook another vehicle.

Half of the fatal crashes were pedestrian related and half of the fatal crashes occurred on US 97, however, there does not appear to be a trend for fatal crashes associated with location, crash type, time of day, or weather conditions.

Appendix I– 90<sup>th</sup>  
Percentile Crash Rate

## Study Intersection 90<sup>th</sup> Percentile Crash Rates

ID	Intersection Name	AADT Entering Intersection	Total Crashes	Urban Intersection Type	Intersection Crash Rate <sup>†</sup>	Statewide 90 <sup>th</sup> Percentile Crash Rate	Exceeds Statewide 90 <sup>th</sup> Percentile Crash Rate?
1	NW Canal Blvd/US 97 NB Ramp	9,120	1	4-leg Signal	0.060	0.860	No
2	NW Canal Blvd/US 97 SB Ramp	11,220	2	4-leg Signal	0.098	0.860	No
3	NW Maple Ave/NW 19 <sup>th</sup> St	12,520	1	4-leg Stop	0.044	0.408	No
4	NW Maple Ave/NW 6 <sup>th</sup> St	21,560	33	4-leg Signal	0.839	0.860	No
5	<b>NW Larch Ave/NW Canal Blvd</b>	<b>4,330</b>	<b>6</b>	<b>3-leg Stop</b>	<b>0.759</b>	<b>0.293</b>	<b>Yes</b>
6	NE Hemlock Ave/NE 9 <sup>th</sup> St	5,670	1	4-leg Stop	0.097	0.408	No
7	W Antler Ave/SW Helmholtz Way	3,400	0	4-leg Stop	0.000	0.408	No
8	W Antler Ave/SW 27 <sup>th</sup> St	6,360	1	4-leg Signal	0.086	0.860	No
9	W Antler Ave/SW Rimrock Way	16,260	10	4-leg Signal	0.337	0.860	No
10	SW Black Butte Blvd/SW 6 <sup>th</sup> St	10,560	4	4-leg Signal	0.208	0.860	No
11	SW Black Butte Blvd/SW 5 <sup>th</sup> St	10220	5	4-leg Signal	0.268	0.860	No
12	E Antler Ave/NE 9 <sup>th</sup> St	4990	1	4-leg Stop	0.110	0.408	No
13	SW Evergreen Ave/SW 6 <sup>th</sup> St	10230	9	4-leg Signal	0.482	0.860	No
14	SW Evergreen Ave/SW 5 <sup>th</sup> St	12450	18	4-leg Signal	0.792	0.860	No
15	SW Evergreen Ave/US 97	30210	27	4-leg Signal	0.490	0.860	No
16	OR 126 (SW Glacier Ave)/SW 11 <sup>th</sup> St	10520	3	4-leg Signal	0.156	0.860	No
17	OR 126 (SW Glacier Ave)/SW 9 <sup>th</sup> St	10910	8	4-leg Signal	0.402	0.860	No
18	<b>OR 126 (SW Glacier Ave)/SW 6<sup>th</sup> St</b>	<b>11750</b>	<b>28</b>	<b>4-leg Signal</b>	<b>1.306</b>	<b>0.860</b>	<b>Yes</b>
19	OR 126 (SW Glacier Ave)/SW 5 <sup>th</sup> St	10980	11	4-leg Signal	0.549	0.860	No
20	<b>OR 126 (SW Glacier/Highland Ave)/US 97</b>	<b>33350</b>	<b>38</b>	<b>3-leg Signal</b>	<b>0.624</b>	<b>0.509</b>	<b>Yes</b>
21	OR 126 (SW Highland Ave)/ SW Helmholtz Way	11750	0	4-leg Stop	0.000	0.408	No
22	OR 126 (SW Highland Ave)/SW 27 <sup>th</sup> St	19150	18	4-leg Signal	0.515	0.860	No
23	OR 126 (SW Highland Ave)/SW Rimrock Way	24520	37	4-leg Signal	0.827	0.860	No
24	OR 126 (SW Highland Ave)/SW 15 <sup>th</sup> St	20700	22	4-leg Signal	0.582	0.860	No
25	OR 126 (SW Highland Ave)/SW 11 <sup>th</sup> St	9520	10	4-leg Signal	0.576	0.860	No
26	OR 126 (SW Highland Ave)/SW 9 <sup>th</sup> St	10430	14	4-leg Signal	0.735	0.860	No
27	<b>OR 126 (SW Highland Ave)/SW 6<sup>th</sup> St</b>	<b>12630</b>	<b>27</b>	<b>4-leg Signal</b>	<b>1.171</b>	<b>0.860</b>	<b>Yes</b>
28	OR 126 (SW Highland Ave)/SW 5 <sup>th</sup> St	10730	15	4-leg Signal	0.766	0.860	No
29	OR 126/SE 9 <sup>th</sup> St (McCaffrey Rd)	8210	0	3-leg Stop	0.000	0.293	No
30	SW Obsidian Ave/SW 27 <sup>th</sup> St	8100	2	4-leg Stop	0.135	0.408	No
31	SW Obsidian Ave/SW 23 <sup>rd</sup>	6450	3	4-leg Stop	0.255	0.408	No

