



Refinement Plan Terrebonne

Date: September 6, 2018

Project #: 21463
ODOT Key #21162

To: Project Management Team

From: Marc Butorac, PE, Matt Kittelson, PE, & Jacki Gulczynski

Subject: Final Memorandum – Existing Conditions Analysis (Task 4.2)

This memorandum summarizes the transportation inventory and identification of existing needs in support of the Terrebonne Refinement Plan (TRP). The majority of the inventory and analysis results are presented in figures and tables, with supplemental text provided to explain the illustrated information. Detailed operational analyses and data are provided in the supporting appendices.

The existing transportation needs, opportunities and constraints reflect an inventory of the multimodal transportation system characteristics conducted in the Spring of 2018. This inventory included all major transportation-related facilities and services within the Terrebonne Community (Terrebonne). Key roadway features, traffic and safety conditions at six study intersections and three roadway segments, bicycle facilities, pedestrian facilities, and transit facilities are analyzed. The memorandum is organized into the following sections:

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EXECUTIVE SUMMARY

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

- US 97 is a key freight and statewide mobility route that traverse north-south through the Terrebonne Community. The highway also serves as a Tier 1, Phase 1 Lifeline Route considered vital for rescue and recovery operations in case of a natural catastrophe.
- Over Dimensional loads (OD) regularly used US 97 through Terrebonne. These vehicles typically average 120 feet in length, but can exceed 200 feet, including one OD load that was 330 feet.
- The pedestrian network throughout the urban area is largely incomplete. The only sidewalk facilities are present on B Avenue and a short segment of US 97. Nearly all higher order roadways scored a Level of Traffic Stress (LTS) 4 (high stress) with the exception of B Avenue.
- The existing B Avenue marked crosswalk at US 97 could possibly increase the risk of pedestrian related crashes if other pedestrian facility enhancements such as a Rectangular Rapid Flashing Beacon (RRFB) are not installed.
- The only dedicated bicycle facility in the community include bike lanes on a segment of US 97 between C Avenue and 11th Street. The remainder of the community relies on paved shoulders for bicycles. The Oregon Scenic Bikeway that bisects the community east-west does not have dedicated bicycle facilities.
- The following three study intersections did not meet mobility targets for the side-street turning movement:
 - US 97/Lower Bridge Way
 - US 97/C Avenue
 - US 97/B Avenue
- The US 97/Smith Rock Way (B Avenue) intersection meets mobility targets under typical conditions analyzed in this memorandum, though the 95th percentile queue for the westbound approach extends through the 11th Street intersection. Also, this intersection experiences high demand during seasonal events associated with agricultural and recreational amenities to the east.
- Segment volumes indicated that US 97 is currently under capacity through the study area.
- Speed data collected at three segments showed that the 85th percentile speeds on US 97 at Lower Bridge Way and C Avenue exceed the posted speed by 19 and 3 mph, respectively.
- Ninety-three (93) crashes were reported in the greater Terrebonne area during the five-year study period. There were no fatal crashes during the study period.
- Of the six study intersections, US 97/Lower Bridge Way and 11th Street/Smith Rock Way exceed the ODOT Critical Crash Rate over the past five-year period.

STUDY AREA AND LAND USE

Terrebonne is an unincorporated community within Deschutes County which includes several local businesses, homes, and a local school. According to the US Census Bureau, the 2010 population estimate for Terrebonne was 1,257 residences. Terrebonne represents approximately 8% of Deschutes County's total population. Crooked River Ranch, which has approximately 5,000 residents, and other residential areas in Deschutes County and Jefferson County are located to the west and generally access US 97 via the US 97/Lower Bridge Way intersection at the northern end of Terrebonne.

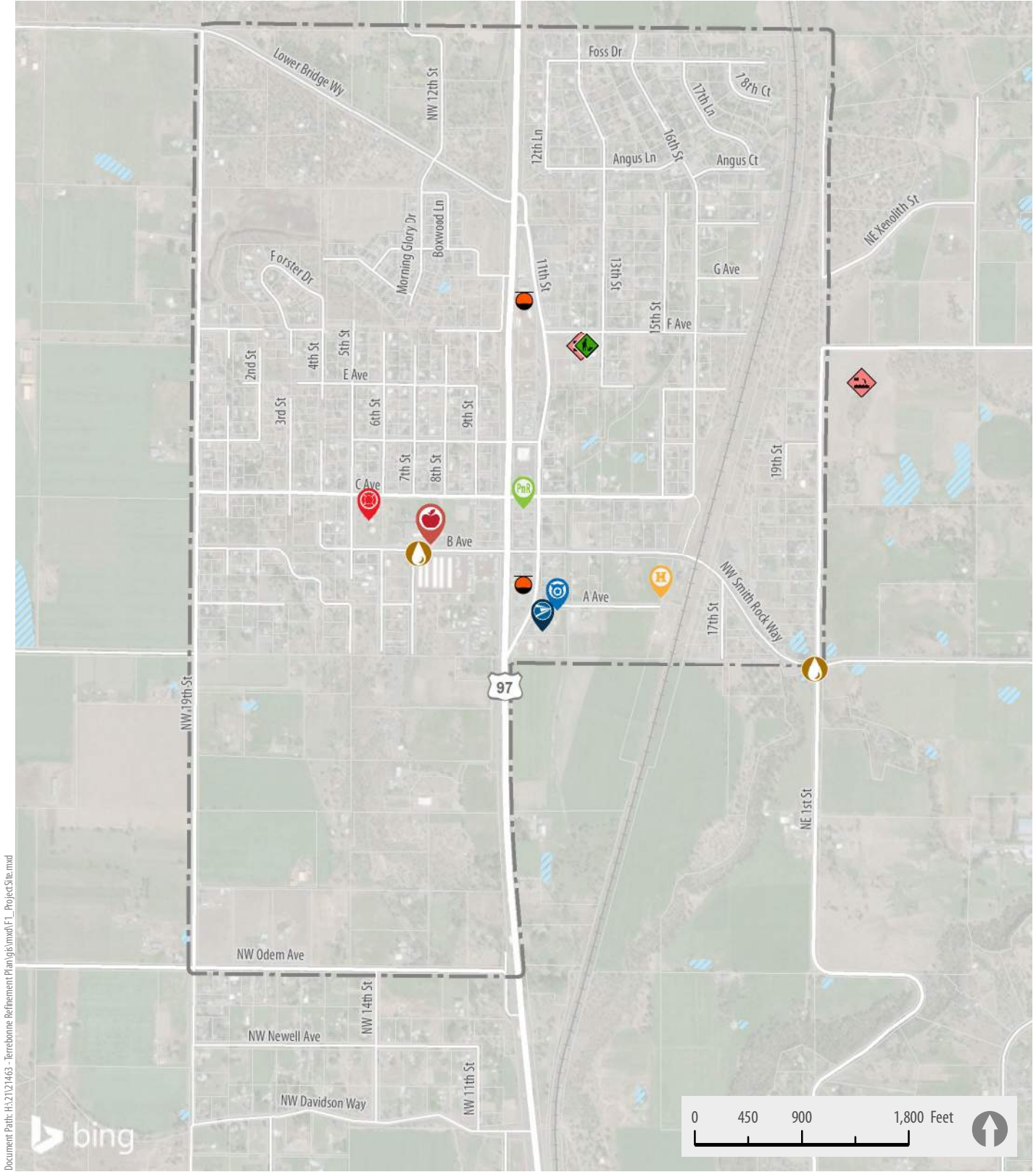
Basic services are provided within Terrebonne, including a grocery store, hardware store, several restaurants, and other retail options are illustrated in the study area map (see Figure 1). This includes key activity locations, emergency response buildings, historical sites, hazardous material sites, and wetlands.

More expansive services and amenities are available in the neighboring communities of Madras and Redmond, which may require regular travel to these areas for residents of Terrebonne and the surrounding community. Recreational areas, including seasonal agricultural tourism such as the annual pumpkin patch at Smith Rock Ranch¹ and DD Ranch², and Smith Rock State Park, are to the east and generally access US 97 via the Smith Rock Way (B Avenue) intersection.

Figure 2 illustrates the location of several key businesses in Downtown Terrebonne, fronting US 97. There are a variety of commercial and service facilities along the corridor. Figure 3 shows the Deschutes County Zoning Map for the region. The Terrebonne commercial area is located along US 97 and 11th Street between Lower Bridge Way and NW 10th Street and is surrounded by residential zoning. Outside of this area, Terrebonne consists primarily of agricultural and farm zoning.

¹ Smith Rock Ranch hosts the "Central Oregon Pumpkin Patch", one of the region's largest fall attractions

² DD Ranch hosts several other attractions throughout the year including Easter and Christmas activities: <http://ddranch.net/>



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Places of Interest

- Fire Station
- Park 'N' Ride

- Sheriff's Office
- Historical Location
- Post Office

- Schools
- CommunityBndy
- Wetlands

Hazardous Locations

- Clean-up Site - Contaminated
- Domestic On-Site Sewage Sys

- Industrial Wastewater Discharge
- Underground Tank

Figure 1

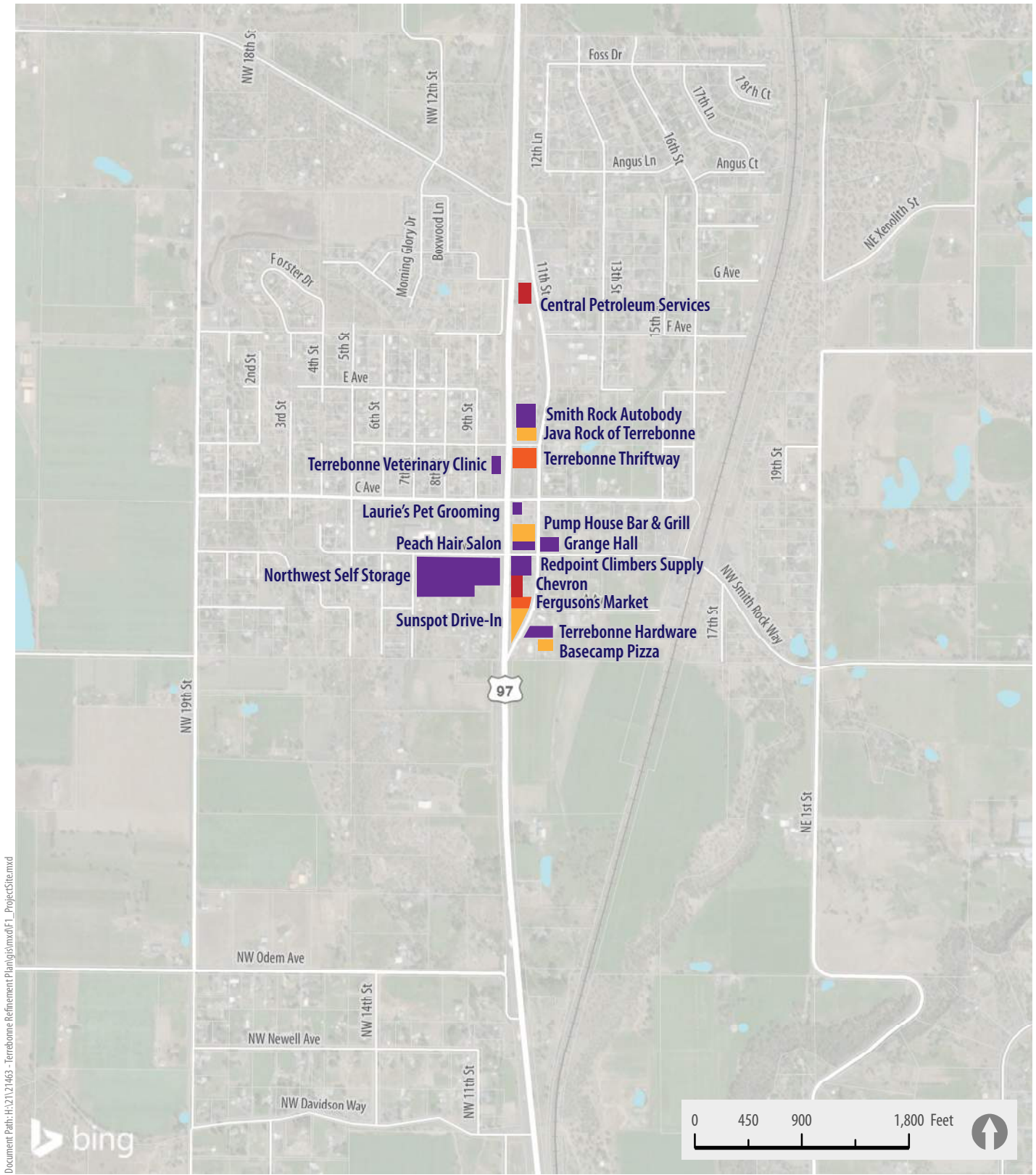
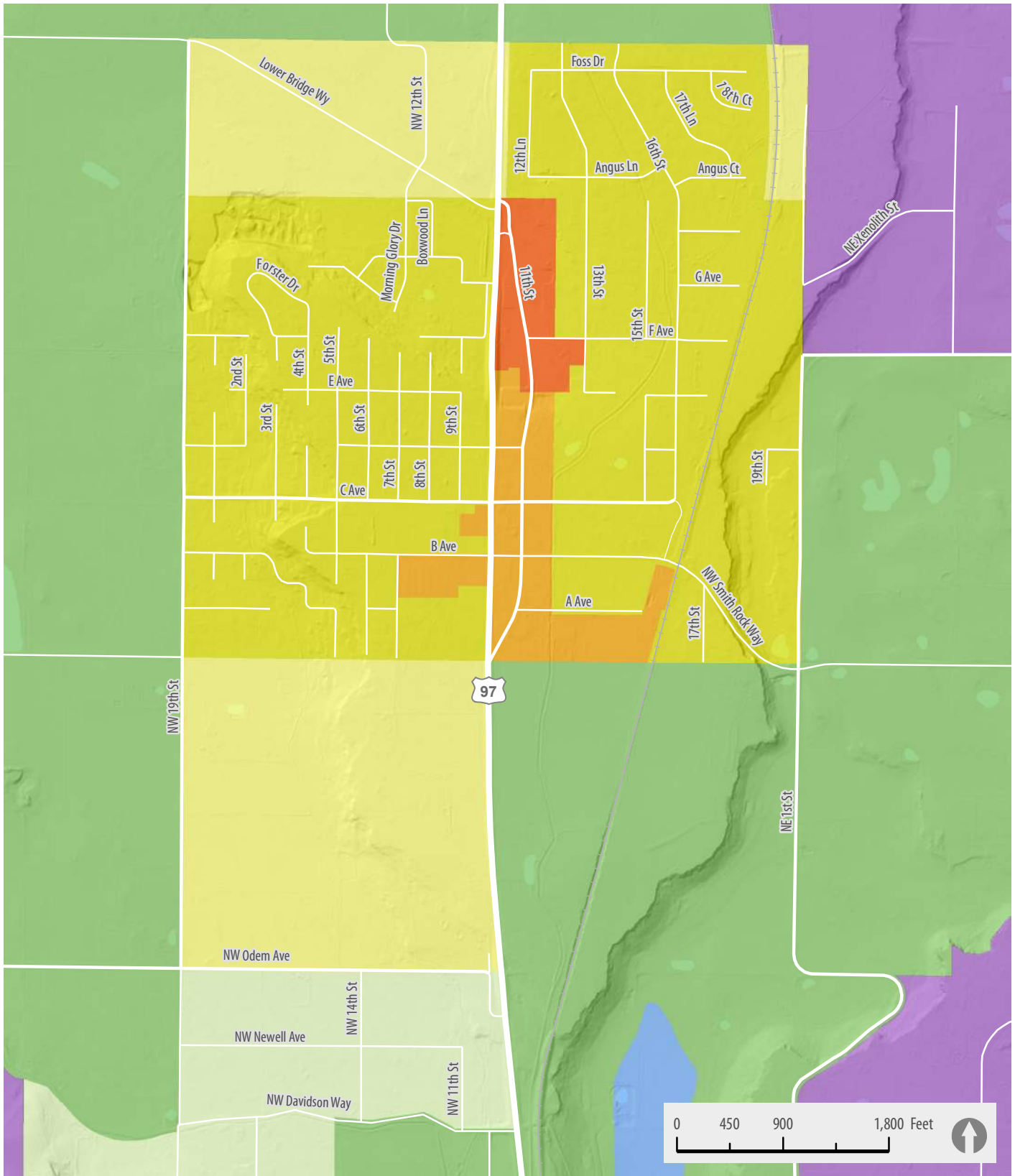


Figure 2



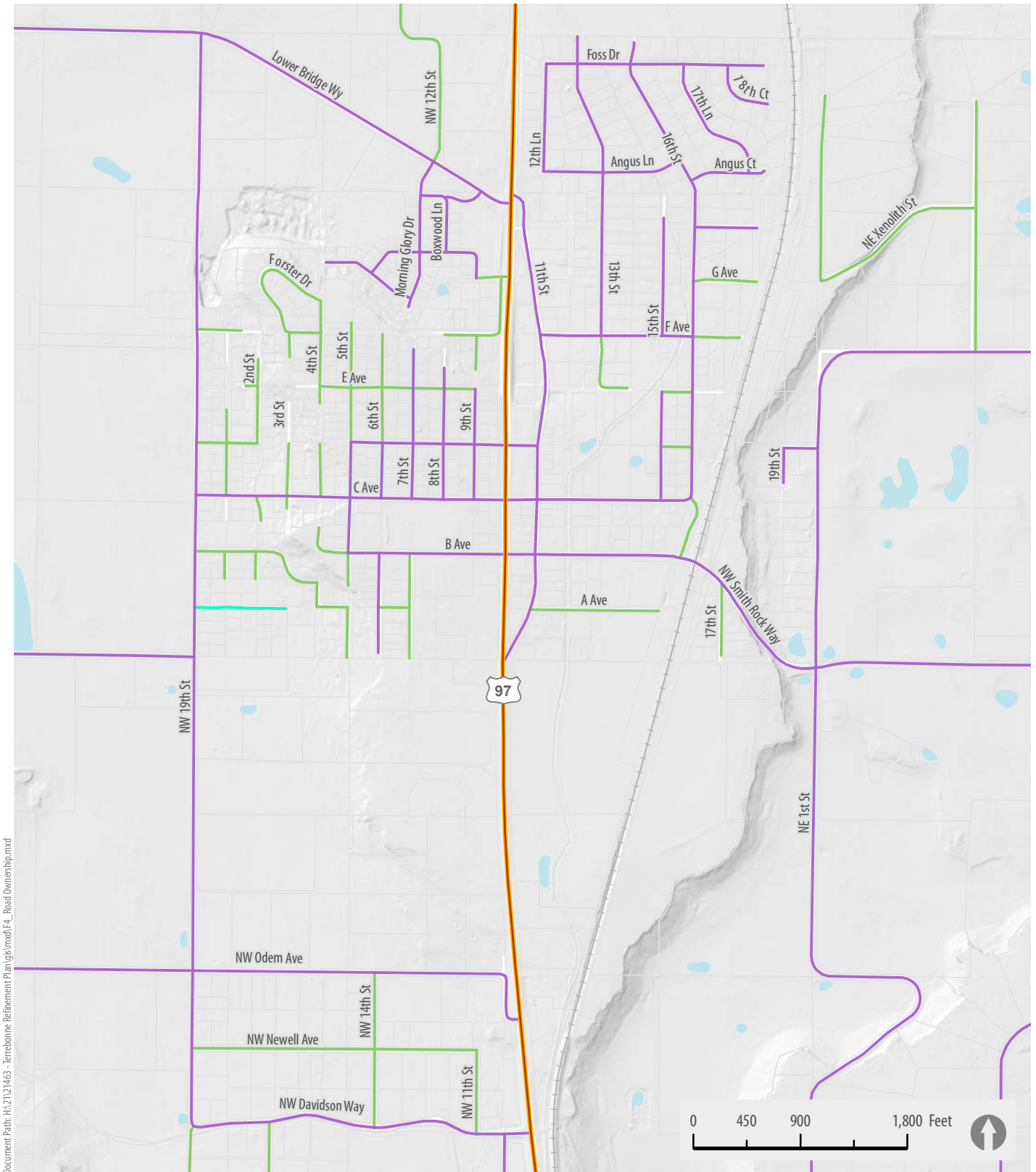
- Rural Residential 10 Acre Minimum
- Terrebonne Residential 5 Acre Minimum District
- Terrebonne Residential District
- Terrebonne Commercial District
- Terrebonne Commercial-Rural District
- Multiple Use Agricultural 10 Acre Minimum
- Exclusive Farm Use Terrebonne Subzone
- 100 Year Flood Plain

Figure 3

TRANSPORTATION FACILITIES

This section includes the roadway and multimodal transportation facilities provided in Terrebonne. The Community's connectivity and transportation network has largely been shaped by the presence of US 97 and the BNSF railroad located to the east. The County and ODOT have classified streets into functional classification based on a hierarchy of multimodal mobility and access to, through and between different land use types. The roadway ownership map is shown in Figure 4. Roads ownership in the area is summarized below:

- **ODOT:** owns and maintains US 97
- **Deschutes County:** owns and maintains key roadways in Terrebonne, including 11th Street, B Street, Smith Rock Way, C Street, and Lower Bridge Way
- **Local Access Roads:** roads that the public has right to use, but are not maintained by ODOT, Deschutes County or any other government agency
- **Private Roads:** roads that are owned and maintained by local property owners or associations.



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- State
- County
- Local Access Road
- Private

Figure 4

State Highways

US 97 is a statewide highway and designated freight route that provides north-south access between northern California and into Canada via Washington State. It is the primary highway serving Terrebonne and generally divides the community with residential and commercial uses on both the east and west side. The highway also serves as a Tier 1, Phase 1 Lifeline Route considered vital for rescue and recovery operations in case of a natural catastrophe. US 97 is a key connection to the Redmond Municipal Airport, identified as a primary emergency response airport in Central Oregon.

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 maintains standards to help balance the needs for both “through travelers” (including freight and public transportation) as well as serving the needs of area residents, businesses, and visitors. US 97 is identified in the Oregon Highway Plan (OHP) as a Statewide Highway and includes Expressway designation immediately north and south of Terrebonne. The Expressway designation does not carry into the Terrebonne urban area between Lower Bridge Way and NW 10th Street. The following subsections identify current standards for US 97.

Intelligent Transportation Systems

Speed feedback signs are located on US 97 as drivers enter Terrebonne from the north and south. No other Intelligent Transportation System (ITS) facilities exist in or near the community.

Culverts

There are no culverts located within the study area on US 97³. A culvert is located approximately 0.75 mile north of Lower Bridge Way and 0.75 mile south of NW 10th Street.

Posted Speeds

A map indicating the posted speed on US 97 is shown in Figure 6. North of Terrebonne the posted speed on US 97 is 65 mph. The speed limit is reduced in several phases when entering Terrebonne. The posted speed is 55 mph south of Terrebonne until reaching the Redmond City limits, where the speed is reduced. The Terrebonne urban core has a posted speed of 35 mph between Central Avenue and 11th Street.

Access Management Standards

ODOT specifies access management spacing standards in the OHP and OAR 734-051-4020(8). The applicable access management spacing standards for state facilities in a rural area are summarized in

³ Culvert locations derived from ODOT GIS Database, Transgis

Table 1. These standards are based on the 2018 AADT (Annual Average Daily Traffic volume), posted speed limit, and functional classification.

Table 1: ODOT Access Management Spacing Standards for Highway Segments

Route Name	Facility Extents	Facility Designation	2017 AADT	Posted Speed Limit (mph)	Access Spacing Standard (feet)
US 97	Section south of Lower Bridge Way and north of NW 10 th Street	Statewide Freight Route; Rural Area	>5,000	35/45/55	770/990/1320

AADT = Average Annual Daily Traffic

mph = miles per hour

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

Thirteen access driveways on US 97 between Lower Bridge Way and NW 10th Street were identified. There are two areas where access spacing is less than the standard: two private access points on the west side of US 97 between B Avenue and C Avenue (approximately 60 feet) and three access points on the east side of US 97 between South 11th Street and B Avenue that are approximately 50 feet apart.

Access Permits

Figure 5 shows the ODOT access permit locations along US 97. As shown, access points through Terrebonne are a mix of public and private permits, with the highest concentration located between 11th Street in the south to Central Avenue in the north.

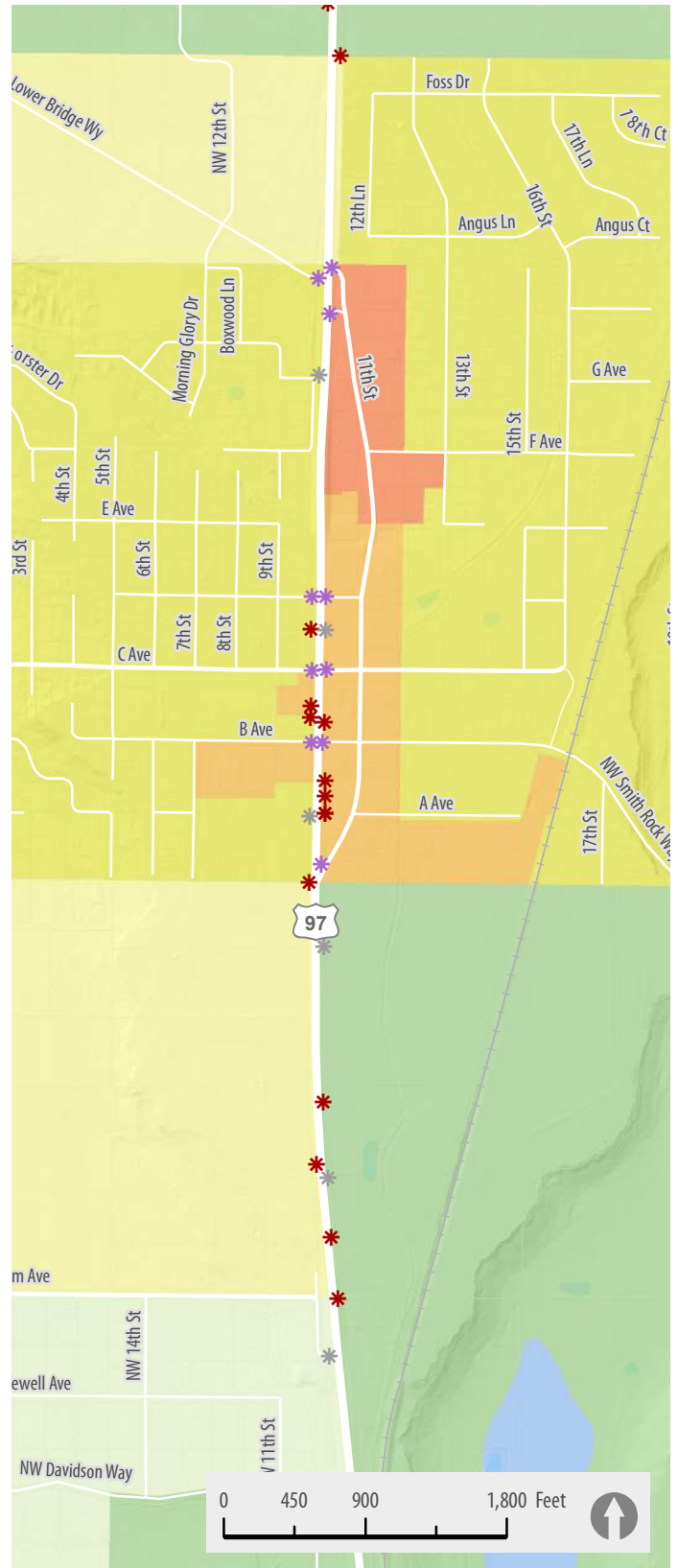
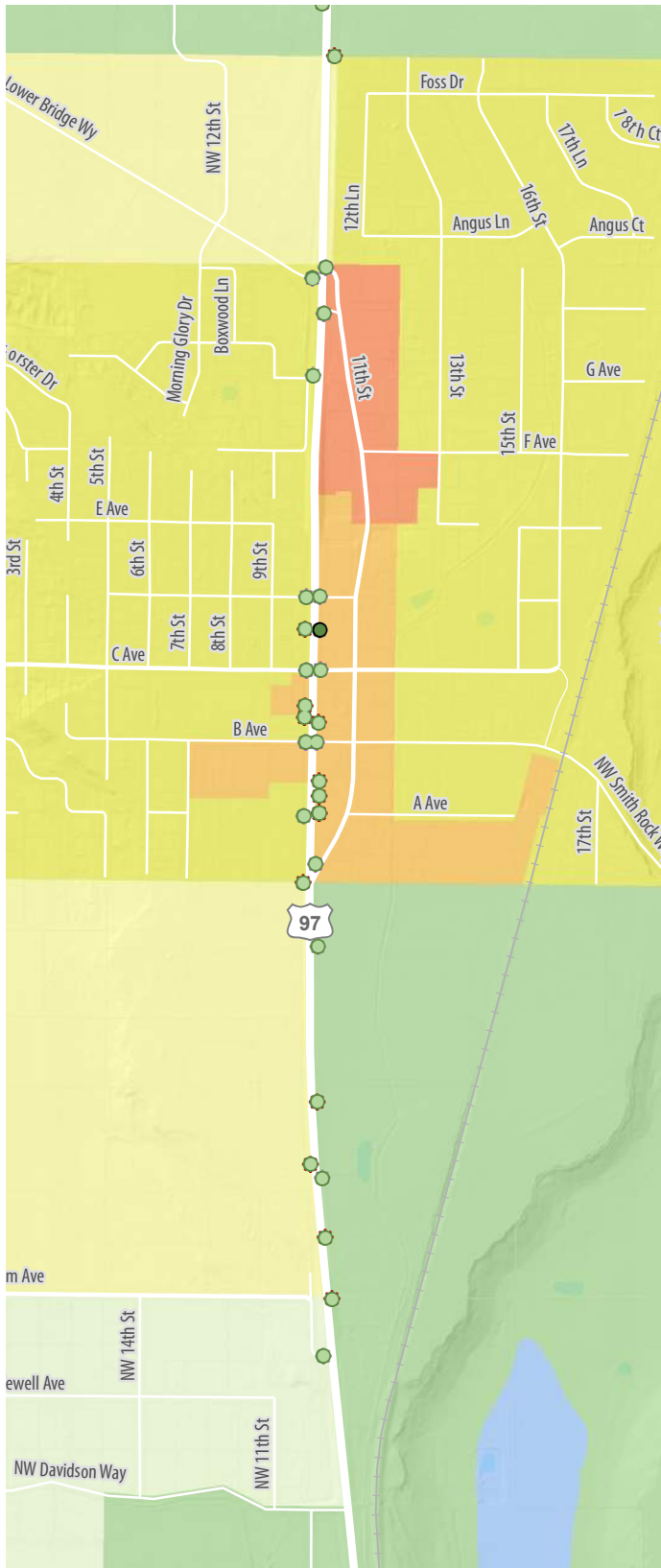
Pavement Condition

Based on ODOT databases⁴, the pavement condition on US 97 between Lower Bridge Way and NW 10th Street is in fair condition. Additionally, ODOT is currently in the construction phase of a repaving project on US 97 between US 26 and NW 10th Street. The project will include repaving and updated pavement markings in the Terrebonne area.

Freight Mobility

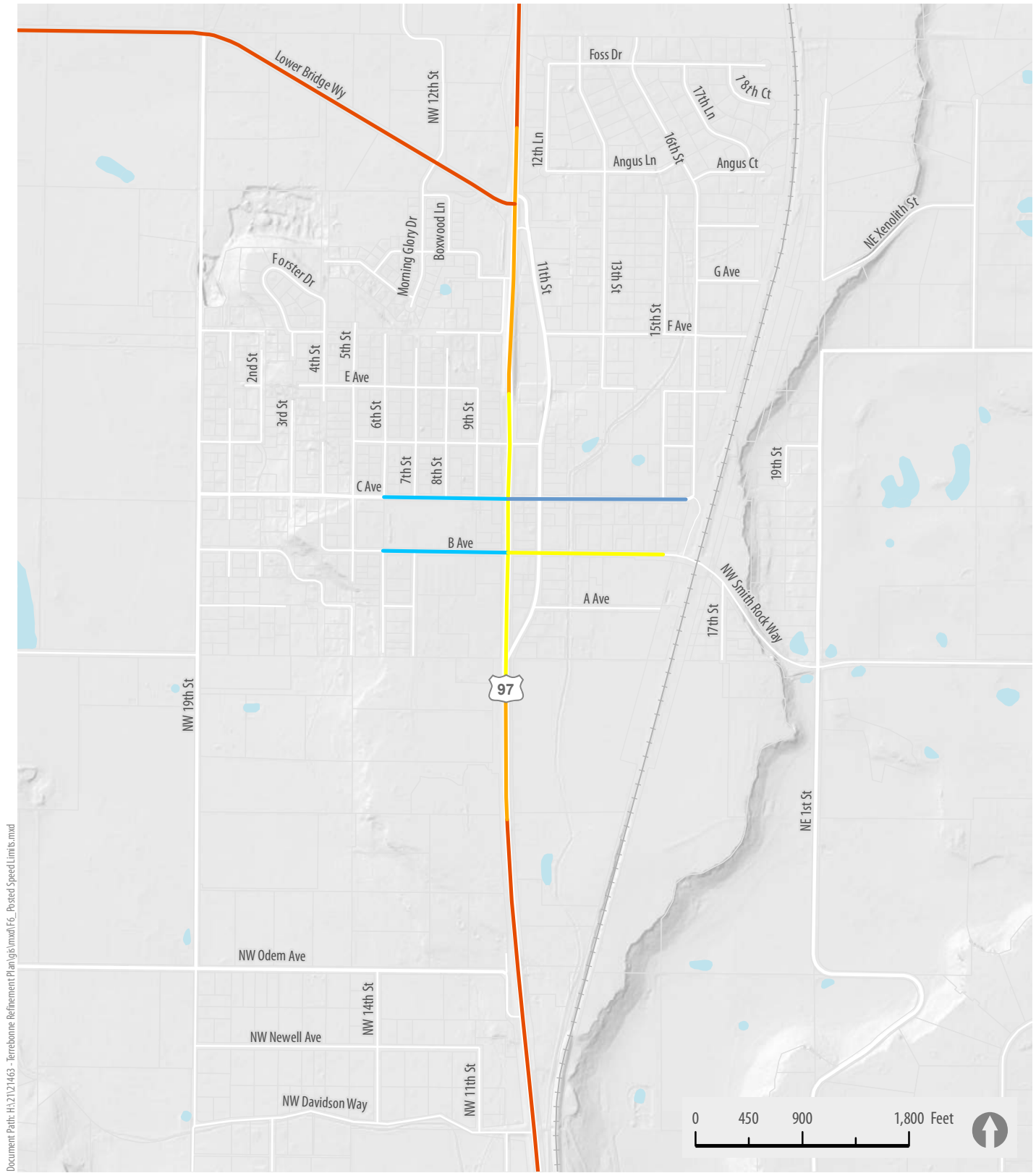
As previously stated US 97 is classified as a primary statewide freight corridor and is part of the state's freight network. As shown in Figure 9 below, approximately 20-30% of the vehicular traffic on US 97 in Terrebonne is classified as heavy vehicles. Additional heavy vehicle information is provided in the Heavy Vehicle Observations section below. There are no other identified freight routes in the study area.

⁴ <https://gis.odot.state.or.us/transgis/>



- Existing Permit
- Presumed to be Permitted
- ✱ Private
- ✱ Public
- ✱ Unknown
- Rural Residential 10 Acre Minimum
- Terrebonne Residential 5 Acre Minimum District
- Terrebonne Residential District
- Terrebonne Commercial District
- Terrebonne Commercial-Rural District
- Exclusive Farm Use Terrebonne Subzone
- 100 Year Flood Plain

Figure 5



Posted Speed (mph) 20 25 35 45 55

Figure 6

Deschutes County Facilities

Deschutes County owns and maintains most primary roadway connections in Terrebonne with expectation to US 97 (see Figure 4). Table 2 illustrates the functional classification of prominent roadways in Terrebonne. This includes Lower Bridge Way, 11th Street, B Avenue/Smith Rock Way, 19th Street and C Avenue. County maintenance operations includes repairing roads, removal or roadside hazards, vegetation control, and winter maintenance. Local access roads are facilities that the public has right to use but are not maintained by Deschutes County or any other government agency. These roads can be maintained either privately or through a Special Road District. Crooked River Ranch adopted a Special Road District in June 1983.

Table 2. 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.	US Highway 97
Urban and Rural Arterial	Distributes vehicles to areas without penetrating specific neighborhoods. Provides services within urban area at a lower mobility.	Lower Bridge Way, Smith Rock Way*
Urban and Rural Collector	Primarily serves residential neighborhoods, commercial districts and industrial areas to distribute trips to their final destinations.	C Avenue*, NW 19 th Street
Urban and Rural Local	Lowest level of travel mobility to provide access to individual properties and developments.	11 th Street*, 5 th Avenue

Source: Deschutes County Transportation System Plan (2012)

*Urban designation

11th Street Roadway Condition

11th Street is classified by Deschutes County as an urban local roadway. It travels parallel to US 97 from Lower Bridge Way in the north to just south of the Terrebonne community business district (just south of A Avenue). 11th Street serves both businesses and residents. There are over 20 driveway access locations along 11th Street, which are shown in Figure 5. Most of these access points lack defined curb cuts, which can cause unclear transitions between the roadway and driveways or adjacent properties.

Pavement condition data was provided by Deschutes County Public Works Department. The pavement condition index is measured on a scale of 0 to 100 (0 indicating very poor condition and 100 indicating excellent condition). The pavement condition score for several high order county roads in Terrebonne are shown below:

- 11th Street: 71 to 77
- C Avenue: 83
- Smith Rock Way: 81 to 82
- Lower Bridge Way: 83

Active Transportation Facilities

Pedestrian System

A complete pedestrian network contributes to the economic vitality, health, and equity for a community. The pedestrian network in Terrebonne largely consists of paved sidewalks on B Avenue and on US 97 within close proximity to the Terrebonne Community School, which were recently constructed as part of an ODOT improvement project. Other areas of Terrebonne rely on paved and gravel shoulders to support pedestrian activity.

Currently, a single marked crosswalk on US 97 is provided within the Terrebonne community at the US 97/B Avenue intersection. This crosswalk included an overhead flashing amber beacon. The beacon flashes regularly and is not pedestrian activated. The Terrebonne Community school is located two blocks to the west on B Avenue. Figure 7 illustrates the location of sidewalks, bike facilities and marked crosswalks.

A pedestrian crossing analysis was completed to evaluate whether the existing marked pedestrian crossing of US 97 at B Avenue should be enhanced. Table 11 of the Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations Final Report and Recommended Guidelines⁵ uses the roadway type (number of lanes and median type), vehicle ADT, and posted speed as contributing factors to considering a new marked crossing. US 97 is a two-lane road with vehicle ADT > 15,000 and a posted speed of 35 miles per hour at B Avenue. Based on this criterion, the existing B Avenue marked crosswalk could possibly increase the risk of pedestrian related crashes without other pedestrian facility enhancements such as a Rectangular Rapid Flashing Beacon (RRFB).

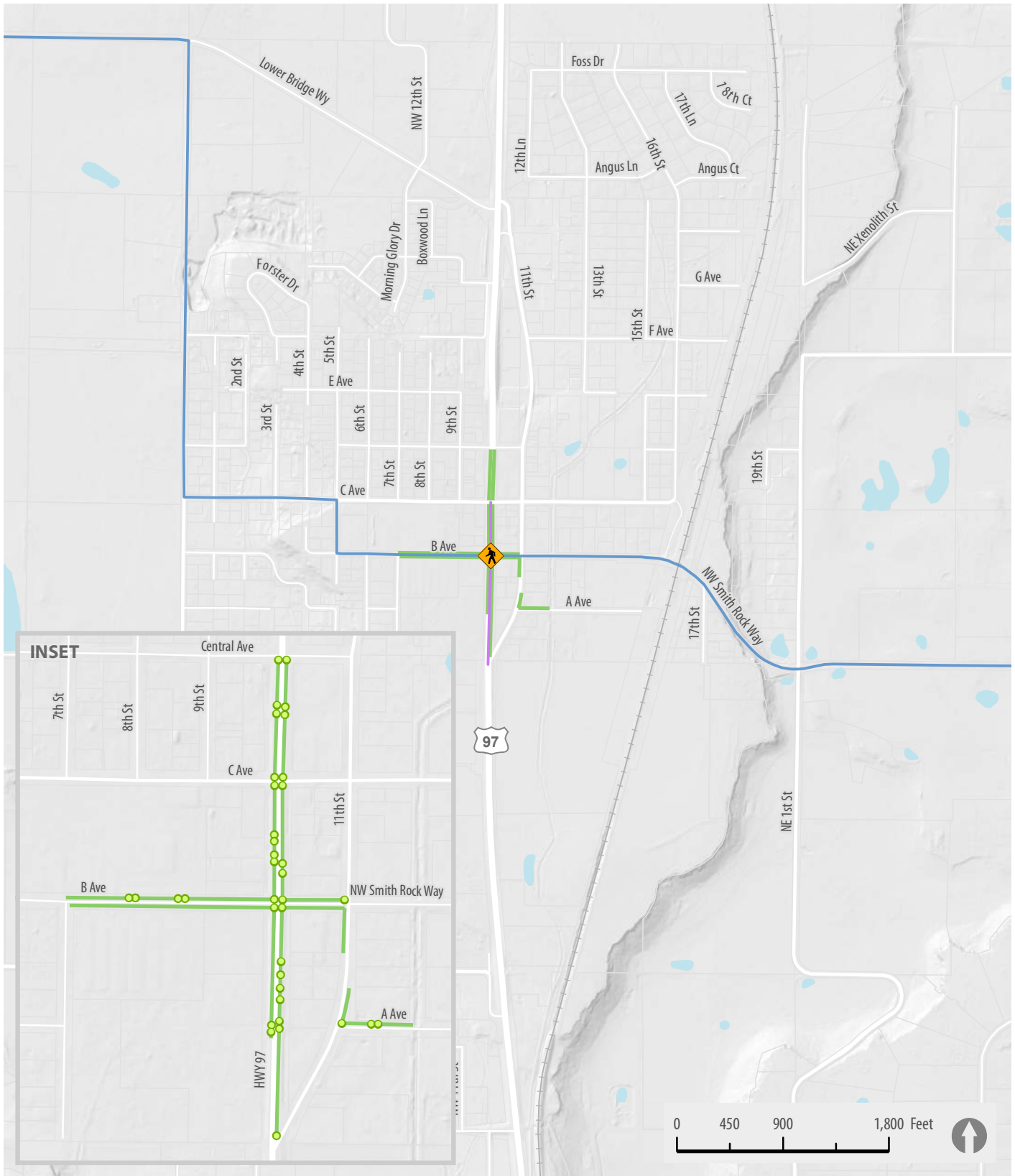
⁵ FHWA Publication Number HRT-04-100, September 2005

Bicycle System

Existing bicycle facilities within the Community are also shown in Figure 7. As identified, 6-foot bicycle lanes are provided on US 97 between 11th Street in the south and C Avenue to the north. The Oregon State Park Sisters to Smith Rock Scenic Bikeway is designated through Terrebonne along Smith Rock Way & B Avenue (crossing US 97 at B Avenue) but does not have dedicated facilities along its route in the vicinity of the community.