	St						
32	SW Veterans Way/SW Canal Blvd	18940	11	4-leg Signal	0.318	0.860	No
33	SW Veterans Way/US 97	<i>Analyzed as Part of South Redmond US 97 Corridor Plan</i>					
34	SW Veterans Way/SE Airport Way	7580	1	3-leg Stop	0.072	0.293	No
35	SW Veterans Way/OR 126	10170	3	3-leg Stop	0.162	0.293	No
<b>36</b>	<b>SW Salmon Ave/SW 27<sup>th</sup> St</b>	<b>1039</b>	<b>2</b>	<b>4-leg Stop</b>	<b>1.055</b>	<b>0.408</b>	<b>Yes</b>
37	SW Odem Medo Way/SW Canal Blvd	14610	9	4-leg Signal	0.338	0.860	No
38	SW Odem Medo Way/US 97	<i>Analyzed as Part of South Redmond US 97 Corridor Plan</i>					
<b>39</b>	<b>SW Wickiup Ave/SW Helmholtz Way</b>	<b>4550</b>	<b>6</b>	<b>4-leg Stop</b>	<b>0.723</b>	<b>0.408</b>	<b>Yes</b>
40	SW Wickiup Ave/SW 27 <sup>th</sup> St	9200	3	4-leg Stop	0.179	0.408	No
<b>41</b>	<b>SW Canal Blvd/SW 27<sup>th</sup> St</b>	<b>13090</b>	<b>11</b>	<b>4-leg Stop</b>	<b>0.460</b>	<b>0.408</b>	<b>Yes</b>
42	SW Yew Ave/US 97 SB Ramp	<i>Analyzed as Part of South Redmond US 97 Corridor Plan</i>					
43	SE Airport Way/US 97 NB Ramp	<i>Analyzed as Part of South Redmond US 97 Corridor Plan</i>					
44	SE Airport Way/NE 19 <sup>th</sup> St	9820	0	3-leg Stop	0.000	0.293	No
<b>45</b>	<b>S Canal Blvd/SW Helmholtz Way</b>	<b>7380</b>	<b>9</b>	<b>4-leg Stop</b>	<b>0.668</b>	<b>0.408</b>	<b>Yes</b>

Appendix J – Critical  
Crash Comparison

General & Site Information	
Analyst:	JXG
Agency/Company:	Kittelson & Associates, Inc.
Date:	9/15/2017
Project Name:	Redmond TSP Update