Public Transit System

The Terrebonne Community is currently served by the Cascades East Transit (CET) Community Connector Route 22 between Redmond and Madras. The route makes three stops throughout the day. The transit stop is located on the northeast corner of US97/C Avenue. The CET Master Plan identifies the need to develop a southbound bus pullout on the westside of US 97 with a signalized pedestrian crossing connecting to the Terrebonne Mini Market Park & Ride.








-  Crosswalk
-  Bike Lane
-  ADA Ramps
-  Presence of Sidewalk
-  Sisters to Smith Rock Scenic Bikeway

Figure 7

EXISTING INTERSECTION AND STREET OPERATIONS

As part of the inventory, existing operations at six key intersections were compared to the established performance standards to identify potential deficiencies in the existing system in Terrebonne.

Analysis Methodology and Performance Standards

All operational analyses described herein are in conformance with State and County methodologies. More details on the analysis methodology can be found in Technical Memorandum #2: Analysis Methodology & Assumptions. Existing conditions operation worksheets can be found in Appendix B.

The operational results for the intersections and segments were compared with County and/or State performance standards to identify existing deficiencies. These standards are shown in Figure 11 and described in Table 3. ODOT defines intersection performance standards by “mobility targets” that are represented by a volume-to-capacity ratio. The County defines performance standards by “level-of-service”, which is a rating from A to F to describe the experience of the user.

Table 3: Study Intersection Control and Mobility Target

Study Int. #	Intersection	Classification/ Jurisdiction	Intersection Control	Performance Standard
1	NW 19 th Street/Lower Bridge Way	County	Unsignalized	LOS D
2	US 97/Lower Bridge Way	ODOT	Unsignalized	Side-Street: v/c<0.80 Mainline: v/c<0.70
3	US 97/C Avenue	ODOT	Unsignalized	Side-Street: v/c<0.80 Mainline: v/c<0.70
4	US 97/B Avenue (Smith Rock Way)	ODOT	Unsignalized	Side-Street: v/c<0.80 Mainline: v/c<0.70
5	11 th Street/Smith Rock Way	County	Unsignalized	LOS D
6	US 97/S 11 th Street	ODOT	Unsignalized	Side-Street: v/c<0.80 Mainline: v/c<0.70

Roadway Segment Analyses

Segment data was collected at three locations along US 97 by tube counts for three days in April 2018 (provided in Appendix A). These traffic volumes were seasonal adjusted and used to conduct capacity analysis to determine how the facilities operate under 30th Highest Hour conditions. Vehicle volumes, speeds, and classification information were all collected as part of the data. Figure 10 summarizes the measured peak period traffic volumes, as recorded in Spring 2018, and the resultant volume-to-capacity ratio. As shown in Table 4, the segments do not exceed capacity under 30th Highest Hour Conditions today.

Table 4: Study Segment Analysis Results

Roadway Segment	Direction	2018 Daily Traffic Volumes	Peak Hour from 2018 Traffic Counts	Peak Hour Traffic Volumes	Capacity Estimate (vphpl)	Calculated V/C Ratio
US 97 approx. 600 ft north of Lower Bridge Way	NB	15,213	4:00-5:00pm	584	1,700	0.34
	SB		3:00-4:00pm	640		0.38
US 97 approx. 100 ft south of C Avenue	NB	20,968	4:00-5:00pm	902	1,700	0.53
	SB		3:00-4:00pm	786		0.46
US 97 approx. 500 ft south of NW 10 th Street	NB	22,614	4:00-5:00pm	1,021	1,700	0.60
	SB		3:00-4:00pm	824		0.48

Note: Vehicles per hour per lane (vphpl)

As seen in Figure 8, weekday traffic volumes generally rise throughout the day and peak in the evening. There is also a slight peak in the morning around 7:00AM. All the count locations follow a similar traffic flow pattern. Volumes north of Lower Bridge Way are approximately 25% lower than the counts at C Avenue and NW 10th Street. This is likely due to the demand to and from Crooked River Ranch and other destinations west on Lower Bridge Way.

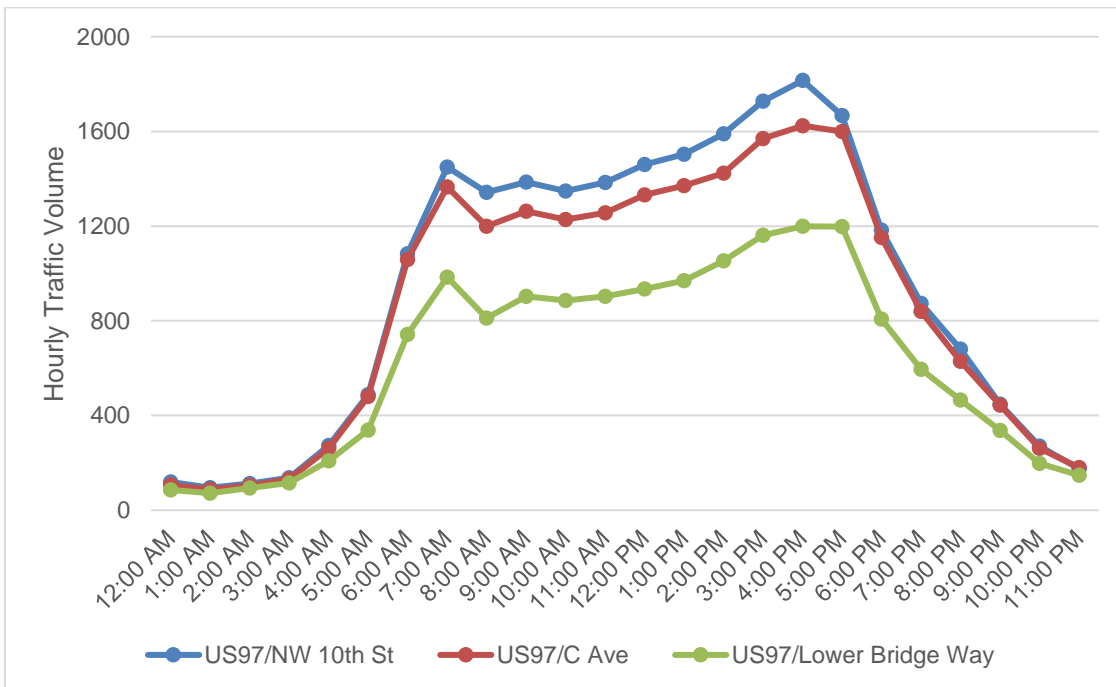


Figure 8. Weekday US 97 Volume Profile in Terrebonne

Lower Bridge Way Traffic Volumes

Peak hour traffic count data was collected at the intersection of Lower Bridge Way/US 97 in April 2018. Average Daily Traffic (ADT) was interpolated from the peak hour data⁶ and shows Lower Bridge Way carries approximately 5,990 ADT. This is approximately 30% of the daily traffic on US 97. As shown, Lower Bridge Way is a well utilized road that provides a key connection to and from US 97 for residents and businesses to the west, including Crooked River Ranch.

85th Percentile Speed Observations

Speed data was collected at the three tube count locations in Terrebonne over the course of three days in 2018 to assess typical speeds during the weekday. Speeds are generally analyzed in terms of the 85th percentile speed, which is the speed which no more than 15% of traffic is exceeding. The 85th percentile speed is generally used when setting speed limits. Table 5 provides a summary of the segment speed results. As shown, the average and 85th percentile speeds are traveling as speeds higher than the posted speed north of Lower Bridge Way in both direction. The 85th percentile speeds exceed the posted speeds in the commercial area near C Avenue in both directions. It should be noted that were the tube data was collected north of Lower Bridge Way is within 100 feet of the transition zone where the speed limit increases to 55 miles per hour. See Figure 6 for a posted speed map.

Table 5. Existing Segment Speed Results

Location	Movement	ADT	Posted Speed	Average Speed (mph)	85 th Percentile Speed (mph)
US 97 approx. 600 ft north of Lower Bridge Way	NB	7,459	45	59	64
	SB	7,755	45	54	60
US 97 approx. 100 ft south of C Avenue	NB	10,222	35	31	38
	SB	10,750	35	28	37
US 97 approx. 500 ft south of NW 10 th Street	NB	11,186	55	43	49
	SB	11,433	55	45	53

*Orange Cells indicate speeds higher than the posted speed

⁶ Common practice suggests when daily traffic data is not available, it can be assumed that the peak hour volume is approximately 10% of the daily traffic volume.

Heavy Vehicle Observations

Vehicle classification data was collected at the three tube count locations. Figure 9. shows the average types of vehicle on US 97 at the various locations. US 97, as shown, is a high frequency freight corridor. Detailed heavy vehicle information is included in the traffic counts provided in Appendix A.

Over Dimensional Loads

ODOT records on Over Dimensional (OD) loads from 2013-2015 and November 2017 to August 2018 show that US 97 through Terrebonne typically sees 1-2 OD loads per month, with a higher concentration occurring in the Spring, Summer, and Fall. Few OD loads occur in the winter. OD loads during these time periods averaged about 120 feet in length but included several OD loads over 200 feet in length, including a load 330 feet long in July 2014. The average width of OD loads was about 18 feet, with some loads as wide as 26 feet. Table 6 provides a general summary of OD loads during these periods. Appendix H includes the supporting over dimensional load data.

Table 6: Over Dimensional Loads on US 97 Near Terrebonne (2013-2015, November 2017-August 2018)

Number of Loads	Total	90
Width	Average	18 feet
	Max	26 feet
Length	Average	116 Feet
	Max	330 Feet
Weight	Average	220,000 lbs
	Max	818,680 lbs

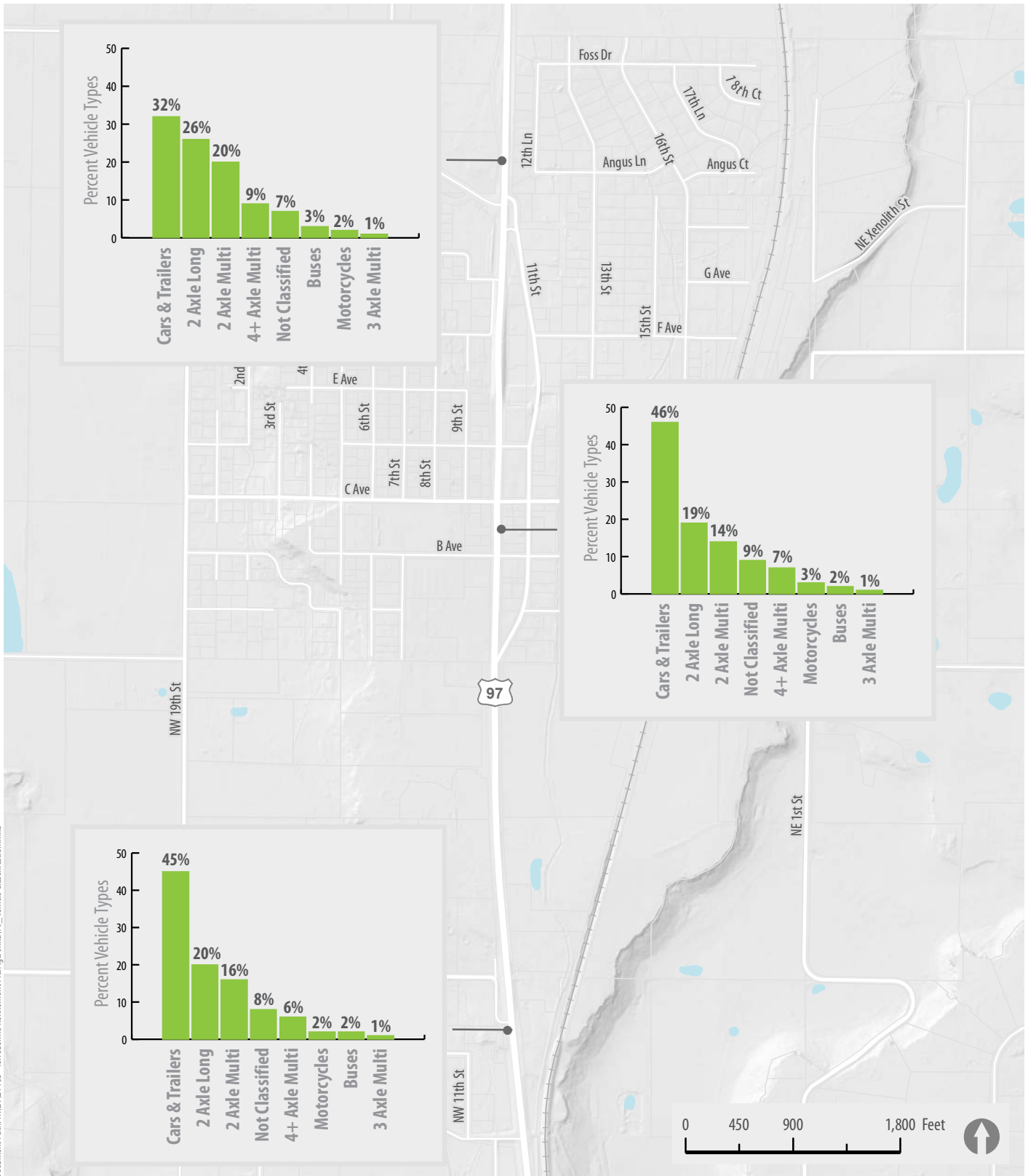


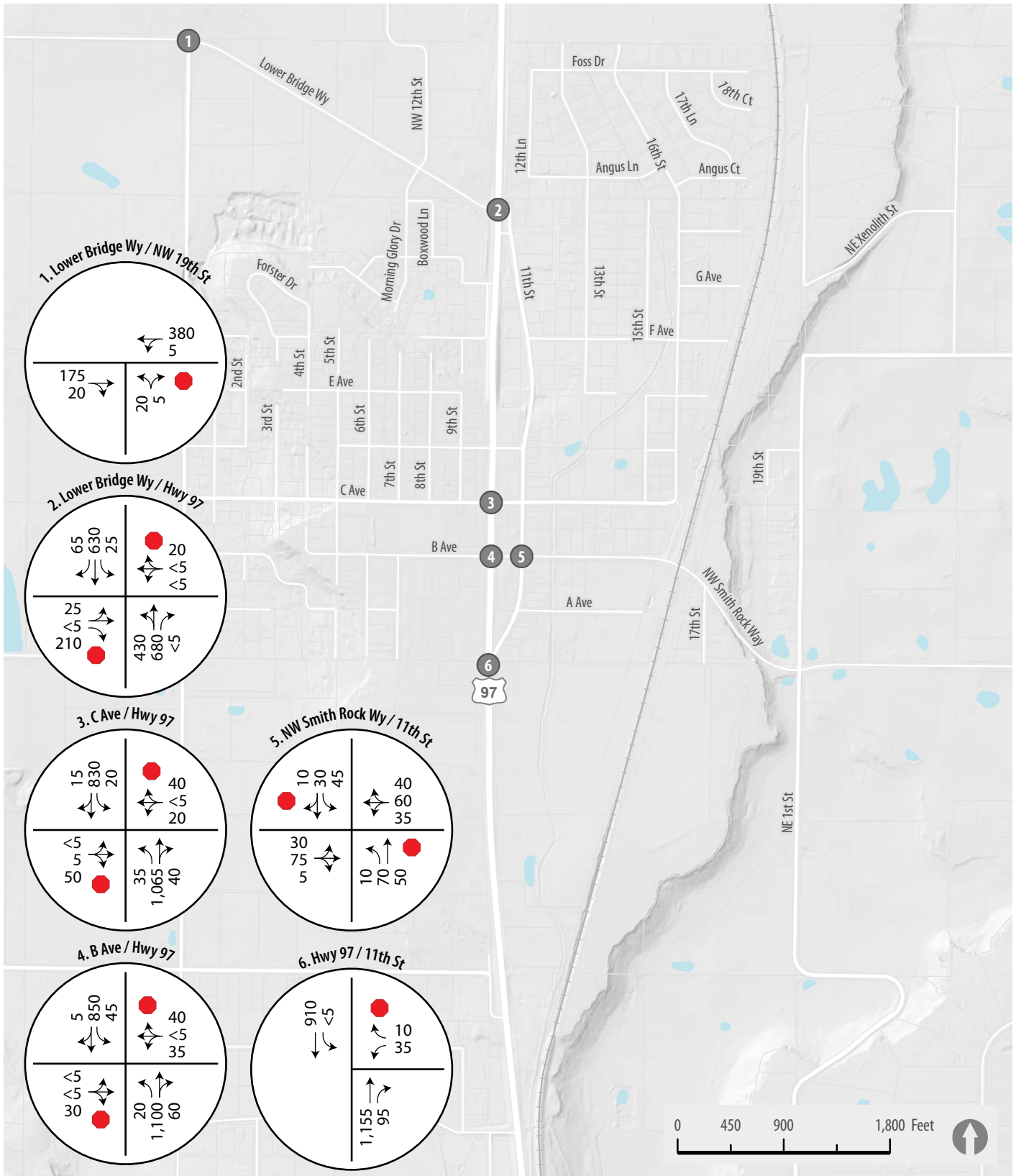
Figure 9

Intersection Traffic Operations Analysis Results

Six study locations were evaluated to assess intersection operations and turning movements onto and off US 97 and at other key intersections within the study area. The traffic counts were collected in April 2018. The existing counts were seasonally adjusted as documented in Technical Memorandum #2. Appendix D also contains detailed information about intersection operations and queuing under existing conditions.

As shown in this analysis, turning movements from the side-street experience significant delays today, especially for left-turn movements from the side-street onto US 97. Because of these delays, users are likely altering their route, potentially the time of day they travel, to avoid left-turns or congested intersections. Feedback from the community during Open House #1 confirmed this assumption (see Open House #1 Comment Report). Additionally, the 95th percentile queue for the westbound movement at US 97/B Avenue exceeds the mid-block spacing requiring vehicles to queue on the east side of 11th Street. This intersection also experiences seasonal traffic congestion and queues associated with the areas to the east of Terrebonne.

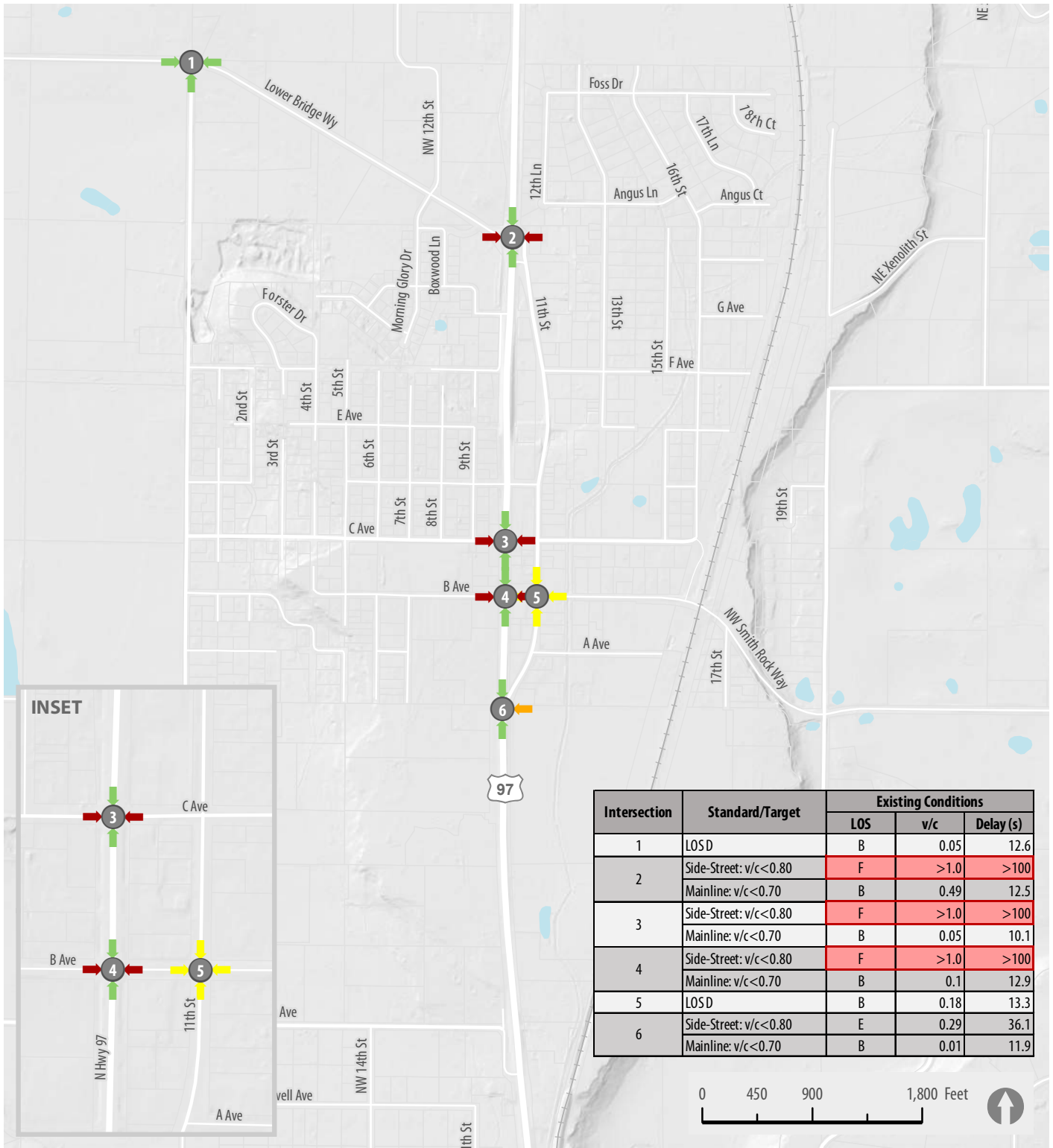
Figure 10 illustrates the existing peak hour traffic volumes and lane configurations and Figure 11 illustrates the results of the peak hour intersection operations. Figure 12 illustrates the existing 95th percentile queue at the study intersections.