Intersection Crash Data							
Intersection	Intersection Type	Year					Total
		2011	2012	2013	2014	2015	
NW Canal Blvd/US 97 NB Ramp	Urban 4SG			1			1
NW Canal Blvd/US 97 SB Ramp	Urban 4SG	1			1		2
NW Maple Ave/NW 19th St	Urban 4ST					1	1
NW Maple Ave/NW 6th St	Urban 4SG	6	10	6	6	5	33
NW Larch Ave/NW Canal Blvd	Urban 3ST	2		1		3	6
NE Hemlock Ave/NE 9th St	Urban 4ST		1				1
W Antler Ave/SW Helmholtz Way	Urban 4ST						0
W Antler Ave/SW 27th St	Urban 4SG	1					1
W Antler Ave/SW Rimrock Way	Urban 4SG		2	5	2	1	10
SW Black Butte Blvd/SW 6th St	Urban 4SG		1	1	2		4
SW Black Butte Blvd/SW 5th St	Urban 4SG	2	3				5
E Antler Ave/NE 9th St	Urban 4ST					1	1
SW Evergreen Ave/SW 6th St	Urban 4SG	3	1		2	3	9
SW Evergreen Ave/SW 5th St	Urban 4SG	5	3	6	2	2	18
SW Evergreen Ave/US 97	Urban 4SG		1	10	11	5	27
OR 126 (SW Glacier Ave)/ SW 11th St	Urban 4SG	1	2				3
OR 126 (SW Glacier Ave)/SW 9th St	Urban 4SG		2	1	3	2	8
OR 126 (SW Glacier Ave)/SW 6th St	Urban 4SG	6	7	5	1	9	28
OR 126 (SW Glacier Ave)/SW 5th St	Urban 4SG	1	3	3	3	1	11
OR 126 (SW Glacier/Highland Ave)/US 97	Urban 3SG	4	1	9	12	12	38
OR 126 (SW Highland Ave)/ SW Helmholtz Way	Urban 4ST						0
OR 126 (SW Highland Ave)/SW 27th St	Urban 4SG	5	5	3	2	3	18
OR 126 (SW Highland Ave)/SW Rimrock Way	Urban 4SG	12	6	8	4	7	37
OR 126 (SW Highland Ave)/SW 15th St	Urban 4SG	2	6	5	4	5	22
OR 126 (SW Highland Ave)/SW 11th St	Urban 4SG	1	2		2	5	10
OR 126 (SW Highland Ave)/SW 9th St	Urban 4SG	2	2	3	3	4	14
OR 126 (SW Highland Ave)/SW 6th St	Urban 4SG	3	4	5	9	6	27
OR 126 (SW Highland Ave)/SW 5th St	Urban 4SG	3	2	5	4	1	15
OR 126/SE 9th St (McCaffrey Rd)	Urban 3ST						0
SW Obsidian Ave/SW 27th St	Urban 4ST	1		1			2
SW Obsidian Ave/SW 23rd St	Urban 4ST		1	1		1	3
SW Veterans Way/SW Canal Blvd	Urban 4SG	1		2	6	2	11
SW Veterans Way/SE Airport Way	Urban 3ST				1		1
SW Veterans Way/OR 126	Urban 3ST		2	1			3
SW Salmon Ave/SW 27th St	Urban 4ST		1		1		2
SW Odem Medo Way/SW Canal Blvd	Urban 4SG	1	1	1	2	4	9
SW Wickiup Ave/SW Helmholtz Way	Urban 4ST	1	2	2	1		6
SW Wickiup Ave/SW 27th St	Urban 4ST	2		1			3
SW Canal Blvd/SW 27th St	Urban 4ST		2		3	4	11
SE Airport Way/NE 19th St	Urban 3ST						0
S Canal Blvd/SW Helmholtz Way	Urban 4ST	3	3			3	9
<b>Total</b>		<b>52</b>	<b>56</b>	<b>64</b>	<b>57</b>	<b>65</b>	<b>294</b>



Intersection Population Type Crash Rate				
Average Crash Rate per intersection type				
Intersection Pop. Type	Sum of Crashes	Sum of 5-year MEV	Avg Crash Rate for Ref Pop.	INT in Pop
Rural 3SG	0	0		
Rural 3ST	0	0		
Rural 4SG	0	0		
Rural 4ST	0	0		
Urban 3ST	10	73	0.1366	5
Urban 3SG	38	61	0.6243	1
Urban 4ST	39	161	0.2425	12
Urban 4SG	323	591	0.5470	23