- Study Intersection
- Stop Sign

Figure 10

Existing Weekday PM Peak Hour Traffic Volumes and Lane Configuration



Level of Service by Direction

- A thru C
- D
- E
- F
- Study Intersection

Figure 11

Existing Weekday PM Peak Hour Operations and Mobility Targets

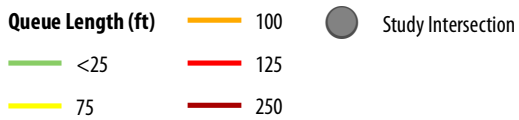
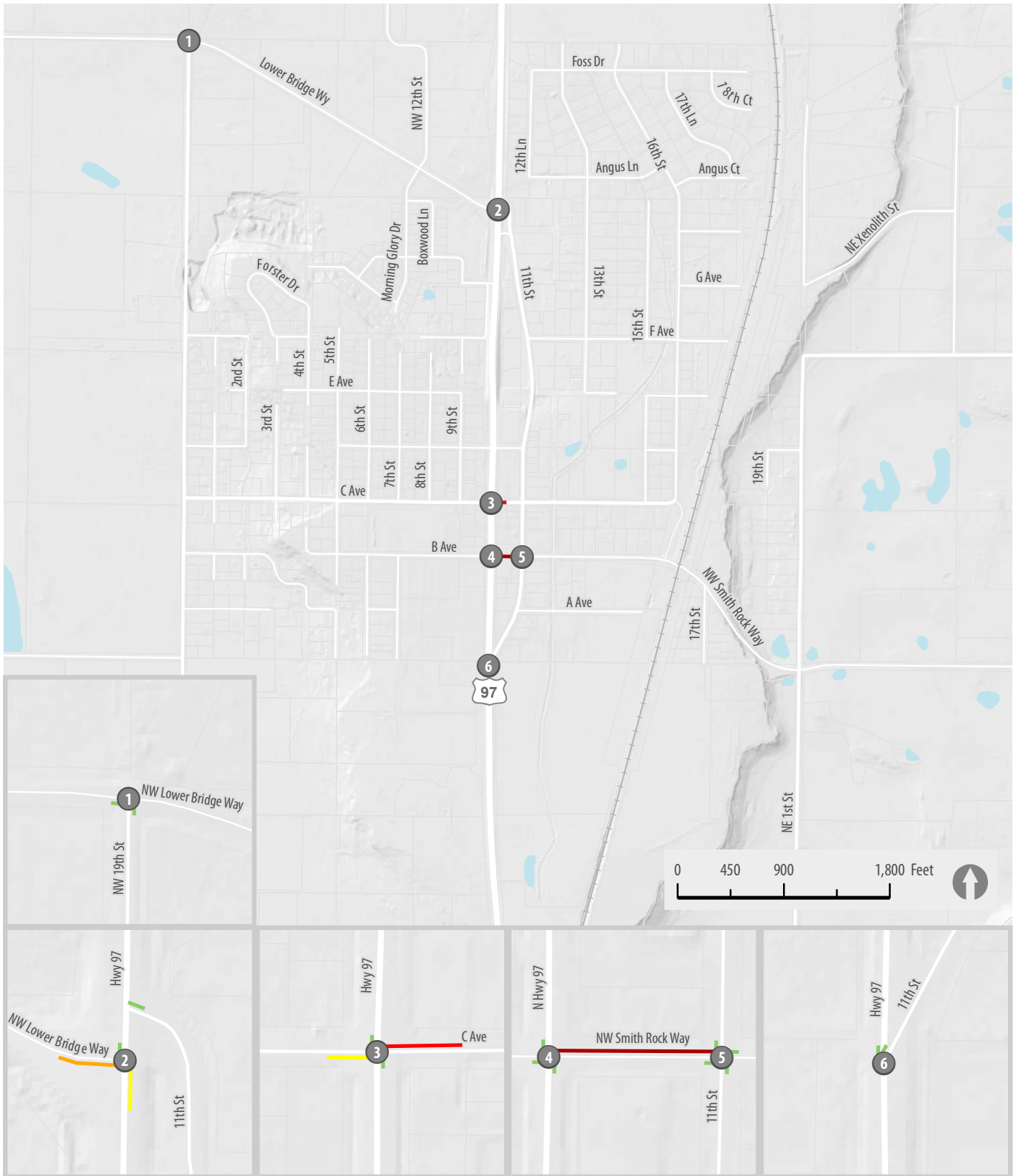


Figure 12

**Existing Weekday PM Peak Hour
95th Percentile Queue**

MULTIMODAL GAPS AND DEFICIENCIES

The following section documents gaps and deficiencies in the existing pedestrian and bicycle system. A gap is defined as a missing link in the network, such as an identified key walking or biking route is missing sidewalk or designated bicycle facility. A deficiency is defined as a pedestrian or bicycle facility that does not meet the standard or is insufficient to meet the users' needs. Examples of deficiencies include:

- Locations with documented pedestrian and bicycle crash histories
- On-street connections that have a Bicycle Level of Traffic Stress greater than 2
- On-street connections that have a Pedestrian Level of Traffic Stress greater than 2

Pedestrian Facility Gaps and Deficiencies

Streets with no sidewalks or intermittent sidewalks force pedestrians to walk along the edge of the road, use the shoulder if available, or simply not make their intended trip by walking. In many cases, the absence of sidewalks or intermittent sidewalk facilities increases the number of vehicles on the road by forcing pedestrians to drive to accomplish short distance trips due to the increased stress resulting in lack of separation between the vehicular traffic and pedestrian space. In Terrebonne, sidewalk facilities are present on B Avenue near Terrebonne Community School and on US 97 between Central Avenue and 11th Street. The remainder of the pedestrian network remains incomplete.

Pedestrian Level of Stress

Pedestrian facilities located along key roadways were evaluated to identify potential issues that could be addressed as part of the Refinement Plan. The ODOT Analysis Procedures Manual (APM) provides a methodology for evaluating pedestrian facilities called Pedestrian Level of Traffic Stress (PLTS). This methodology classifies four levels of traffic stress that a pedestrian can experience on the roadway, ranging from PLTS 1 (little traffic stress) to PLTS 4 (high traffic stress). Per the APM, PLTS 2 is considered a reasonable target for most pedestrian facilities due to its acceptability for the majority of people. Table 7 provides a detailed description of each PLTS rating.

Table 7: Pedestrian Level of Traffic Stress (PLTS) Descriptions

PLTS Rating	Description of PLTS Segment, Suitability and Condition ¹
1	Represents little to no traffic stress, suitable for all users including children 10 years or younger, groups of people and people using wheeled mobility devices. Provides a separated facility with a buffer between the pedestrian and vehicular traffic.
2	Represents little traffic stress but requires more attention to the traffic situation than of which young children may be capable. Suitable for children over 10, teens, and adults. Provides sidewalks in good condition; roadways may have higher speeds and volumes
3	Represents moderate stress and is suitable for adults. An able-bodied adult would feel uncomfortable but safe using this facility. Includes higher speed roadways with smaller or no buffers. Small areas in this facility may be impassable for a person using a wheeled mobility device. Some users are willing to use this facility
4	Represents high traffic stress. Only able-bodied adults with limited route choices would use this facility. Traffic speeds are moderate to high with narrow or no pedestrian facilities provided. Only the most confident users are willing to use this facility.

1. Descriptions for PLTS ratings were sourced from the ODOT APM Volume 2.

The PLTS score is based on four criteria, including sidewalk condition, physical buffer type, total buffering width, and general land use. All four criteria are scored from 1-4 and the highest score determines the overall score for the road segment. Figure 13 illustrates the results of the PLTS analysis for the Terrebonne Refinement Plan along improved roadways; gravel and dirt roadways were not analyzed as part of the level of traffic stress analysis.

As shown in the figure, the pedestrian network throughout Terrebonne is largely incomplete. The only sidewalk facilities are present on B Avenue and a segment of US 97. Nearly all higher order roadways scored a LTS 4 (high stress) with the exception of B Avenue near the Terrebonne Community School, which has a PLTS score of 2, and where sidewalks are complete along US 97, which has a PLTS score of 3. Appendix F provides a detailed summary of the results of the PLTS analysis and includes the scores of each criterion.

Bicycle Facility Gaps and Deficiencies

Streets with no bike lanes or intermittent bicycle facilities force bicyclists to share the travel lane with motor vehicles, use the shoulder or ride on the sidewalk (if available). In many cases, this is not a desirable option for bicyclists due to the proximity to vehicular traffic. Adequate bicycle facilities should be provided to allow for safe travel between neighborhoods and essential destinations.

The only bicycle facilities in the community include bike lanes on a segment of US 97 between C Avenue and 11th Street. The remainder of the community relies on paved shoulders for bicycles. The Oregon Scenic Bikeway that bisects the community does not have dedicated bicycle facilities.

Bicycle Level of Traffic Stress

Bicycle facilities located along key roadways were evaluated to identify potential issues that could be addressed as part of the Refinement Plan. The APM provides a methodology for evaluating bicycle facilities called Bicycle Level of Traffic Stress (BLTS). As applied by ODOT, this methodology classifies four levels of traffic stress that a person biking can experience on the roadway, ranging from BLTS 1

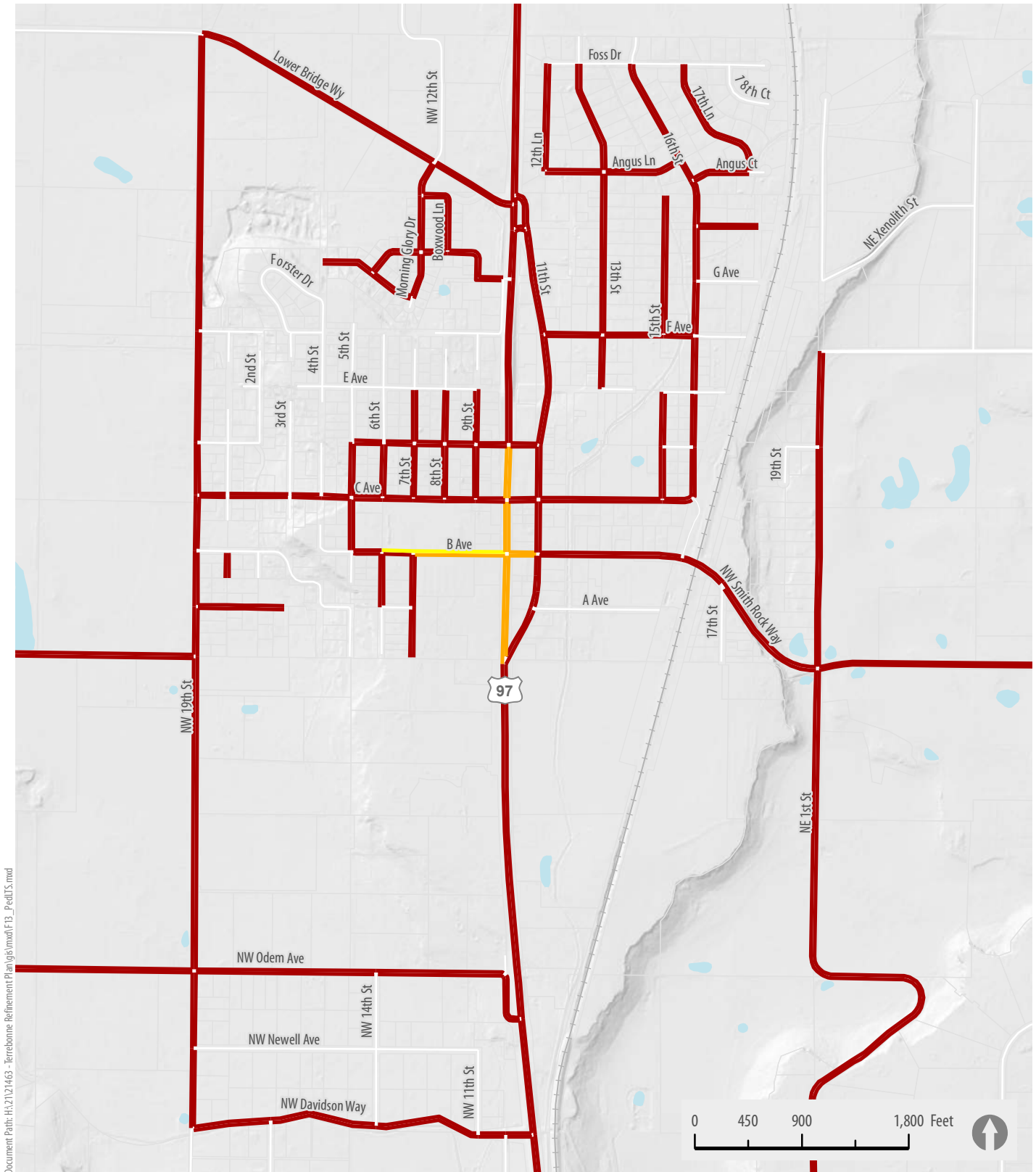
(little traffic stress) to BLTS 4 (high traffic stress). A road segment that is rated BLTS 1 generally has low traffic volumes and travel speeds and is suitable for all cyclists, including older children. A road segment that is rated BLTS 4 generally has high traffic volumes and travel speeds and is perceived as unsafe by most adults. The BLTS score is determined based on the vehicular speed, the number of travel lanes per direction, the presence and width of an on-street bicycle facility and/or adjacent parking lane, and several other factors such as the presence of a centerline. Per the APM, BLTS 2 is considered a reasonable target for bicycle facilities due to its acceptability for most adults. Table 8 provides a detailed description of each BLTS rating.

Table 8: Bicycle Level of Traffic Stress (BLTS) Description

BLTS Rating	Description of BLTS Segment, Suitability and Condition ¹
1	Represents little to no traffic stress, suitable for all cyclists. This includes children that are trained to safely cross intersections alone and supervising riding parents of younger children. Traffic speeds and volumes are low. Also includes paths and lanes that are physically separated from motor vehicle traffic.
2	Represents little traffic stress but requires more attention that young children can handle, so is suitable for teen and adult cyclists with adequate bike handling skills. Traffic speeds and volumes are slightly higher than LTS 1 streets, but speed differentials are still low.
3	Represents moderate stress and suitable for most observant adult cyclists. Traffic speeds and volumes are moderate.
4	Represents high stress and suitable for experienced and skilled cyclists. Traffic speeds and volumes are high.

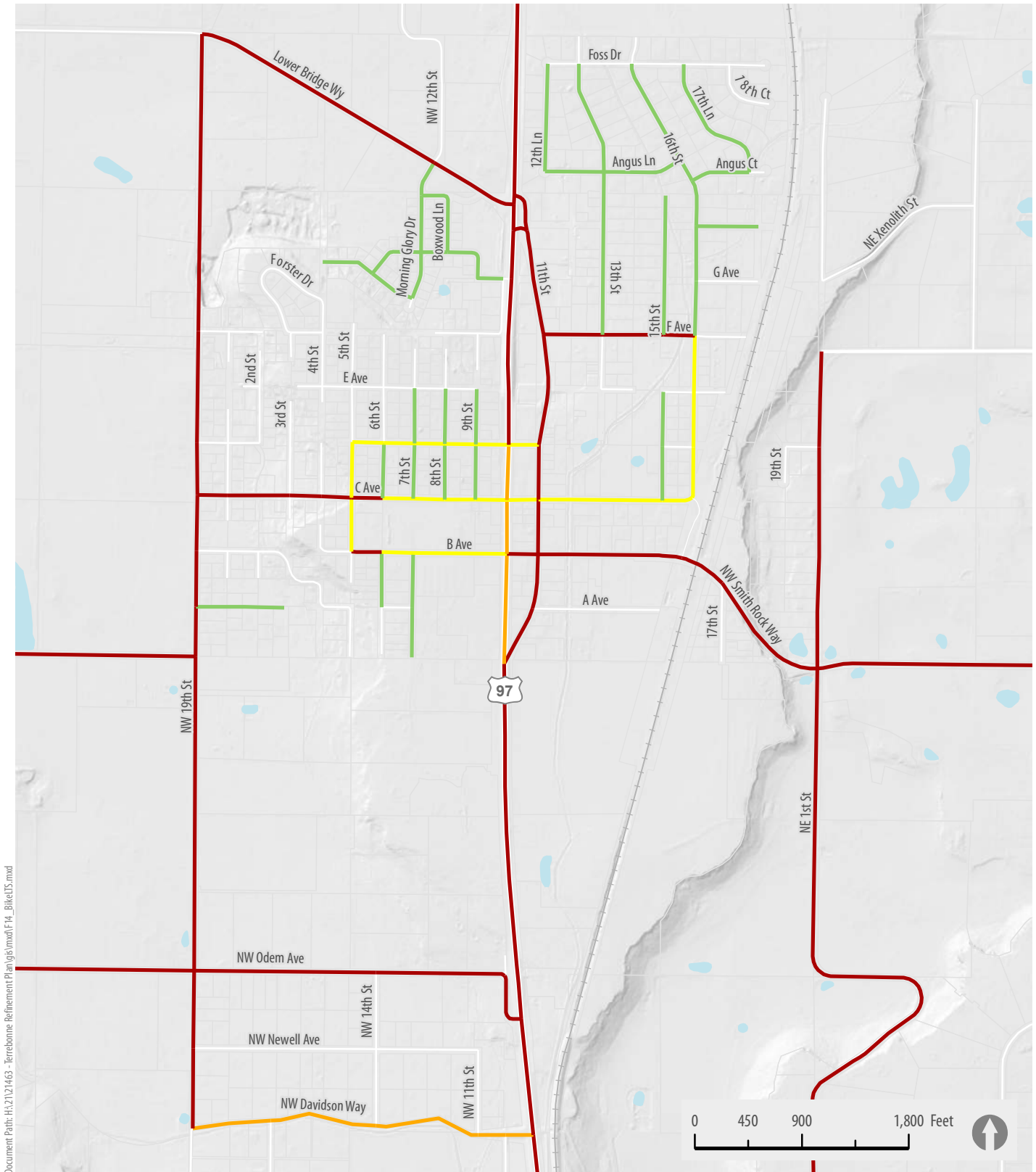
1. Descriptions for BLTS ratings were sourced from the ODOT APM Volume 2.

Figure 14 illustrates the results of the BLTS analysis for Terrebonne Refinement Plan along improved roadways; gravel and dirt roadways were not analyzed as part of the level of traffic stress analysis. As shown, only a segment of US 97 has dedicated bicycle lanes. The remainder of the Community used paved shoulders or shared use facilities. Several roadways scored a BLTS at or below 2. This is largely due to the low vehicular volumes and speeds. Appendix G summarizes the detailed results of the BLTS analysis and includes the scores of each criterion.



Level of Stress — 1 — 2 — 3 — 4

Figure 13



Level of Stress 1 2 3 4

Figure 14

HISTORIC CRASH ANALYSIS

Reported crash data was analyzed at the six key intersections and throughout the study area 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, 2012 through December 31, 2016 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 C.

Figure 15 – Figure 17 provide details on the location and type of crashes recorded during the most recent five-year period. There were no fatal crashes in Terrebonne during the study period.

Statewide Crash Performance Standards

Table 9 identifies the study intersections that exceed ODOT crash performance. As shown the intersections of US 97/Lower Bridge Way and 11th Street/Smith Rock Way exceed the critical crash rate. Appendices C and E provide additional information and a summary of key observations at study intersections.

Table 9. Summary of Study Intersections that Exceed ODOT Crash Performance Standards

Intersection	90 th Percentile Crash Rate	Critical Crash Rate	Top 85% SPIS Site
NW 19th Street/Lower Bridge Way	Does not Exceed	Does not Exceed	Does not Exceed
US 97/Lower Bridge Way	Does not Exceed	Exceeds	Does not Exceed
US 97/C Avenue	Does not Exceed	Does not Exceed	Does not Exceed
US 97/B Avenue (Smith Rock Way)	Does not Exceed	Does not Exceed	Does not Exceed
11th Street/Smith Rock Way	Does not Exceed	Exceeds	Does not Exceed
US 97/S 11th Street	Does not Exceed	Does not Exceed	Does not Exceed

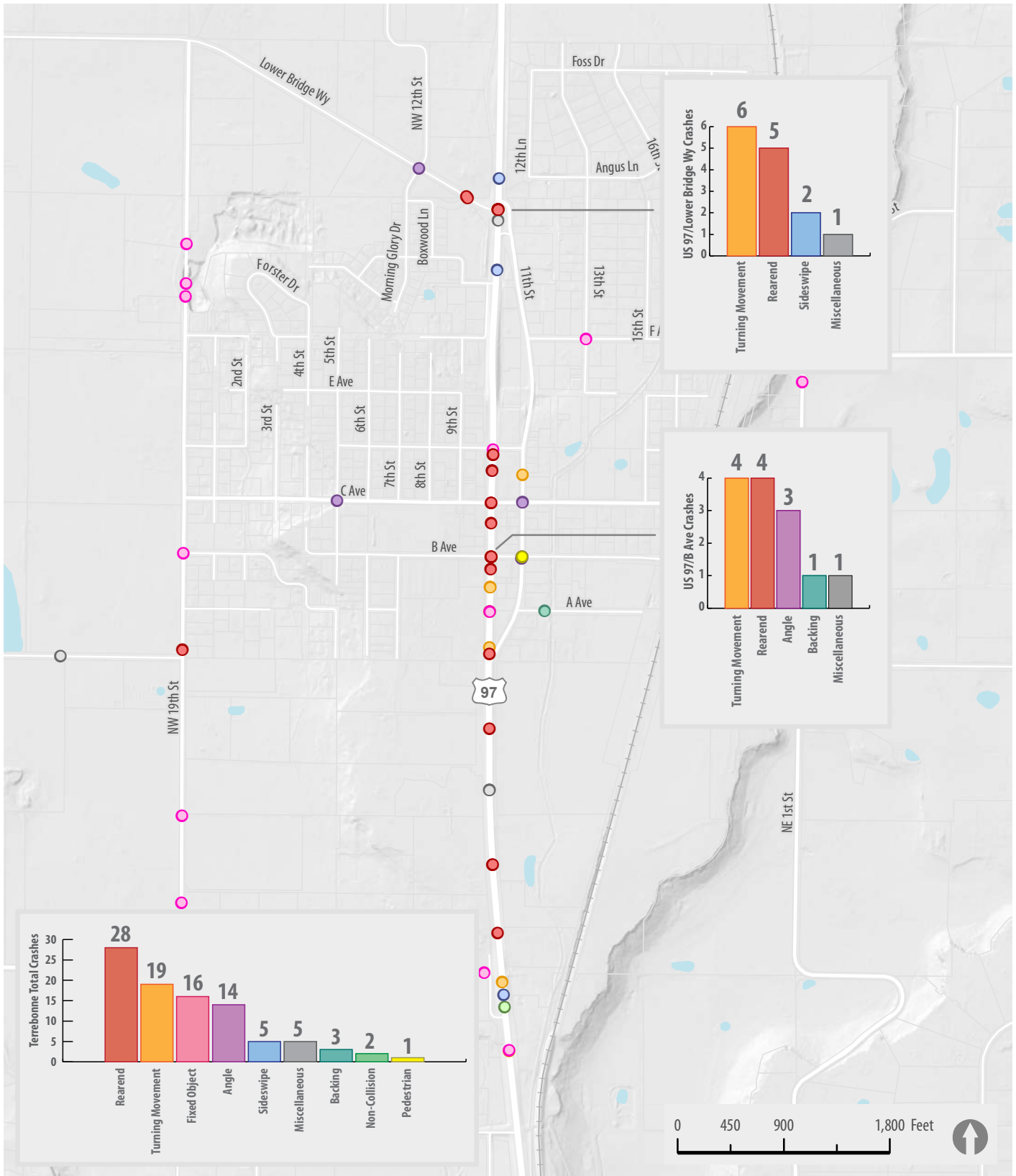


Figure 15

**Crash Types
2012 - 2016**

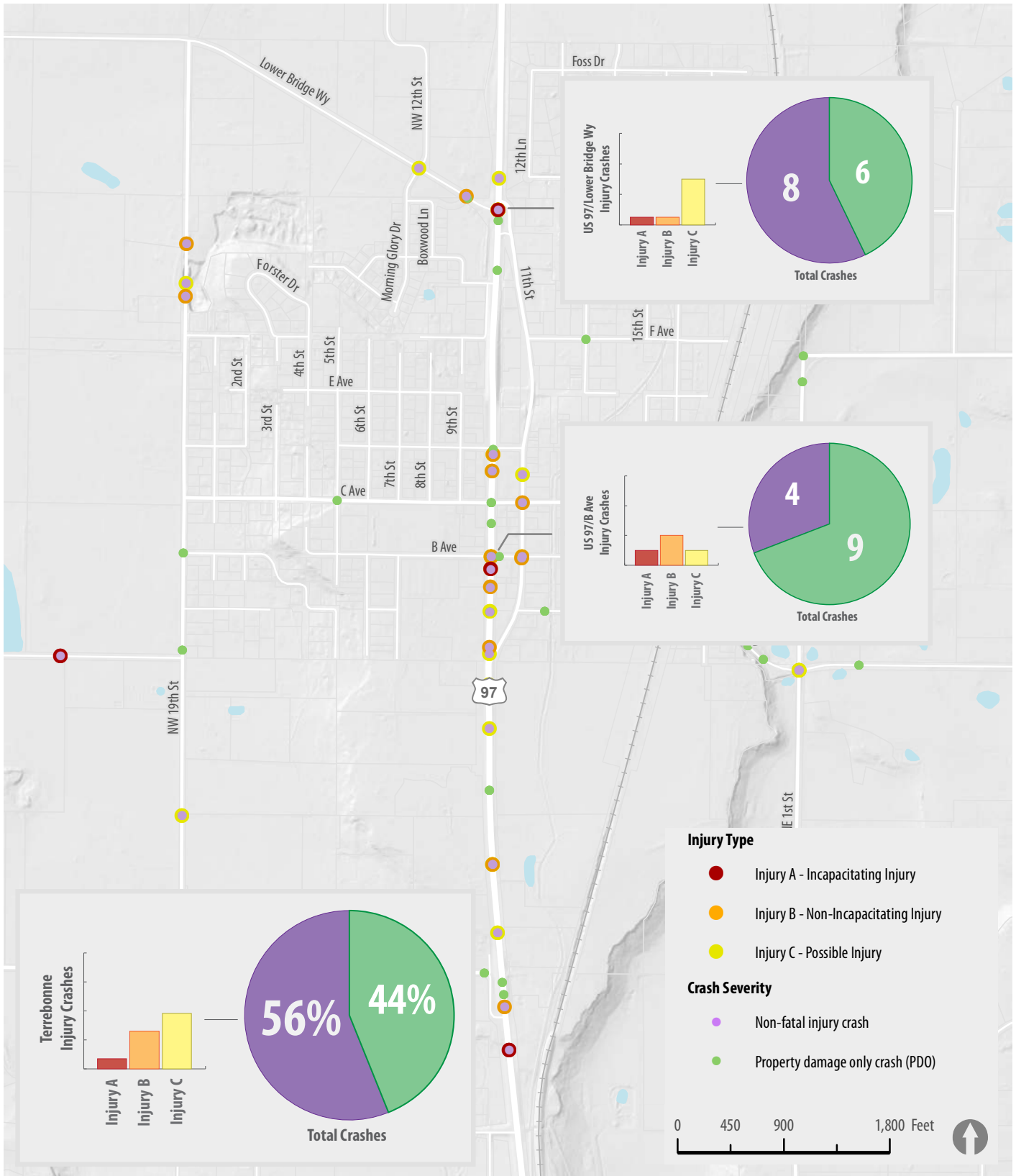


Figure 16

**Crash Injury and Severity
2012 - 2016**

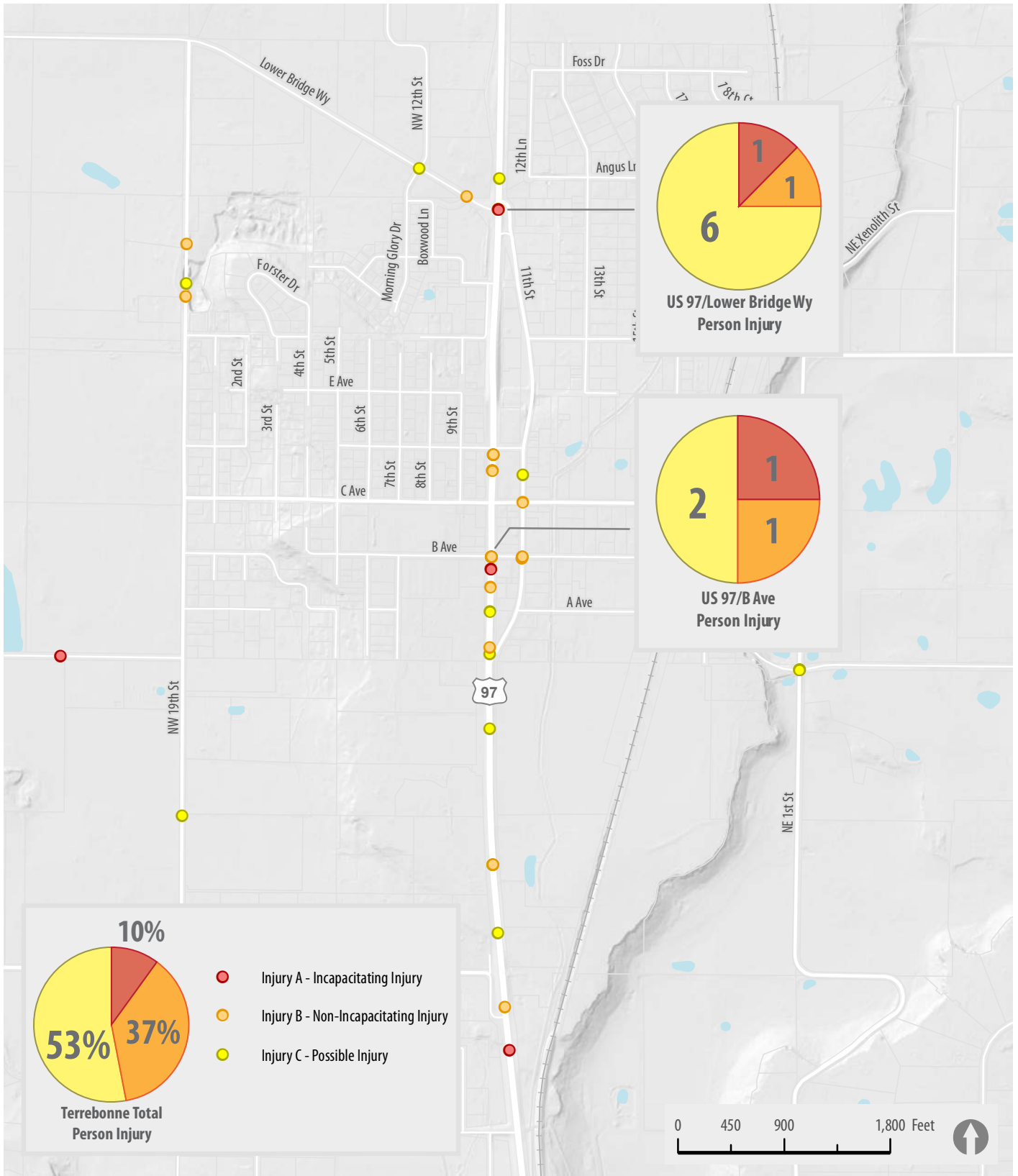


Figure 17

**Injury Crashes
2012 - 2016**

SUMMARY OF EXISTING CONDITIONS

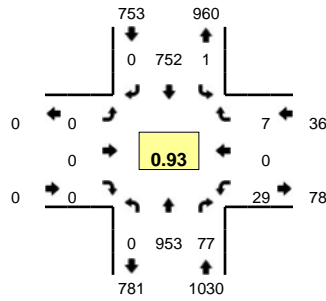
The assessment of the existing transportation system conditions and the transportation network inventory identified the following:

- US 97 is a key freight and statewide mobility route that traverse north-south through the Terrebonne Community. The highway also serves as a Tier 1, Phase 1 Lifeline Route considered vital for rescue and recovery operations in case of a natural catastrophe.
- Over Dimensional loads (OD) regularly used US 97 through Terrebonne. These vehicles typically average 120 feet in length, but can exceed 200 feet, including one OD load that was 330 feet.
- The pedestrian network throughout the urban area is largely incomplete. The only sidewalk facilities are present on B Avenue and a short segment of US 97. Nearly all higher order roadways scored a Level of Traffic Stress (LTS) 4 (high stress) with the exception of B Avenue.
- The existing B Avenue marked crosswalk at US 97 could possibly increase the risk of pedestrian related crashes if other pedestrian facility enhancements such as a Rectangular Rapid Flashing Beacon (RRFB) are not installed.
- The only dedicated bicycle facility in the community include bike lanes on a segment of US 97 between C Avenue and 11th Street. The remainder of the community relies on paved shoulders for bicycles. The Oregon Scenic Bikeway that bisects the community east-west does not have dedicated bicycle facilities.
- The following three study intersections did not meet mobility targets for the side-street turning movement:
 - US 97/Lower Bridge Way
 - US 97/C Avenue
 - US 97/B Avenue
- The US 97/Smith Rock Way (B Avenue) intersection meets mobility targets under typical conditions analyzed in this memorandum, though the 95th percentile queue for the westbound approach extends through the 11th Street intersection. Also, this intersection experiences high demand during seasonal events associated with agricultural and recreational amenities to the east.
- Segment volumes indicated that US 97 is currently under capacity through the study area.
- Speed data collected at three segments showed that the 85th percentile speeds on US 97 at Lower Bridge Way and C Avenue exceed the posted speed by 19 and 3 mph, respectively.
- Ninety-three (93) crashes were reported in the greater Terrebonne area during the five-year study period. There were no fatal crashes during the study period.
- Of the six study intersections, US 97/Lower Bridge Way and 11th Street/Smith Rock Way exceed the ODOT Critical Crash Rate over the past five-year period.

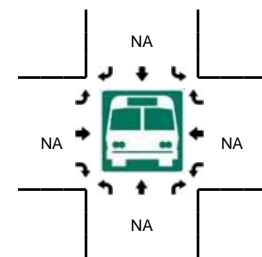
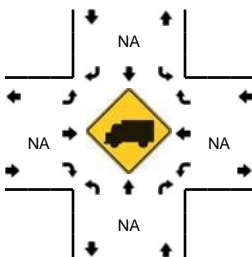
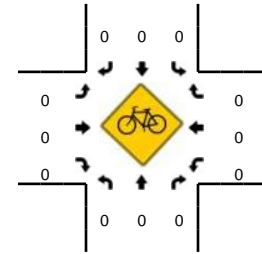
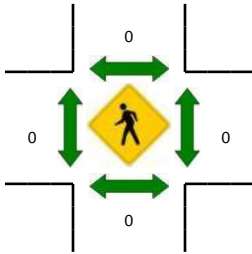
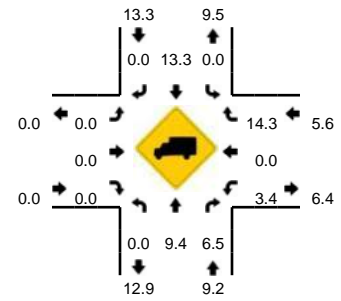
Appendix A – Traffic Counts

LOCATION: US 97 -- South 11th Street
CITY/STATE: Terrebonne, OR

QC JOB #: 14686616
DATE: Tue, Apr 24 2018



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:40 PM -- 4:55 PM

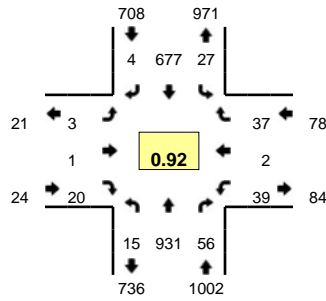


5-Min Count Period Beginning At	US 97 (Northbound)				US 97 (Southbound)				South 11th Street (Eastbound)				South 11th Street (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	83	6	0	0	68	0	0	0	0	0	0	7	0	0	0	164	
4:05 PM	0	68	7	0	0	69	0	0	0	0	0	0	1	0	1	0	146	
4:10 PM	0	76	3	0	0	59	0	0	0	0	0	0	5	0	1	0	144	
4:15 PM	0	85	6	0	0	60	0	0	0	0	0	0	1	0	1	0	153	
4:20 PM	0	64	9	0	0	59	0	0	0	0	0	0	2	0	0	0	134	
4:25 PM	0	74	8	0	0	69	0	0	0	0	0	0	3	0	0	0	154	
4:30 PM	0	64	9	0	0	77	0	0	0	0	0	0	0	0	1	0	151	
4:35 PM	0	83	8	0	0	42	0	0	0	0	0	0	1	0	1	0	135	
4:40 PM	0	89	4	0	0	64	0	0	0	0	0	0	3	0	0	0	160	
4:45 PM	0	91	6	0	0	59	0	0	0	0	0	0	1	0	1	0	158	
4:50 PM	0	89	7	0	1	71	0	0	0	0	0	0	4	0	1	0	173	
4:55 PM	0	87	4	0	0	55	0	0	0	0	0	0	1	0	0	0	147	1819
5:00 PM	0	86	5	0	0	56	0	0	0	0	0	0	4	0	1	0	152	1807
5:05 PM	0	63	5	0	0	66	0	0	0	0	0	0	1	0	1	0	136	1797
5:10 PM	0	85	8	0	0	42	0	0	0	0	0	0	5	0	1	0	141	1794
5:15 PM	0	78	4	0	0	62	0	0	0	0	0	0	3	0	0	0	147	1788
5:20 PM	0	86	6	0	0	55	0	0	0	0	0	0	1	0	0	0	148	1802
5:25 PM	0	69	6	0	1	64	0	0	0	0	0	0	1	0	0	0	141	1789
5:30 PM	0	79	6	0	0	70	0	0	0	0	0	0	4	0	0	0	159	1797
5:35 PM	0	70	7	0	1	54	0	0	0	0	0	0	2	0	1	0	135	1797
5:40 PM	0	78	2	0	1	41	0	0	0	0	0	0	1	0	0	0	123	1760
5:45 PM	0	77	3	0	0	37	0	0	0	0	0	0	0	0	0	0	117	1719
5:50 PM	0	70	3	0	1	54	0	0	0	0	0	0	3	0	0	0	131	1677
5:55 PM	0	64	7	0	1	55	0	0	0	0	0	0	2	0	0	0	129	1659
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1076	68	0	4	776	0	0	0	0	0	0	32	0	8	0	1964	
Heavy Trucks	0	88	4	0	0	100	0	0	0	0	0	0	0	0	4	0	196	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

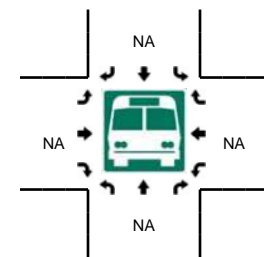
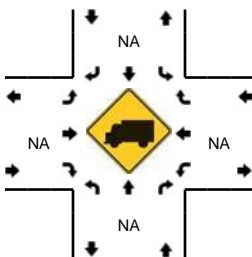
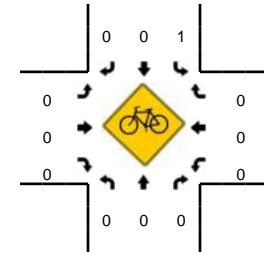
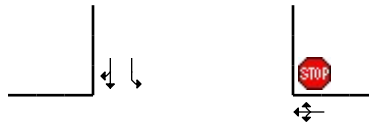
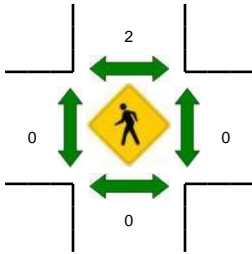
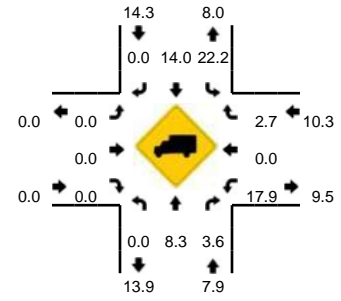
Comments:

LOCATION: US 97 -- B Avenue/Smith Rock Way
CITY/STATE: Terrebonne, OR

QC JOB #: 14686617
DATE: Tue, Apr 24 2018



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Peak 15-Min: 4:40 PM -- 4:55 PM

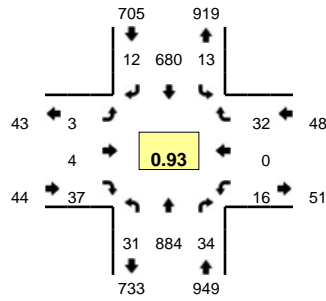


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4:00 PM	2	83	5	0	3	62	0	0	0	0	4	0	1	0	4	0	164	
4:05 PM	4	56	3	0	3	60	0	0	1	0	3	0	1	0	4	0	135	
4:10 PM	2	74	5	0	2	56	0	0	0	0	0	0	2	0	2	0	143	
4:15 PM	1	77	2	0	4	59	1	0	0	0	3	0	2	0	5	0	154	
4:20 PM	0	64	7	0	4	59	0	0	0	0	1	0	1	0	0	0	136	
4:25 PM	0	71	3	0	3	66	0	0	0	0	2	0	4	0	3	0	152	
4:30 PM	1	65	2	0	4	72	0	0	0	0	1	0	3	1	3	0	152	
4:35 PM	2	76	3	0	5	38	0	0	0	1	3	0	3	0	3	0	134	
4:40 PM	1	84	4	0	1	56	0	0	0	0	0	0	5	0	3	0	154	
4:45 PM	0	93	3	0	2	62	1	0	0	0	2	0	1	0	3	0	167	
4:50 PM	1	83	8	0	4	61	1	0	0	0	4	0	4	0	3	0	169	
4:55 PM	3	81	3	0	1	52	1	0	0	0	2	0	2	0	2	0	147	1807
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5:10 PM	2	78	9	0	0	39	0	0	0	0	2	0	3	1	3	0	137	1799
5:15 PM	0	71	4	0	0	59	0	0	0	0	1	0	3	0	7	0	145	1790
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5:30 PM	3	77	4	0	4	66	0	0	0	0	0	0	4	0	6	0	164	1811
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Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	1040	60	0	28	716	8	0	0	0	24	0	40	0	36	0	1960	
Heavy Trucks	0	100	4		4	104	0		0	0	0		0	0	0		212	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0			0
Railroad																		
Stopped Buses																		