Critical Rate Calculation								
Intersection	AADT Entering Intersection	5-year MEV	Crash Total	Intersection Population Type	Intersection Crash Rate	Reference Population Crash Rate	Critical Rate	Over Critical
NW Canal Blvd/US 97 NB Ramp	9,120	16.6	1	Urban 4SG	0.06	0.55	0.88	Under
NW Canal Blvd/US 97 SB Ramp	11,220	20.5	2	Urban 4SG	0.10	0.55	0.84	Under
NW Maple Ave/NW 19th St	12,520	22.8	1	Urban 4ST	0.04	0.24	0.43	Under
NW Maple Ave/NW 6th St	21,560	39.3	33	Urban 4SG	0.84	0.55	0.75	Over
NW Larch Ave/NW Canal Blvd	4,330	7.9	6	Urban 3ST	0.76	0.14	0.42	Over
NE Hemlock Ave/NE 9th St	5,670	10.3	1	Urban 4ST	0.10	0.24	0.54	Under
W Antler Ave/SW Helmholtz Way	3,400	6.2	0	Urban 4ST	0.00	0.24	0.65	Under
W Antler Ave/SW 27th St	6,360	11.6	1	Urban 4SG	0.09	0.55	0.95	Under
W Antler Ave/SW Rimrock Way	16,260	29.7	10	Urban 4SG	0.34	0.55	0.79	Under
SW Black Butte Blvd/SW 6th St	10,560	19.3	4	Urban 4SG	0.21	0.55	0.85	Under
SW Black Butte Blvd/SW 5th St	10,220	18.7	5	Urban 4SG	0.27	0.55	0.86	Under
E Antler Ave/NE 9th St	4,990	9.1	1	Urban 4ST	0.11	0.24	0.57	Under
SW Evergreen Ave/SW 6th St	10,230	18.7	9	Urban 4SG	0.48	0.55	0.86	Under
SW Evergreen Ave/SW 5th St	12,450	22.7	18	Urban 4SG	0.79	0.55	0.82	Under
SW Evergreen Ave/US 97	30,210	55.1	27	Urban 4SG	0.49	0.55	0.72	Under
OR 126 (SW Glacier Ave)/ SW 11th St	10,520	19.2	3	Urban 4SG	0.16	0.55	0.85	Under
OR 126 (SW Glacier Ave)/SW 9th St	10,910	19.9	8	Urban 4SG	0.40	0.55	0.84	Under
OR 126 (SW Glacier Ave)/SW 6th St	11,750	21.4	28	Urban 4SG	1.31	0.55	0.83	Over
OR 126 (SW Glacier Ave)/SW 5th St	10,980	20.0	11	Urban 4SG	0.55	0.55	0.84	Under
OR 126 (SW Glacier/Highland Ave)/US 97	33,350	60.9	38	Urban 3SG	0.62	0.62	0.80	Under
OR 126 (SW Highland Ave)/ SW Helmholtz Way	11,750	21.4	0	Urban 4ST	0.00	0.24	0.44	Under
OR 126 (SW Highland Ave)/SW 27th St	19,150	34.9	18	Urban 4SG	0.52	0.55	0.77	Under
OR 126 (SW Highland Ave)/SW Rimrock Way	24,520	44.7	37	Urban 4SG	0.83	0.55	0.74	Over
OR 126 (SW Highland Ave)/SW 15th St	20,700	37.8	22	Urban 4SG	0.58	0.55	0.76	Under
OR 126 (SW Highland Ave)/SW 11th St	9,520	17.4	10	Urban 4SG	0.58	0.55	0.87	Under
OR 126 (SW Highland Ave)/SW 9th St	10,430	19.0	14	Urban 4SG	0.74	0.55	0.85	Under
OR 126 (SW Highland Ave)/SW 6th St	12,630	23.0	27	Urban 4SG	1.17	0.55	0.82	Over
OR 126 (SW Highland Ave)/SW 5th St	10,730	19.6	15	Urban 4SG	0.77	0.55	0.85	Under
OR 126/SE 9th St (McCaffrey Rd)	8,210	15.0	0	Urban 3ST	0.00	0.14	0.33	Under
SW Obsidian Ave/SW 27th St	8,100	14.8	2	Urban 4ST	0.14	0.24	0.49	Under
SW Obsidian Ave/SW 23rd St	6,450	11.8	3	Urban 4ST	0.25	0.24	0.52	Under
SW Veterans Way/SW Canal Blvd	18,940	34.6	11	Urban 4SG	0.32	0.55	0.77	Under
SW Veterans Way/SE Airport Way	7,580	13.8	1	Urban 3ST	0.07	0.14	0.34	Under
SW Veterans Way/OR 126	10,170	18.6	3	Urban 3ST	0.16	0.14	0.30	Under
SW Salmon Ave/SW 27th St	1,039	1.9	2	Urban 4ST	1.05	0.24	1.09	Under
SW Odem Medo Way/SW Canal Blvd	14,610	26.7	9	Urban 4SG	0.34	0.55	0.80	Under
SW Wickiup Ave/SW Helmholtz Way	4,550	8.3	6	Urban 4ST	0.72	0.24	0.58	Over
SW Wickiup Ave/SW 27th St	9,200	16.8	3	Urban 4ST	0.18	0.24	0.47	Under
SW Canal Blvd/SW 27th St	13,090	23.9	11	Urban 4ST	0.46	0.24	0.43	Over
SE Airport Way/NE 19th St	9,820	17.9	0	Urban 3ST	0.00	0.14	0.31	Under
S Canal Blvd/SW Helmholtz Way	7,380	13.5	9	Urban 4ST	0.67	0.24	0.50	Over