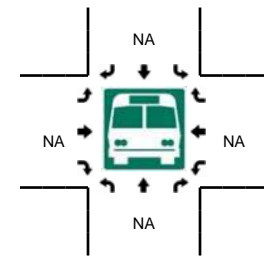
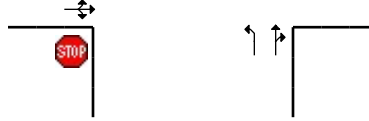
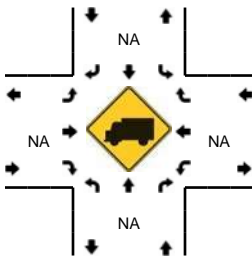
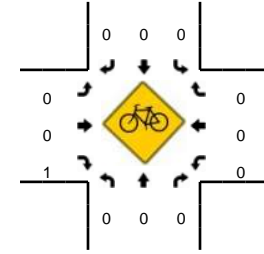
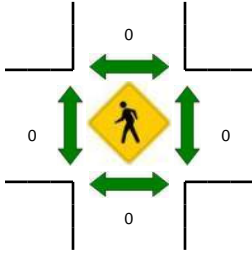
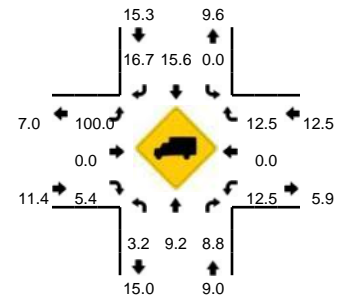
Comments:

LOCATION: US 97 -- Underwood Avenue/C Avenue
CITY/STATE: Terrebonne, OR

QC JOB #: 14686618
DATE: Tue, Apr 24 2018



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Peak 15-Min: 4:45 PM -- 5:00 PM

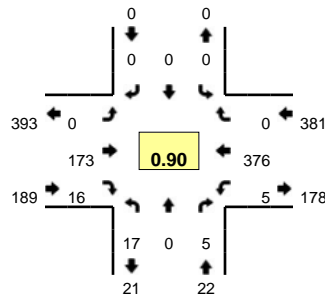


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4:00 PM	2	82	1	0	2	58	1	0	0	0	5	0	3	0	3	0	157	
4:05 PM	1	58	1	0	0	52	0	0	0	1	4	0	1	0	4	0	122	
4:10 PM	2	77	1	0	0	59	2	0	0	1	3	0	0	0	3	0	148	
4:15 PM	3	76	1	0	1	57	3	0	0	1	3	0	0	0	5	0	150	
4:20 PM	1	59	3	0	0	61	0	0	0	0	2	0	0	0	1	0	127	
4:25 PM	2	66	7	0	1	66	1	0	2	0	1	0	3	0	2	0	151	
4:30 PM	2	66	3	0	0	62	0	0	0	0	6	0	1	0	3	0	143	
4:35 PM	7	68	1	0	1	43	1	0	1	0	2	0	0	0	2	0	126	
4:40 PM	0	83	2	0	2	55	0	0	0	0	4	0	2	0	3	0	151	
4:45 PM	2	86	8	0	0	57	1	0	0	0	4	0	4	0	2	0	164	
4:50 PM	2	83	0	0	1	57	1	0	0	0	4	0	2	0	0	0	150	
4:55 PM	3	76	3	0	6	56	1	0	0	1	4	0	0	0	4	0	154	1743
5:00 PM	5	81	2	0	1	48	0	0	0	1	3	0	2	0	3	0	146	1732
5:05 PM	2	63	3	0	0	59	2	0	0	0	1	0	2	0	4	0	136	1746
5:10 PM	2	73	5	0	0	43	0	0	0	0	2	0	1	1	0	0	127	1725
5:15 PM	9	63	3	0	0	54	2	0	0	0	0	0	3	0	2	0	136	1711
5:20 PM	1	76	5	0	0	55	1	0	0	1	1	0	0	0	1	0	141	1725
5:25 PM	3	65	2	0	1	62	0	0	0	1	3	0	1	0	2	0	140	1714
5:30 PM	3	77	0	0	1	64	2	0	0	1	4	0	1	0	4	0	157	1728
5:35 PM	3	62	3	0	1	46	0	0	0	0	2	0	0	0	2	0	119	1721
5:40 PM	2	72	4	0	1	31	1	0	0	1	2	0	2	1	0	0	117	1687
5:45 PM	5	67	3	0	2	45	0	0	0	0	2	0	1	0	3	0	128	1651
5:50 PM	5	70	1	0	1	48	1	0	0	0	3	0	0	0	1	0	130	1631
5:55 PM	2	63	2	0	0	51	0	0	0	0	2	0	1	0	2	0	123	1600
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	980	44	0	28	680	12	0	0	4	48	0	24	0	24	0	1872	
Heavy Trucks	0	68	0	0	0	100	0	0	0	0	0	0	4	0	0	0	172	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

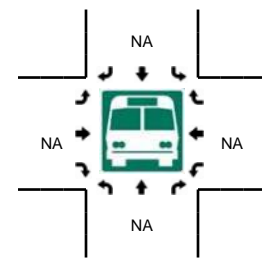
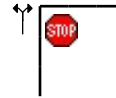
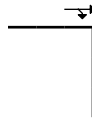
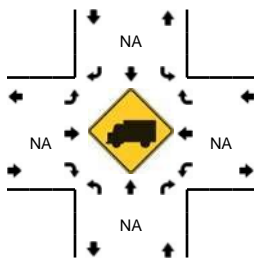
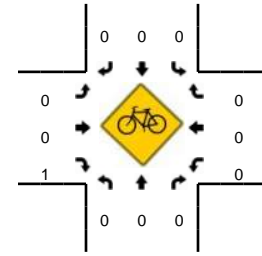
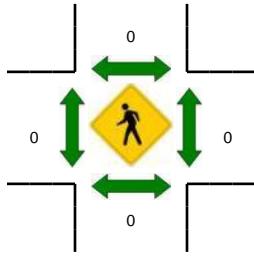
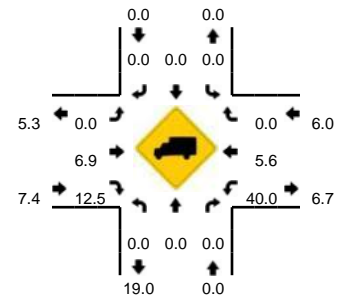
Comments:

LOCATION: 19th Street -- Lower Bridge Way
CITY/STATE: Terrebonne, OR

QC JOB #: 14686619
DATE: Tue, Apr 24 2018



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

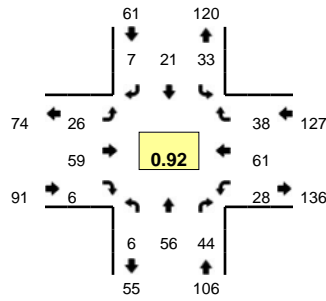


5-Min Count Period Beginning At	19th Street (Northbound)				19th Street (Southbound)				Lower Bridge Way (Eastbound)				Lower Bridge Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	0	0	0	0	0	0	0	15	0	0	0	42	0	0	59	
4:05 PM	4	0	1	0	0	0	0	0	0	12	2	0	0	31	0	0	50	
4:10 PM	1	0	0	0	0	0	0	0	0	13	1	0	1	26	0	0	42	
4:15 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	30	0	0	50	
4:20 PM	1	0	0	0	0	0	0	0	0	17	2	0	1	33	0	0	54	
4:25 PM	2	0	0	0	0	0	0	0	0	11	2	0	1	23	0	0	39	
4:30 PM	1	0	0	0	0	0	0	0	0	13	1	0	0	35	0	0	50	
4:35 PM	1	0	0	0	0	0	0	0	0	15	0	0	0	25	0	0	41	
4:40 PM	0	0	1	0	0	0	0	0	0	10	3	0	0	28	0	0	42	
4:45 PM	3	0	2	0	0	0	0	0	0	15	1	0	1	38	0	0	60	
4:50 PM	2	0	1	0	0	0	0	0	0	16	2	0	0	36	0	0	57	
4:55 PM	0	0	0	0	0	0	0	0	0	16	2	0	1	29	0	0	48	592
5:00 PM	2	0	1	0	0	0	0	0	0	10	0	0	0	35	0	0	48	581
5:05 PM	2	0	5	0	0	0	0	0	0	7	1	0	1	23	0	0	39	570
5:10 PM	4	0	1	0	0	0	0	0	0	9	0	0	0	37	0	0	51	579
5:15 PM	0	0	0	0	0	0	0	0	0	12	2	0	2	29	0	0	45	574
5:20 PM	0	0	1	0	0	0	0	0	0	21	1	0	1	30	0	0	54	574
5:25 PM	1	0	0	0	0	0	0	0	0	10	2	0	1	24	0	0	38	573
5:30 PM	0	0	0	0	0	0	0	0	0	13	1	0	0	32	0	0	46	569
5:35 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	28	0	0	39	567
5:40 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	33	0	0	42	567
5:45 PM	0	0	1	0	0	0	0	0	0	10	1	0	0	23	0	0	35	542
5:50 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	33	0	0	40	525
5:55 PM	0	0	1	0	0	0	0	0	0	8	0	0	0	25	0	0	34	511
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	0	12	0	0	0	0	0	0	188	20	0	8	412	0	0	660	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	4	16	0	0	28	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

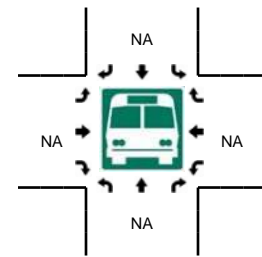
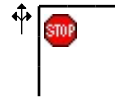
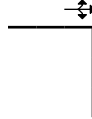
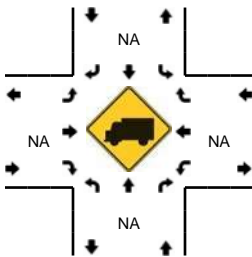
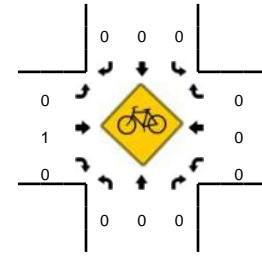
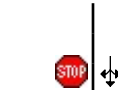
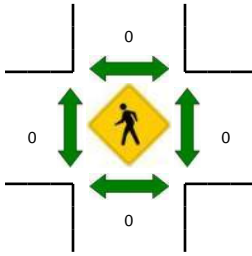
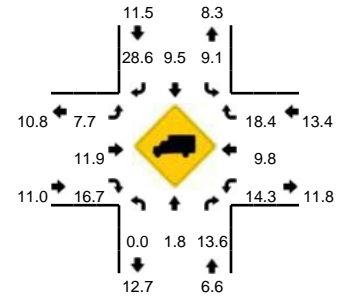
Comments:

LOCATION: 11th Street -- Smith Rock Way
CITY/STATE: Terrebonne, OR

QC JOB #: 14686620
DATE: Tue, Apr 24 2018



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

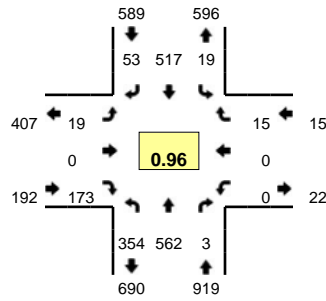


5-Min Count Period Beginning At	11th Street (Northbound)				11th Street (Southbound)				Smith Rock Way (Eastbound)				Smith Rock Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	5	5	0	3	8	1	0	1	7	0	0	2	4	4	0	41	
4:05 PM	2	3	2	0	5	3	0	0	1	5	0	0	3	3	2	0	29	
4:10 PM	1	2	2	0	2	1	2	0	1	6	1	0	5	6	4	0	33	
4:15 PM	1	6	3	0	2	1	0	0	3	4	0	0	1	2	2	0	25	
4:20 PM	0	5	5	0	5	0	0	0	2	7	1	0	1	3	2	0	31	
4:25 PM	1	6	4	0	2	2	0	0	2	4	0	0	5	3	5	0	34	
4:30 PM	0	3	4	0	5	0	1	0	2	2	1	0	3	8	3	0	32	
4:35 PM	1	8	3	0	3	3	0	0	2	6	1	0	0	6	1	0	34	
4:40 PM	1	6	4	0	3	1	1	0	0	5	0	0	3	4	2	0	30	
4:45 PM	0	5	3	0	3	3	1	0	1	5	0	0	3	5	3	0	32	
4:50 PM	0	7	4	0	2	2	2	0	5	7	1	0	2	4	3	0	39	
4:55 PM	2	3	3	0	3	1	1	0	2	2	0	0	0	2	4	0	23	383
5:00 PM	0	2	3	0	2	1	0	0	3	10	0	0	6	8	7	0	42	384
5:05 PM	0	2	2	0	3	2	1	0	1	2	1	0	1	6	3	0	24	379
5:10 PM	0	3	6	0	0	5	0	0	3	5	1	0	3	10	3	0	39	385
5:15 PM	1	1	2	0	2	1	0	0	3	2	0	0	4	5	2	0	23	383
5:20 PM	0	2	5	0	1	3	0	0	2	5	0	0	2	3	3	0	26	378
5:25 PM	2	6	3	0	3	2	0	0	2	4	0	0	1	5	3	0	31	375
5:30 PM	0	5	4	0	1	2	0	0	2	5	1	0	4	7	5	0	36	379
5:35 PM	1	3	5	0	6	2	1	0	2	1	0	0	1	9	1	0	32	377
5:40 PM	0	2	2	0	2	4	2	0	3	4	0	0	4	3	1	0	27	374
5:45 PM	0	4	1	0	3	2	1	0	2	5	1	0	0	6	2	0	27	369
5:50 PM	0	6	2	0	4	2	3	0	0	3	2	0	4	2	0	0	28	358
5:55 PM	1	1	4	0	4	2	1	0	0	3	0	0	1	2	4	0	23	358
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	28	44	0	20	32	4	0	28	68	8	0	40	96	52	0	420	
Heavy Trucks	0	0	4		0	4	0		0	12	0		4	8	8		40	
Pedestrians	0				0				0				0				0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

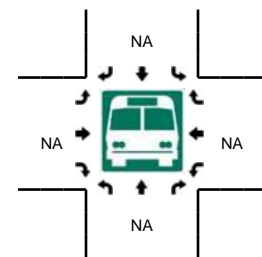
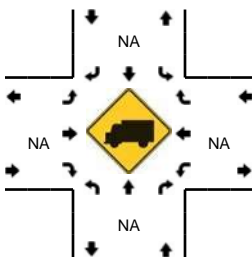
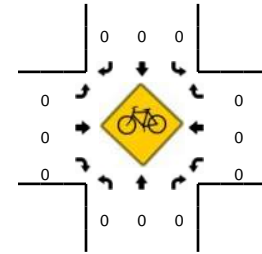
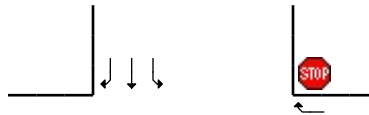
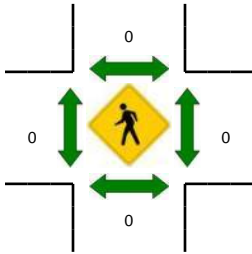
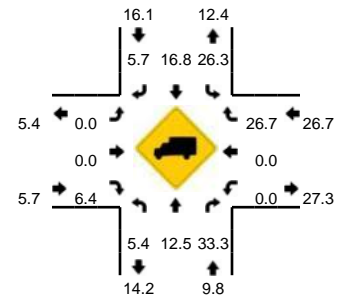
Comments:

LOCATION: US 97 -- Lower Bridge Way/11th Street
CITY/STATE: Terrebonne, OR

QC JOB #: 14686624
DATE: Tue, Apr 24 2018



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM



5-Min Count Period Beginning At	US 97 (Northbound)				US 97 (Southbound)				Lower Bridge Way/11th Street (Eastbound)				Lower Bridge Way/11th Street (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	36	51	0	0	3	45	8	0	2	0	10	0	0	0	1	0	156	
4:05 PM	28	38	0	0	2	32	3	0	4	0	14	0	0	0	2	0	123	
4:10 PM	24	48	1	0	0	59	4	0	0	0	14	0	0	0	2	0	152	
4:15 PM	28	53	0	0	4	38	5	0	1	0	13	0	0	0	2	0	144	
4:20 PM	26	44	0	0	2	46	8	0	1	0	23	0	0	0	0	0	150	
4:25 PM	22	38	0	0	2	56	5	0	1	0	11	0	0	0	2	0	137	
4:30 PM	32	46	0	0	2	43	2	0	2	0	17	0	0	0	0	0	144	
4:35 PM	26	41	0	0	1	25	2	0	3	0	16	0	0	0	1	0	115	
4:40 PM	31	50	0	0	1	50	5	0	0	0	9	0	0	0	1	0	147	
4:45 PM	39	47	1	0	1	50	3	0	0	0	16	0	0	0	2	0	159	
4:50 PM	36	50	1	0	0	30	3	0	3	0	13	0	0	0	1	0	137	
4:55 PM	26	56	0	0	1	43	5	0	2	0	17	0	0	0	1	0	151	1715
5:00 PM	34	45	0	0	3	46	4	0	2	0	16	0	0	0	0	0	150	1709
5:05 PM	22	48	0	0	0	39	5	0	0	0	10	0	0	0	2	0	126	1712
5:10 PM	34	46	0	0	1	43	3	0	1	0	9	0	0	0	1	0	138	1698
5:15 PM	27	44	0	0	1	44	5	0	0	0	10	0	0	0	3	0	134	1688
5:20 PM	31	40	0	0	0	32	3	0	0	0	23	0	0	0	0	0	129	1667
5:25 PM	21	41	1	0	2	56	3	0	2	0	10	0	0	0	6	0	142	1672
5:30 PM	30	35	0	0	1	52	6	0	0	0	12	0	0	0	3	0	139	1667
5:35 PM	24	38	1	0	1	35	2	0	1	0	12	0	0	0	2	0	116	1668
5:40 PM	26	41	1	0	0	26	3	0	1	0	9	0	0	0	0	0	107	1628
5:45 PM	27	37	1	0	3	35	0	0	3	0	8	0	0	0	2	0	116	1585
5:50 PM	31	48	0	0	0	36	5	0	1	0	14	0	0	0	1	0	136	1584
5:55 PM	21	46	1	0	0	42	7	0	1	0	5	0	0	0	0	0	123	1556
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	404	612	8	0	8	492	44	0	20	0	184	0	0	0	16	0	1788	
Heavy Trucks	20	44	4		4	84	0		0	0	8		0	0	4		168	
Pedestrians		0				0					0				0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: US97 600ft N of Lower Bridge Way SPECIFIC LOCATION: US97 600ft N of Lower Bridge Way CITY/STATE: Terrebonne, OR															QC JOB #: 14686621 DIRECTION: NB/SB DATE: Apr 24 2018			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	8	0	0	0	0	0	4	10	11	12	7	8	4	6	70	52-61	22	
1:00 AM	1	0	0	0	0	0	2	8	15	16	13	8	1	3	67	51-60	31	
2:00 AM	12	2	0	2	0	0	0	10	9	16	19	18	7	6	101	61-70	37	
3:00 AM	11	0	0	0	0	4	8	10	23	21	12	9	5	3	106	51-60	44	
4:00 AM	8	0	0	0	0	2	9	25	40	44	31	21	17	5	202	51-60	84	
5:00 AM	10	1	0	2	0	2	4	40	72	72	64	41	18	25	351	51-60	144	
6:00 AM	25	0	0	0	0	1	3	47	111	144	175	114	61	39	720	56-65	319	
7:00 AM	65	0	0	0	1	0	7	88	188	258	245	107	28	4	991	56-65	503	
8:00 AM	53	0	0	0	0	0	18	63	151	212	161	87	28	14	787	56-65	373	
9:00 AM	84	0	1	0	0	3	5	94	189	236	155	77	20	10	874	51-60	425	
10:00 AM	58	0	0	0	2	6	36	100	213	237	145	45	12	4	858	51-60	449	
11:00 AM	61	0	0	5	4	11	30	184	231	219	109	31	7	2	894	51-60	449	
12:00 PM	46	2	0	0	0	8	26	131	252	233	135	34	3	1	871	51-60	485	
1:00 PM	62	1	0	0	5	3	41	197	221	201	108	42	10	3	894	51-60	422	
2:00 PM	88	0	0	0	5	17	81	245	226	225	115	26	5	1	1034	46-55	471	
3:00 PM	57	1	0	0	0	0	28	164	275	299	155	51	12	2	1044	51-60	573	
4:00 PM	80	0	0	2	7	22	36	206	268	307	183	62	19	4	1196	51-60	575	
5:00 PM	61	1	1	4	13	4	44	162	262	292	177	55	17	4	1097	51-60	554	
6:00 PM	39	2	0	0	0	3	30	106	191	213	131	49	12	2	778	51-60	404	
7:00 PM	29	1	0	0	0	2	22	81	132	138	85	42	12	7	551	51-60	270	
8:00 PM	14	0	0	0	0	3	22	77	122	103	58	22	5	2	428	51-60	225	
9:00 PM	16	0	0	0	0	5	13	53	91	71	57	15	4	0	325	51-60	161	
10:00 PM	12	0	0	0	0	0	12	35	36	37	25	13	4	1	175	51-60	73	
11:00 PM	7	0	0	0	0	1	11	14	32	30	13	7	3	12	130	51-60	62	
Day Total	907	11	2	15	37	97	492	2150	3361	3636	2378	984	314	160	14544	51-60	6997	
Percent	6.2%	0.1%	0.0%	0.1%	0.3%	0.7%	3.4%	14.8%	23.1%	25.0%	16.4%	6.8%	2.2%	1.1%				
ADT 14544																		
AM Peak Volume	9:00 AM	2:00 AM	9:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	6:00 AM	7:00 AM			
	84	2	1	5	4	11	36	184	231	258	245	114	61	39	991			
PM Peak Volume	2:00 PM	12:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	2:00 PM	2:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM	11:00 PM	4:00 PM			
	88	2	1	4	13	22	81	245	275	307	183	62	19	12	1196			
<i>Comments:</i>																		