Appendix K –Statewide  
Crash Performance  
Standards Summary

### 90<sup>th</sup> Percentile Crash Rate Comparisons

A method used to identify intersections with more crashes than expected is to compare the crash rate to the statewide 90<sup>th</sup> percentile rates for similar intersection types, as documented in Table 4-1 of the ODOT APM. The daily total entering vehicles used to determine the crash rate was based on the peak hour intersection turning movement counts. The peak hour was assumed to be ten percent of the daily volume. Appendix I shows a table of all the study intersection crash rates compared to the statewide 90<sup>th</sup> percentile rates for similar facilities and the table below identifies the study intersection that exceed the 90<sup>th</sup> percentile rates. Eight locations were identified as having crash rates above the 90<sup>th</sup> percentile.

#### Study Intersections that Exceed 90<sup>th</sup> Percentile Crash Rate

Intersection	Intersection Control Type	Statewide 90 <sup>th</sup> Perc. Crash Rate	Intersection Crash Rate
NW Larch Avenue/NW Canal Boulevard <sup>1</sup>	3-Leg Stop	0.293	0.759
OR 126 (Glacier Avenue)/SW 6 <sup>th</sup> Street	4-Leg Signal	0.860	1.306
OR 126 (Highland Avenue)/SW 6 <sup>th</sup> Street	4-Leg Signal	0.860	1.171
OR 126/US 97	3-Leg Signal	0.509	0.624
SW Salmon Avenue/SW 27 <sup>th</sup> Street	4-Leg Stop	0.408	1.055 <sup>2</sup>
SW Wickiup Avenue/Helmholtz Way	4-Leg Stop	0.408	0.723
SW Canal Boulevard/SW 27 <sup>th</sup> Street	Roundabout	0.408	0.460
S Canal Boulevard/SW Helmholtz Way	4-Leg Stop	0.408	0.668

<sup>1</sup>Estimated 10,000 ADT

<sup>2</sup>Two crashes at intersection with 1,000 ADT

Reported crashes along the study segments are summarized in the table below. The ADT was based on an average of the 48-hour count data. The crash rate for each segment was compared to the statewide five-year average for similar facilities as reported in the *ODOT 2015 Crash Rate Table II Five-Year Comparison of State Highway Crash Rates*. Both US 97 and OR 126 were classified as *Other Urban Principal Arterials* and Canal Boulevard was classified as a *Minor Arterial*. As indicated by the shaded cells, the segment of US97 from Canal Boulevard and the northern most city limits and the segment of OR 126 from SW 35<sup>th</sup> Street to SW 27<sup>th</sup> Street both exceed the statewide crash data. Additional discussion of these two segments is included in the *Key Intersection and Segment Safety Observations* section below. A detailed table with segment crash types and crash severity is provided in Appendix H.

### Study Segment Crash Rates

Roadway	Segment Boundaries	Length (miles)	ADT	Average Statewide Crash Rate	Crash Rate (2011-2015 Average)	Exceeds Statewide Crash Rate?
US 97	Yew Avenue to south City Limits	<i>Included in Redmond South US 97 Corridor Plan</i>				
US 97	Highland Avenue to Veterans Way	0.50	31,120	1.55	0.70	No
US 97	Canal Boulevard to north City Limits	0.33	26,628	1.55	1.87	Yes
OR 126	SW 35 <sup>th</sup> Street to SW 27 <sup>th</sup> Street	0.50	13,373	1.55	2.05	Yes
OR 126	Veterans Way to east City Limits	0.96	7,280	1.55	0.78	No
Canal Boulevard	SW 27 <sup>th</sup> Street to Badger Avenue	0.82	6,493	3.22	2.57	No

### Critical Crash Rate Comparisons

A critical crash rate may be used to identify intersections that warrant further investigation and may represent opportunities to reduce crash frequency and severity. The critical crash rate establishes a threshold for comparison among intersections with similar number of approaches and similar traffic control. Appendix J includes the Critical Crash Rate data as provided by ODOT and defined in Chapter 4 of the ODOT APM. The following intersections are identified in the table below the intersection control type.

### Study Intersections that Exceed the Critical Crash Rate

Intersection	Intersection Control Type
NW Maple Avenue/NW 6th Street	Urban 4-Legged Traffic Signal
NW Larch Avenue/NW Canal Boulevard	Urban 3-Legged Stop Controlled
OR 126 (Glacier Avenue)/SW 6 <sup>th</sup> Street	Urban 4-Legged Traffic Signal
OR 126 (Highland Avenue)/SW Rimrock Way	Urban 4-Legged Traffic Signal
OR 126 (Highland Avenue)/SW 6 <sup>th</sup> Street	Urban 4-Legged Traffic Signal
SW Wickiup Avenue/Helmholtz Way	Urban 4-Legged Stop Controlled
SW Canal Boulevard/SW 27th Street	Urban 4-Legged Stop Controlled
S Canal Boulevard/SW Helmholtz Way	Urban 4-Legged Stop Controlled

### Statewide Safety Priority Index System

The ODOT Statewide Safety Priority Index System (SPIS) identifies sites along state highways where safety issues warrant further investigation. The SPIS is a method developed by ODOT for identifying hazardous locations on state highways through consideration of crash frequency, crash rate, and

crash severity. Figure 14 shows the locations of the SPIS sites in the City of Redmond. The sites are listed under the 2015 SPIS based on 2012 through 2014 crash data. The table below identifies the study intersections that are above the 85% SPIS percentile.

**2015 ODOT SPIS Study Intersection Locations in Redmond**

Intersection	SPIS Percentile Range
OR 126 (Glacier Avenue)/SW 5 <sup>th</sup> Street	90%-95%
OR 126 (Glacier Avenue)/SW 6 <sup>th</sup> Street	90%-95%
OR 126 (Highland Avenue)/SW 5 <sup>th</sup> Street	90%-95%
OR 126 (Highland Avenue)/SW 6 <sup>th</sup> Street	90%-95%
US 97/Evergreen Avenue	95%-100%

**Summary of Key Study Intersections and Study Segments**

The following is a summary of key observations at intersections that exceed the 90<sup>th</sup> percentile crash rate, are above the critical crash rate, are identified as SPIS sites, or are flagged due to other reported trends in the data:

- **NW Maple Avenue/NW 6<sup>th</sup> Street**
  - Exceeds the ODOT critical crash rate
  - A total of 16 rear-end crashes (48%) and 10 turning movement crashes (30%) were reported at this signalized intersection.
  - One crash involved a pedestrian and resulted in moderate injuries.
  - The primary causes of crashes were reported as vehicles “following too closely” and “disregarding the traffic signal”.
- **NW Larch Avenue/NE Canal Boulevard**
  - Exceeds both the statewide 90<sup>th</sup> percentile crash rate and critical crash rate.
  - Of the six crashes at the intersection three were angle crashes, two were fixed object collisions and one was a turning movement crash.
  - Two crashes resulted in injury.
- **SW Evergreen Avenue/US 97**
  - Identified on the SPIS site list.
  - One of the highest volume intersections in city, 27 crashes occurred at this intersection.
  - The majority of the crashes (85%) were rear-end collisions. Most of these crashes involved southbound vehicles. This intersection is the first signalized intersection on US 97 for southbound vehicles.
- **OR 126 (Glacier Avenue)/SW 6<sup>th</sup> Street**