LOCATION: US97 600ft N of Lower Bridge Way SPECIFIC LOCATION: US97 600ft N of Lower Bridge Way CITY/STATE: Terrebonne, OR															QC JOB #: 14686621 DIRECTION: NB/SB DATE: Apr 25 2018			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	7	0	0	0	0	0	2	14	25	20	14	5	5	0	92	51-60	45	
1:00 AM	11	0	2	2	0	2	2	13	9	13	13	3	1	0	71	56-65	26	
2:00 AM	11	0	0	0	0	1	2	11	18	19	12	9	1	2	86	51-60	36	
3:00 AM	13	0	0	0	0	2	3	7	27	19	23	16	8	2	120	52-61	45	
4:00 AM	12	2	0	0	0	2	10	14	42	45	38	23	17	4	209	51-60	87	
5:00 AM	10	0	0	0	0	1	4	34	71	83	68	32	21	4	328	51-60	154	
6:00 AM	33	0	0	0	0	0	8	55	124	191	153	123	47	18	752	56-65	344	
7:00 AM	53	0	0	0	0	4	4	48	222	259	223	109	34	14	970	56-65	482	
8:00 AM	59	0	0	0	0	7	14	92	192	203	164	61	27	8	827	51-60	395	
9:00 AM	73	0	0	0	0	2	31	147	259	226	140	55	14	4	951	51-60	485	
10:00 AM	72	0	1	0	0	4	20	108	200	257	156	53	12	3	886	51-60	456	
11:00 AM	57	0	0	0	0	2	32	129	247	208	128	29	6	2	840	51-60	455	
12:00 PM	45	0	0	0	0	3	38	170	276	234	128	23	6	2	925	51-60	509	
1:00 PM	62	0	0	0	1	9	27	148	255	246	148	32	8	1	937	51-60	501	
2:00 PM	68	1	0	0	3	15	39	168	287	279	119	30	2	1	1012	51-60	565	
3:00 PM	88	0	0	3	14	7	66	235	342	261	145	19	5	1	1186	51-60	603	
4:00 PM	74	1	0	0	0	2	22	174	322	366	187	62	12	2	1224	51-60	688	
5:00 PM	82	0	0	1	3	7	24	131	326	316	195	55	5	3	1148	51-60	642	
6:00 PM	48	0	0	0	0	0	20	130	206	201	140	42	11	3	801	51-60	407	
7:00 PM	37	0	0	0	0	3	11	75	127	133	111	40	9	3	549	51-60	260	
8:00 PM	27	0	0	0	0	5	14	73	131	114	71	27	17	5	484	51-60	245	
9:00 PM	13	1	0	0	0	0	14	37	72	86	50	18	1	2	294	51-60	157	
10:00 PM	12	0	0	0	0	0	4	40	46	46	26	8	5	2	189	51-60	91	
11:00 PM	11	0	0	0	0	0	5	16	39	28	22	8	6	5	140	51-60	66	
Day Total	978	5	3	6	21	78	416	2069	3865	3853	2474	882	280	91	15021	51-60	7718	
Percent	6.5%	0.0%	0.0%	0.0%	0.1%	0.5%	2.8%	13.8%	25.7%	25.7%	16.5%	5.9%	1.9%	0.6%				
ADT 15021																		
AM Peak Volume	9:00 AM	4:00 AM	1:00 AM	1:00 AM			8:00 AM	11:00 AM	9:00 AM	9:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	6:00 AM	7:00 AM		
	73	2	2	2			7	32	147	259	259	223	123	47	18	970		
PM Peak Volume	3:00 PM	2:00 PM		3:00 PM	3:00 PM	2:00 PM	3:00 PM	3:00 PM	3:00 PM	4:00 PM	5:00 PM	4:00 PM	8:00 PM	8:00 PM		4:00 PM		
	88	1		3	14	15	66	235	342	366	195	62	17	5	1224			
<i>Comments:</i>																		

LOCATION: US97 600ft N of Lower Bridge Way SPECIFIC LOCATION: US97 600ft N of Lower Bridge Way CITY/STATE: Terrebonne, OR															QC JOB #: 14686621 DIRECTION: NB/SB DATE: Apr 26 2018			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	5	0	0	0	0	0	3	10	16	25	16	11	3	4	93	56-65	41	
1:00 AM	2	0	0	0	0	0	3	14	18	16	7	13	1	4	78	51-60	34	
2:00 AM	14	1	0	1	0	0	1	9	19	21	12	8	8	2	96	51-60	40	
3:00 AM	10	0	0	0	0	2	4	4	26	27	17	16	5	7	118	51-60	53	
4:00 AM	14	0	0	0	0	0	5	21	39	50	32	26	13	17	217	51-60	89	
5:00 AM	19	0	0	0	0	0	3	22	45	58	79	48	34	26	334	56-65	137	
6:00 AM	35	1	0	0	0	2	4	30	94	160	183	148	52	46	755	56-65	343	
7:00 AM	64	0	0	0	0	2	6	47	117	276	262	145	50	22	991	56-65	538	
8:00 AM	44	1	1	0	2	6	26	35	142	208	225	92	25	13	820	56-65	433	
9:00 AM	65	1	0	0	0	1	12	127	254	210	146	53	15	4	888	51-60	464	
10:00 AM	60	1	0	2	12	5	32	142	270	206	129	42	11	2	914	51-60	476	
11:00 AM	75	0	0	5	0	8	36	153	294	249	123	25	8	1	977	51-60	542	
12:00 PM	76	0	0	1	1	2	32	170	292	278	123	25	5	1	1006	51-60	570	
1:00 PM	73	0	0	1	5	4	51	185	317	289	113	27	12	3	1080	51-60	605	
2:00 PM	102	0	0	0	1	2	39	209	298	310	112	34	7	1	1115	51-60	608	
3:00 PM	88	0	0	2	4	11	58	199	316	329	178	61	10	1	1257	51-60	644	
4:00 PM	89	1	1	1	4	3	28	185	299	289	200	61	8	7	1176	51-60	587	
5:00 PM	93	0	0	2	11	15	78	222	381	337	164	30	14	1	1348	51-60	718	
6:00 PM	40	0	0	0	0	0	16	129	214	254	138	44	7	3	845	51-60	467	
7:00 PM	43	0	0	0	2	1	19	100	169	179	116	47	10	0	686	51-60	347	
8:00 PM	28	2	0	0	0	7	21	106	141	112	52	12	5	0	486	51-60	252	
9:00 PM	13	0	0	0	0	3	17	75	99	108	56	17	4	0	392	51-60	207	
10:00 PM	8	0	0	0	0	0	8	46	81	51	26	8	2	0	230	51-60	131	
11:00 PM	6	0	0	0	0	0	6	24	48	46	34	8	2	1	175	51-60	93	
Day Total	1066	8	2	15	42	74	508	2264	3989	4088	2543	1001	311	166	16077	51-60	8077	
Percent	6.6%	0.0%	0.0%	0.1%	0.3%	0.5%	3.2%	14.1%	24.8%	25.4%	15.8%	6.2%	1.9%	1.0%				
ADT 16077																		
AM Peak Volume	11:00 AM	2:00 AM	8:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	6:00 AM	7:00 AM			
	75	1	1	5	12	8	36	153	294	276	262	148	52	46	991			
PM Peak Volume	2:00 PM	8:00 PM	4:00 PM	3:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	3:00 PM	5:00 PM	4:00 PM	5:00 PM			
	102	2	1	2	11	15	78	222	381	337	200	61	14	7	1348			
<i>Comments:</i>																		

LOCATION: US97 600ft N of Lower Bridge Way														QC JOB #: 14686621			
SPECIFIC LOCATION: US97 600ft N of Lower Bridge Way														DIRECTION: NB/SB			
CITY/STATE: Terrebonne, OR														DATE: Apr 24 2018 - Apr 26 2018			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	2951	24	7	36	100	249	1416	6483	11215	11577	7395	2867	905	417	45642	51-60	22792
Percent	6.5%	0.1%	0.0%	0.1%	0.2%	0.5%	3.1%	14.2%	24.6%	25.4%	16.2%	6.3%	2.0%	0.9%			
Cumulative Percent	6.5%	6.5%	6.5%	6.6%	6.8%	7.4%	10.5%	24.7%	49.3%	74.6%	90.8%	97.1%	99.1%	100.0%			
ADT 15214															85th Percentile 63 MPH Mean Speed(Average) 57 MPH		
<i>Comments:</i>															Median 55 MPH Mode 58 MPH		



LOCATION: US97 600ft N of Lower Bridge Way SPECIFIC LOCATION: US97 600ft N of Lower Bridge Way CITY/STATE: Terrebonne, OR														QC JOB #: 14686621 DIRECTION: NB/SB DATE: Apr 24 2018	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	4	6	14	7	12	4	0	3	4	0	2	0	1	13	70
1:00 AM	5	4	25	9	13	1	0	0	4	2	1	0	0	3	67
2:00 AM	7	4	26	13	17	3	1	4	3	5	2	1	2	13	101
3:00 AM	3	24	22	14	12	3	0	3	6	1	2	1	3	12	106
4:00 AM	6	60	54	9	35	6	0	6	9	2	1	1	3	10	202
5:00 AM	8	80	92	18	97	9	0	16	11	3	1	1	3	12	351
6:00 AM	12	137	269	30	194	15	2	14	5	2	4	0	4	32	720
7:00 AM	11	288	317	26	193	7	2	34	26	10	1	0	7	69	991
8:00 AM	15	161	269	42	153	11	2	46	24	2	1	0	2	59	787
9:00 AM	22	154	273	40	196	13	1	53	25	7	1	0	4	85	874
10:00 AM	15	258	227	37	171	5	0	57	18	4	0	1	3	62	858
11:00 AM	12	288	218	26	191	8	0	46	30	4	3	1	1	66	894
12:00 PM	14	312	217	25	166	10	0	33	36	2	0	0	3	53	871
1:00 PM	19	323	183	24	187	9	1	46	23	6	0	0	6	67	894
2:00 PM	16	379	221	31	192	13	2	47	31	4	0	1	5	92	1034
3:00 PM	9	420	222	26	210	13	0	52	26	3	0	0	3	60	1044
4:00 PM	20	518	247	21	214	9	0	52	25	4	1	0	3	82	1196
5:00 PM	12	470	243	24	210	10	0	33	24	3	1	0	3	64	1097
6:00 PM	9	302	191	17	149	7	0	24	28	3	1	1	6	40	778
7:00 PM	20	183	142	5	101	14	1	17	26	1	6	0	5	30	551
8:00 PM	12	142	147	13	58	7	0	14	13	2	3	0	1	16	428
9:00 PM	13	105	87	8	51	12	1	7	18	1	2	0	1	19	325
10:00 PM	7	44	52	10	19	5	0	7	15	2	1	0	0	13	175
11:00 PM	8	31	33	10	23	3	0	1	9	3	1	0	1	7	130
Day Total	279	4693	3791	485	2864	197	13	615	439	76	35	8	70	979	14544
Percent	1.9%	32.3%	26.1%	3.3%	19.7%	1.4%	0.1%	4.2%	3.0%	0.5%	0.2%	0.1%	0.5%	6.7%	
ADT 14544															
AM Peak Volume	9:00 AM	7:00 AM	7:00 AM	8:00 AM	9:00 AM	6:00 AM	6:00 AM	10:00 AM	11:00 AM	7:00 AM	6:00 AM	2:00 AM	7:00 AM	9:00 AM	7:00 AM
	22	288	317	42	196	15	2	57	30	10	4	1	7	85	991
PM Peak Volume	4:00 PM	4:00 PM	4:00 PM	2:00 PM	4:00 PM	7:00 PM	2:00 PM	3:00 PM	12:00 PM	1:00 PM	7:00 PM	2:00 PM	1:00 PM	2:00 PM	4:00 PM
	20	518	247	31	214	14	2	52	36	6	6	1	6	92	1196
<i>Comments:</i>															

LOCATION: US97 600ft N of Lower Bridge Way SPECIFIC LOCATION: US97 600ft N of Lower Bridge Way CITY/STATE: Terrebonne, OR														QC JOB #: 14686621 DIRECTION: NB/SB DATE: Apr 25 2018	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	3	9	30	12	7	2	0	3	11	1	0	1	0	13	92
1:00 AM	3	7	22	6	12	1	1	2	1	1	0	0	1	14	71
2:00 AM	4	17	9	11	9	2	0	1	9	4	5	0	4	11	86
3:00 AM	3	14	25	11	26	4	0	6	9	4	1	0	2	15	120
4:00 AM	11	33	77	13	37	9	0	2	4	3	2	1	3	14	209
5:00 AM	5	77	104	16	73	6	0	10	11	2	0	1	7	16	328
6:00 AM	19	124	282	37	197	13	1	20	10	2	1	0	10	36	752
7:00 AM	15	222	340	34	222	9	0	46	14	3	0	0	6	59	970
8:00 AM	16	202	243	31	176	11	2	50	26	3	0	0	2	65	827
9:00 AM	13	261	228	32	232	10	2	59	31	5	1	0	3	74	951
10:00 AM	14	250	234	26	187	8	1	46	30	7	1	0	1	81	886
11:00 AM	7	273	201	28	176	6	0	46	33	2	0	0	3	65	840
12:00 PM	15	336	222	20	191	12	0	40	33	3	0	0	3	50	925
1:00 PM	11	345	210	27	190	7	0	50	27	0	1	0	1	68	937
2:00 PM	13	395	224	29	190	11	1	48	24	2	0	0	2	73	1012
3:00 PM	17	485	259	15	227	13	0	51	22	2	1	0	2	92	1186
4:00 PM	17	493	273	24	241	5	0	57	28	3	0	0	1	82	1224
5:00 PM	12	488	255	16	214	9	0	37	25	2	1	0	4	85	1148
6:00 PM	15	316	196	22	129	8	0	33	24	5	0	0	3	50	801
7:00 PM	12	199	126	14	88	9	0	35	17	0	4	1	4	40	549
8:00 PM	10	160	141	16	74	9	2	14	20	1	2	0	7	28	484
9:00 PM	14	72	80	21	56	3	1	13	14	2	0	0	1	17	294
10:00 PM	3	53	56	15	32	0	0	6	8	0	2	0	1	13	189
11:00 PM	4	28	39	10	26	2	0	6	9	2	1	1	1	11	140
Day Total	256	4859	3876	486	3012	169	11	681	440	59	23	5	72	1072	15021
Percent	1.7%	32.3%	25.8%	3.2%	20.1%	1.1%	0.1%	4.5%	2.9%	0.4%	0.2%	0.0%	0.5%	7.1%	
ADT 15021															
AM Peak Volume	6:00 AM	11:00 AM	7:00 AM	6:00 AM	9:00 AM	6:00 AM	8:00 AM	9:00 AM	11:00 AM	10:00 AM	2:00 AM	12:00 AM	6:00 AM	10:00 AM	7:00 AM
	19	273	340	37	232	13	2	59	33	7	5	1	10	81	970
PM Peak Volume	3:00 PM	4:00 PM	4:00 PM	2:00 PM	4:00 PM	3:00 PM	8:00 PM	4:00 PM	12:00 PM	6:00 PM	7:00 PM	7:00 PM	8:00 PM	3:00 PM	4:00 PM
	17	493	273	29	241	13	2	57	33	5	4	1	7	92	1224
<i>Comments:</i>															

LOCATION: US97 600ft N of Lower Bridge Way SPECIFIC LOCATION: US97 600ft N of Lower Bridge Way CITY/STATE: Terrebonne, OR														QC JOB #: 14686621 DIRECTION: NB/SB DATE: Apr 26 2018	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	4	10	25	12	16	2	0	4	5	2	1	3	1	8	93
1:00 AM	3	12	24	9	11	3	0	4	7	0	0	0	2	3	78
2:00 AM	5	5	24	11	10	3	2	7	4	2	7	0	1	15	96
3:00 AM	7	13	32	14	19	4	0	4	5	2	0	1	4	13	118
4:00 AM	8	42	66	13	46	9	1	3	7	2	1	2	2	15	217
5:00 AM	9	26	129	24	91	2	1	17	5	0	2	2	2	24	334
6:00 AM	17	89	307	31	215	10	1	25	8	7	2	0	3	40	755
7:00 AM	13	150	450	28	223	5	1	31	13	2	3	0	4	68	991
8:00 AM	11	163	283	28	202	10	1	49	21	1	0	0	2	49	820
9:00 AM	16	222	245	25	202	12	0	54	25	7	1	1	3	75	888
10:00 AM	16	262	254	38	191	17	1	41	21	2	0	1	5	65	914
11:00 AM	15	305	258	33	203	10	0	45	22	0	0	2	3	81	977
12:00 PM	12	352	271	20	190	5	0	44	27	4	0	0	2	79	1006
1:00 PM	9	390	299	26	188	4	1	54	32	0	0	0	4	73	1080
2:00 PM	16	413	260	21	213	10	0	49	26	2	1	1	2	101	1115
3:00 PM	21	466	325	28	228	16	0	57	18	1	0	0	2	95	1257
4:00 PM	19	419	310	24	224	10	0	49	21	2	0	2	4	92	1176
5:00 PM	22	556	290	25	264	6	0	59	27	2	1	0	2	94	1348
6:00 PM	16	354	206	20	132	8	0	35	26	2	1	0	4	41	845
7:00 PM	15	236	182	11	134	6	1	21	23	5	4	0	5	43	686
8:00 PM	9	202	113	8	85	6	0	22	7	1	4	0	3	26	486
9:00 PM	10	109	124	18	76	6	0	18	10	2	0	0	4	15	392
10:00 PM	4	88	56	8	40	2	0	9	10	2	1	0	1	9	230
11:00 PM	6	48	50	6	30	4	0	7	8	3	1	2	2	8	175
Day Total	283	4932	4583	481	3233	170	10	708	378	53	30	17	67	1132	16077
Percent	1.8%	30.7%	28.5%	3.0%	20.1%	1.1%	0.1%	4.4%	2.4%	0.3%	0.2%	0.1%	0.4%	7.0%	
ADT 16077															
AM Peak Volume	6:00 AM	11:00 AM	7:00 AM	10:00 AM	7:00 AM	10:00 AM	2:00 AM	9:00 AM	9:00 AM	6:00 AM	2:00 AM	12:00 AM	10:00 AM	11:00 AM	7:00 AM
	17	305	450	38	223	17	2	54	25	7	7	3	5	81	991
PM Peak Volume	5:00 PM	5:00 PM	3:00 PM	3:00 PM	5:00 PM	3:00 PM	1:00 PM	5:00 PM	1:00 PM	7:00 PM	7:00 PM	4:00 PM	7:00 PM	2:00 PM	5:00 PM
	22	556	325	28	264	16	1	59	32	5	4	2	5	101	1348
<i>Comments:</i>															

LOCATION: US97 600ft N of Lower Bridge Way													QC JOB #: 14686621		
SPECIFIC LOCATION: US97 600ft N of Lower Bridge Way													DIRECTION: NB/SB		
CITY/STATE: Terrebonne, OR													DATE: Apr 24 2018 - Apr 26 2018		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	818	14484	12250	1452	9109	536	34	2004	1257	188	88	30	209	3183	45642
Percent	1.8%	31.7%	26.8%	3.2%	20.0%	1.2%	0.1%	4.4%	2.8%	0.4%	0.2%	0.1%	0.5%	7.0%	
ADT 15214															
<i>Comments:</i>															



LOCATION: US97 600ft N of Lower Bridge Way **QC JOB #:** 14686621
SPECIFIC LOCATION: US97 600ft N of Lower Bridge Way **DIRECTION:** NB/SB
CITY/STATE: Terrebonne, OR **DATE:** Apr 24 2018 - Apr 26 2018