- Exceeds both the statewide 90<sup>th</sup> percentile crash rate and critical crash rate and is identified on the SPIS site list.
- The intersection is one way in the southbound and westbound directions.
- The majority of the reported crashes were angle (82%) crashes. Nearly all the angle crashes were reported as “disregarding the traffic signal”.
- **OR 126 (Highland Avenue/Glacier/Avenue)/US 97**
  - Exceeds the 90<sup>th</sup> percentile crash rate.
  - This intersection has the highest demand and one of the highest number of crashes in the city during the study period.
  - A total of 22 rear-end crashes (58%) and 12 turning movement crashes (32%) were reported at this signalized intersection.
- **OR 126 (Highland Avenue)/Rimrock Way**
  - Exceeds the ODOT critical crash rate
  - A total of 13 rear-end crashes (35%) and 18 turning movement crashes (49%) were reported at this signalized intersection.
  - One crash involved a pedestrian during nighttime conditions and resulted in minor injuries.
  - The primary reported causes include “following too closely” and “did not yield right-of-way”.
- **OR 126 (Highland Avenue)/SW 6<sup>th</sup> Street**
  - Exceeds both the statewide 90<sup>th</sup> percentile crash rate and critical crash rate and is identified on the SPIS site list.
  - The intersection is one way in the southbound and eastbound directions.
  - The majority of the crashes (78%) were angle collisions.
  - The primary reported cause crashes (74%) were reported as “disregarding the traffic signal”.
  - Most crashes (81%) resulted in minor injuries or property damage only.
- **Canal Boulevard/SW 27<sup>th</sup> Street**
  - Exceeds both the statewide 90<sup>th</sup> percentile crash rate and critical crash rate.
  - A roundabout was installed at this intersection in 2012.
  - Five of the eleven crashes occurred during adverse weather conditions.
  - All of the crashes resulted in minor injuries or property damage only.
- **Canal Boulevard/Hemholtz Way**
  - Exceeds both the statewide 90<sup>th</sup> percentile crash rate and critical crash rate.
  - Located southeast of Redmond city limits with a posted speed of 55 miles per hour on Canal Boulevard.
  - Over half of crashes occurred in dark lighting conditions. There is no street lighting at the stop controlled intersection.
  - All crashes were non collision related (cutting slope embankment, hitting power pole, sliding, tire failure).

- **US 97 between Canal Boulevard and the northern city limits**
  - Exceeds the statewide crash rate for a state highway classified as an “Other Principal Arterial”
  - The segment had two side swipe crashes, one turning movement crash, two fixed object crashes and one non collision crash.
  - One crash resulted in injuries and five resulted in PDO.
  - Three of the crashes occurred during icy or wet pavement conditions. The horizontal curvature of the roadway may be a contributing factor to the crashes during adverse weather conditions.
  - The short segment (0.33 miles) likely contributes to the high crash rate.
- **OR 126 between SW 35<sup>th</sup> Street and SW 27<sup>th</sup> Street**
  - Exceeds the statewide crash rate for a state highway classified as an “Other Principal Arterial”
  - The segment had two rear end collisions, one animal crash, one turning movement crash and one fixed object crash.
  - All crashes resulted in PDO.
  - Four of the five crashes occurred during the nighttime. Street lighting is only accounted for at intersections along the segment.

Appendix L - Bridge  
Analysis Locations



1. 20416 – ODOT/ODOT
2. 20465 – City/City
3. 19839 – City/City
4. 20672 – City/City
5. 19838 – ODOT/ODOT
6. 19837 – ODOT/ODOT
7. 20417 – ODOT/ODOT
8. 17C19 – City/City
9. 20438 – ODOT/ODOT
10. 20023 – ODOT/ODOT
11. 20441 – ODOT/ODOT
12. 17C560 – City/City
13. 16561 – ODOT/ODOT