Start Time	Mon 24-Apr-18	Tue 25-Apr-18	Wed 26-Apr-18	Thu 26-Apr-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		70	92	93		85			85	
1:00 AM		67	71	78		72			72	
2:00 AM		101	86	96		94			94	
3:00 AM		106	120	118		115			115	
4:00 AM		202	209	217		209			209	
5:00 AM		351	328	334		338			338	
6:00 AM		720	752	755		742			742	
7:00 AM		991	970	991		984			984	
8:00 AM		787	827	820		811			811	
9:00 AM		874	951	888		904			904	
10:00 AM		858	886	914		886			886	
11:00 AM		894	840	977		904			904	
12:00 PM		871	925	1006		934			934	
1:00 PM		894	937	1080		970			970	
2:00 PM		1034	1012	1115		1054			1054	
3:00 PM		1044	1186	1257		1162			1162	
4:00 PM		1196	1224	1176		1199			1199	
5:00 PM		1097	1148	1348		1198			1198	
6:00 PM		778	801	845		808			808	
7:00 PM		551	549	686		595			595	
8:00 PM		428	484	486		466			466	
9:00 PM		325	294	392		337			337	
10:00 PM		175	189	230		198			198	
11:00 PM		130	140	175		148			148	
Day Total		14544	15021	16077		15213			15213	
% Weekday Average		95.6%	98.7%	105.7%						
% Week Average		95.6%	98.7%	105.7%		100.0%				
AM Peak Volume		7:00 AM 991	7:00 AM 970	7:00 AM 991		7:00 AM 984			7:00 AM 984	
PM Peak Volume		4:00 PM 1196	4:00 PM 1224	5:00 PM 1348		4:00 PM 1199			4:00 PM 1199	

Comments:

LOCATION: US 97 100ft south of C Ave SPECIFIC LOCATION: US 97 100ft south of C Ave CITY/STATE: Terrebonne, OR															QC JOB #: 14686622 DIRECTION: NB/SB DATE: Apr 24 2018			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	2	5	14	40	13	7	0	0	0	0	0	0	81	31-40	54	
1:00 AM	1	0	2	4	16	38	22	2	2	0	0	0	0	0	87	36-45	60	
2:00 AM	2	1	4	1	18	40	30	1	0	0	0	0	0	0	97	36-45	70	
3:00 AM	0	0	1	7	24	51	20	9	3	0	0	0	0	0	115	31-40	75	
4:00 AM	14	1	5	15	48	108	65	11	0	0	0	0	0	0	267	36-45	173	
5:00 AM	22	0	8	35	127	217	63	3	2	1	0	0	0	0	478	31-40	343	
6:00 AM	83	2	22	68	263	439	136	19	1	1	0	0	0	0	1034	31-40	701	
7:00 AM	140	10	39	159	484	457	81	6	1	0	0	0	0	0	1377	31-40	941	
8:00 AM	136	77	347	302	196	84	18	1	0	0	0	0	0	0	1161	21-30	649	
9:00 AM	107	66	249	244	368	151	23	1	0	0	0	0	0	0	1209	26-35	612	
10:00 AM	101	4	41	164	526	331	46	3	1	0	0	0	0	0	1217	31-40	857	
11:00 AM	105	11	58	186	589	289	30	5	0	0	0	0	0	0	1273	31-40	877	
12:00 PM	145	12	54	191	564	265	39	1	0	0	0	0	0	0	1271	31-40	829	
1:00 PM	125	9	79	255	561	269	42	2	0	0	0	0	0	0	1342	31-40	829	
2:00 PM	138	16	72	348	560	219	27	4	1	0	0	0	0	0	1385	26-35	908	
3:00 PM	267	96	294	409	318	99	9	1	0	0	0	0	0	0	1493	26-35	726	
4:00 PM	199	18	98	335	613	317	35	1	0	0	0	0	0	0	1616	26-35	947	
5:00 PM	136	7	80	178	643	410	69	7	0	0	0	0	0	0	1530	31-40	1053	
6:00 PM	68	2	43	101	415	377	63	7	0	0	0	0	0	0	1076	31-40	792	
7:00 PM	41	6	30	124	291	264	50	9	0	0	0	0	0	0	815	31-40	554	
8:00 PM	22	1	22	59	227	215	42	4	0	0	0	0	0	0	592	31-40	442	
9:00 PM	11	1	11	39	152	161	36	8	0	0	0	0	0	0	419	31-40	313	
10:00 PM	4	0	6	16	81	95	31	2	0	0	0	0	0	0	235	31-40	176	
11:00 PM	6	0	0	18	45	53	23	14	1	0	0	0	0	0	160	31-40	97	
Day Total	1873	340	1567	3263	7143	4989	1013	128	12	2	0	0	0	0	20330	31-40	12131	
Percent	9.2%	1.7%	7.7%	16.1%	35.1%	24.5%	5.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%				
ADT 20330																		
AM Peak Volume	7:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	7:00 AM	6:00 AM	6:00 AM	3:00 AM	5:00 AM						7:00 AM		
	140	77	347	302	589	457	136	19	3	1						1377		
PM Peak Volume	3:00 PM	3:00 PM	3:00 PM	3:00 PM	5:00 PM	5:00 PM	5:00 PM	11:00 PM	2:00 PM						4:00 PM			
	267	96	294	409	643	410	69	14	1						1616			
<i>Comments:</i>																		

LOCATION: US 97 100ft south of C Ave SPECIFIC LOCATION: US 97 100ft south of C Ave CITY/STATE: Terrebonne, OR															QC JOB #: 14686622 DIRECTION: NB/SB DATE: Apr 25 2018				
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace		
12:00 AM	2	0	0	5	39	41	30	8	3	1	0	0	0	0	129	31-40	80		
1:00 AM	4	1	2	2	18	45	10	0	2	0	1	0	0	0	85	31-40	63		
2:00 AM	2	0	2	5	13	66	21	3	0	0	0	0	0	0	112	36-45	86		
3:00 AM	5	0	1	9	14	65	33	7	1	0	0	0	0	0	135	36-45	97		
4:00 AM	2	0	3	12	50	125	51	5	0	1	0	0	0	0	249	36-45	175		
5:00 AM	20	5	14	30	145	206	65	8	0	0	0	0	0	0	493	31-40	351		
6:00 AM	81	4	14	128	321	417	106	10	2	1	1	0	0	0	1085	31-40	738		
7:00 AM	135	5	34	172	510	422	62	9	0	0	0	0	0	0	1349	31-40	932		
8:00 AM	151	108	363	287	192	111	20	2	1	0	0	0	0	0	1235	21-30	650		
9:00 AM	158	83	272	289	331	154	17	1	0	0	0	0	0	0	1305	26-35	620		
10:00 AM	112	9	54	217	534	262	30	3	0	0	0	0	0	0	1221	31-40	796		
11:00 AM	88	7	49	184	517	309	41	2	0	0	0	1	0	0	1198	31-40	825		
12:00 PM	131	14	71	239	520	307	35	2	0	0	0	0	0	0	1319	31-40	827		
1:00 PM	133	6	55	247	566	273	29	4	0	0	0	0	0	0	1313	31-40	838		
2:00 PM	198	73	360	364	323	105	9	2	0	0	0	0	0	0	1434	21-30	723		
3:00 PM	175	27	91	316	604	318	21	3	0	0	0	0	0	0	1555	31-40	921		
4:00 PM	234	10	98	423	615	208	25	3	0	0	0	0	0	0	1616	26-35	1038		
5:00 PM	151	7	53	229	674	407	54	7	0	0	0	0	0	0	1582	31-40	1081		
6:00 PM	70	4	48	142	427	387	67	5	0	0	0	0	0	0	1150	31-40	814		
7:00 PM	39	1	28	88	255	317	68	8	2	0	0	0	0	0	806	31-40	572		
8:00 PM	26	3	27	75	209	236	65	12	1	0	1	0	0	0	655	31-40	445		
9:00 PM	14	3	14	37	113	181	44	5	1	0	0	0	0	0	412	31-40	294		
10:00 PM	8	2	5	19	68	98	39	8	0	0	0	0	0	1	248	31-40	166		
11:00 PM	2	1	2	12	52	69	16	4	2	0	0	0	0	0	160	31-40	121		
Day Total	1941	373	1660	3531	7110	5129	958	121	15	3	3	1	0	1	20846	31-40	12238		
Percent	9.3%	1.8%	8.0%	16.9%	34.1%	24.6%	4.6%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%					
ADT 20846																			
AM Peak Volume	9:00 AM	8:00 AM	8:00 AM	9:00 AM	10:00 AM	7:00 AM	6:00 AM	6:00 AM	12:00 AM	12:00 AM	1:00 AM	11:00 AM			7:00 AM				
	158	108	363	289	534	422	106	10	3	1	1	1			1349				
PM Peak Volume	4:00 PM	2:00 PM	2:00 PM	4:00 PM	5:00 PM	5:00 PM	7:00 PM	8:00 PM	7:00 PM				8:00 PM	10:00 PM			4:00 PM		
	234	73	360	423	674	407	68	12	2				1	1			1616		
<i>Comments:</i>																			

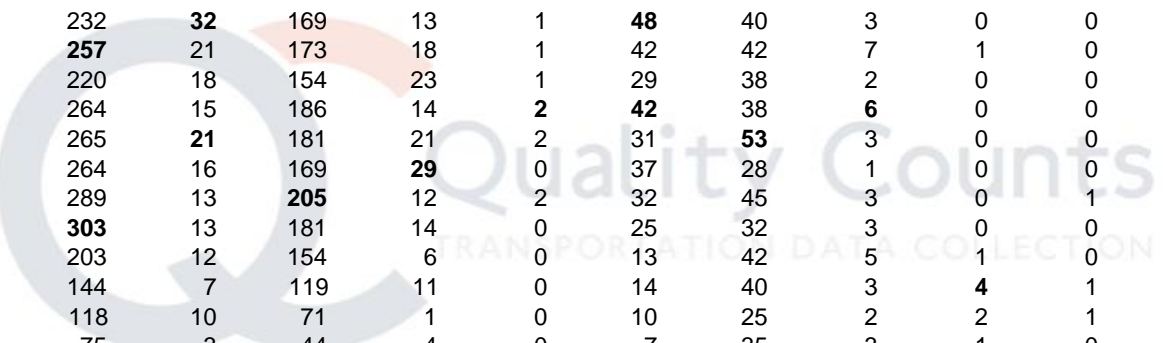
LOCATION: US 97 100ft south of C Ave SPECIFIC LOCATION: US 97 100ft south of C Ave CITY/STATE: Terrebonne, OR															QC JOB #: 14686622 DIRECTION: NB/SB DATE: Apr 26 2018				
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace		
12:00 AM	4	0	0	2	16	46	25	12	6	0	0	0	0	0	111	36-45	71		
1:00 AM	3	0	3	4	18	34	26	4	1	0	0	0	0	0	93	36-45	60		
2:00 AM	7	0	1	3	14	38	33	7	0	1	0	0	0	0	104	36-45	70		
3:00 AM	9	0	0	3	14	62	39	12	2	0	0	1	0	0	142	36-45	101		
4:00 AM	9	0	8	6	49	134	55	6	2	0	0	0	0	0	269	36-45	189		
5:00 AM	25	0	12	24	94	224	75	13	1	1	0	0	0	0	469	31-40	318		
6:00 AM	82	1	19	80	321	400	128	25	3	0	0	0	0	0	1059	31-40	721		
7:00 AM	116	5	34	138	498	464	101	9	3	1	0	0	0	0	1369	31-40	961		
8:00 AM	138	96	286	281	250	121	24	6	0	0	0	0	0	0	1202	21-30	567		
9:00 AM	138	92	273	297	286	168	21	0	0	0	0	0	0	0	1275	26-35	583		
10:00 AM	114	10	50	171	540	311	49	0	0	0	0	0	0	0	1245	31-40	851		
11:00 AM	125	7	53	201	565	303	39	3	0	0	0	0	0	0	1296	31-40	867		
12:00 PM	143	7	71	273	563	294	51	2	1	0	0	0	0	0	1405	31-40	856		
1:00 PM	130	18	87	297	659	242	24	2	0	0	0	0	0	0	1459	26-35	955		
2:00 PM	158	16	68	321	580	268	39	3	0	0	0	0	0	0	1453	26-35	901		
3:00 PM	313	151	381	437	284	85	5	3	0	0	0	0	0	0	1659	21-30	818		
4:00 PM	184	25	104	367	592	319	44	4	0	1	0	0	0	0	1640	26-35	959		
5:00 PM	192	3	67	351	657	364	51	3	0	0	0	0	0	0	1688	31-40	1020		
6:00 PM	99	1	39	139	471	410	63	8	0	0	0	0	0	0	1230	31-40	881		
7:00 PM	47	3	20	72	341	351	61	4	0	0	0	0	0	0	899	31-40	692		
8:00 PM	16	3	21	96	253	211	36	2	1	0	0	0	0	0	639	31-40	464		
9:00 PM	16	1	24	43	166	209	37	6	0	0	0	0	0	0	502	31-40	374		
10:00 PM	14	1	5	26	72	138	35	7	1	0	0	0	0	0	299	31-40	210		
11:00 PM	8	0	4	10	31	107	51	9	1	0	0	0	0	0	221	36-45	157		
Day Total	2090	440	1630	3642	7334	5303	1112	150	22	4	0	1	0	0	21728	31-40	12636		
Percent	9.6%	2.0%	7.5%	16.8%	33.8%	24.4%	5.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%					
ADT 21728																			
AM Peak Volume	8:00 AM	8:00 AM	8:00 AM	9:00 AM	11:00 AM	7:00 AM	6:00 AM	6:00 AM	12:00 AM	2:00 AM	3:00 AM				7:00 AM				
	138	96	286	297	565	464	128	25	6	1	1				1369				
PM Peak Volume	3:00 PM	3:00 PM	3:00 PM	3:00 PM	1:00 PM	6:00 PM	6:00 PM	11:00 PM	12:00 PM	4:00 PM							5:00 PM		
	313	151	381	437	659	410	63	9	1	1							1688		
<i>Comments:</i>																			

LOCATION: US 97 100ft south of C Ave														QC JOB #: 14686622			
SPECIFIC LOCATION: US 97 100ft south of C Ave														DIRECTION: NB/SB			
CITY/STATE: Terrebonne, OR														DATE: Apr 24 2018 - Apr 26 2018			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	5904	1153	4857	10436	21587	15421	3083	399	49	9	3	2	0	1	62904	31-40	37007
Percent	9.4%	1.8%	7.7%	16.6%	34.3%	24.5%	4.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	9.4%	11.2%	18.9%	35.5%	69.8%	94.4%	99.3%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			
ADT 20968															85th Percentile 38 MPH Mean Speed(Average) 30 MPH Median 32 MPH Mode: 33 MPH		
<i>Comments:</i>																	



LOCATION: US 97 100ft south of C Ave **QC JOB #:** 14686622
SPECIFIC LOCATION: US 97 100ft south of C Ave **DIRECTION:** NB/SB
CITY/STATE: Terrebonne, OR **DATE:** Apr 24 2018

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	7	31	16	1	3	1	0	3	13	0	3	0	2	1	81
1:00 AM	2	30	22	4	12	1	0	1	9	3	1	0	0	2	87
2:00 AM	1	35	19	4	7	1	1	2	12	1	2	1	5	6	97
3:00 AM	2	43	16	4	19	1	0	2	16	0	2	1	6	3	115
4:00 AM	3	136	46	4	32	2	0	6	13	1	2	1	7	14	267
5:00 AM	7	201	82	10	101	5	1	19	20	2	1	1	6	22	478
6:00 AM	11	436	210	14	221	8	2	16	25	5	1	0	4	81	1034
7:00 AM	24	647	246	15	198	12	2	38	29	18	0	0	9	139	1377
8:00 AM	29	485	216	25	161	23	3	37	34	10	0	0	2	136	1161
9:00 AM	31	532	195	19	187	30	1	46	49	8	0	1	6	104	1209
10:00 AM	44	536	232	32	169	13	1	48	40	3	0	0	4	95	1217
11:00 AM	35	569	257	21	173	18	1	42	42	7	1	0	4	103	1273
12:00 PM	39	604	220	18	154	23	1	29	38	2	0	0	2	141	1271
1:00 PM	34	614	264	15	186	14	2	42	38	6	0	0	3	124	1342
2:00 PM	39	624	265	21	181	21	2	31	53	3	0	0	5	140	1385
3:00 PM	47	639	264	16	169	29	0	37	28	1	0	0	1	262	1493
4:00 PM	35	777	289	13	205	12	2	32	45	3	0	1	5	197	1616
5:00 PM	35	783	303	13	181	14	0	25	32	3	0	0	5	136	1530
6:00 PM	19	548	203	12	154	6	0	13	42	5	1	0	4	69	1076
7:00 PM	23	403	144	7	119	11	0	14	40	3	4	1	4	42	815
8:00 PM	11	317	118	10	71	1	0	10	25	2	2	1	2	22	592
9:00 PM	12	221	75	3	44	4	0	7	35	3	1	0	3	11	419
10:00 PM	10	112	54	5	16	3	0	4	25	1	1	0	0	4	235
11:00 PM	8	76	25	9	20	1	0	1	9	1	0	2	2	6	160
Day Total	508	9399	3781	295	2783	254	19	505	712	91	22	10	91	1860	20330
Percent	2.5%	46.2%	18.6%	1.5%	13.7%	1.2%	0.1%	2.5%	3.5%	0.4%	0.1%	0.0%	0.4%	9.1%	



ADT 20330	
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AM Peak Volume	10:00 AM	7:00 AM	11:00 AM	10:00 AM	6:00 AM	9:00 AM	8:00 AM	10:00 AM	9:00 AM	7:00 AM	12:00 AM	2:00 AM	7:00 AM	7:00 AM	7:00 AM
PM Peak Volume	3:00 PM	5:00 PM	5:00 PM	2:00 PM	4:00 PM	3:00 PM	1:00 PM	1:00 PM	2:00 PM	1:00 PM	7:00 PM	11:00 PM	2:00 PM	3:00 PM	4:00 PM

Comments:

LOCATION: US 97 100ft south of C Ave SPECIFIC LOCATION: US 97 100ft south of C Ave CITY/STATE: Terrebonne, OR														QC JOB #: 14686622 DIRECTION: NB/SB DATE: Apr 25 2018	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	21	31	37	10	5	3	0	1	16	2	0	1	0	2	129
1:00 AM	6	36	17	2	11	1	0	1	6	0	0	0	3	2	85
2:00 AM	6	41	11	5	12	3	0	1	14	3	5	0	8	3	112
3:00 AM	8	45	11	8	24	4	0	3	17	1	1	0	8	5	135
4:00 AM	12	118	51	4	31	3	0	1	15	2	3	0	7	2	249
5:00 AM	21	198	88	11	109	1	0	10	23	5	0	2	6	19	493
6:00 AM	30	461	216	14	211	10	0	18	25	9	1	0	10	80	1085
7:00 AM	28	578	296	13	207	16	0	38	28	5	1	1	7	131	1349
8:00 AM	35	512	238	25	190	17	4	29	33	1	0	0	7	144	1235
9:00 AM	29	565	222	18	188	19	3	47	54	6	1	0	1	152	1305
10:00 AM	34	579	244	20	146	9	3	27	42	5	1	0	3	108	1221
11:00 AM	29	556	229	19	171	19	1	39	40	3	0	0	3	89	1198
12:00 PM	32	617	253	17	173	19	1	32	39	2	0	0	3	131	1319
1:00 PM	35	620	250	20	173	9	2	31	43	0	0	0	1	129	1313
2:00 PM	35	644	276	27	170	18	5	31	32	3	0	0	2	191	1434
3:00 PM	43	700	322	8	210	17	3	39	37	2	0	0	3	171	1555
4:00 PM	34	760	270	11	215	14	2	31	39	4	0	0	3	233	1616
5:00 PM	26	800	300	10	216	17	2	19	37	3	0	0	2	150	1582
6:00 PM	27	580	218	16	154	9	0	31	37	4	1	0	2	71	1150
7:00 PM	11	414	154	14	101	11	0	23	29	2	3	1	4	39	806
8:00 PM	8	296	144	19	105	3	0	14	32	1	2	0	4	27	655
9:00 PM	15	199	75	8	50	4	0	11	31	3	0	0	2	14	412
10:00 PM	7	122	49	11	27	1	0	5	15	0	1	0	2	8	248
11:00 PM	2	84	28	2	11	3	0	8	16	0	0	2	2	2	160
Day Total	534	9556	3999	312	2910	230	26	490	700	66	20	7	93	1903	20846
Percent	2.6%	45.8%	19.2%	1.5%	14.0%	1.1%	0.1%	2.4%	3.4%	0.3%	0.1%	0.0%	0.4%	9.1%	
ADT 20846															
AM Peak Volume	8:00 AM	10:00 AM	7:00 AM	8:00 AM	6:00 AM	9:00 AM	8:00 AM	9:00 AM	9:00 AM	6:00 AM	2:00 AM	5:00 AM	6:00 AM	9:00 AM	7:00 AM
PM Peak Volume	3:00 PM	5:00 PM	3:00 PM	2:00 PM	5:00 PM	12:00 PM	2:00 PM	3:00 PM	1:00 PM	4:00 PM	7:00 PM	11:00 PM	7:00 PM	4:00 PM	4:00 PM

Comments:

LOCATION: US 97 100ft south of C Ave **QC JOB #:** 14686622
SPECIFIC LOCATION: US 97 100ft south of C Ave **DIRECTION:** NB/SB
CITY/STATE: Terrebonne, OR **DATE:** Apr 26 2018

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	7	27	30	5	15	1	0	5	12	2	0	2	1	4	111
1:00 AM	6	35	14	3	11	3	0	2	15	0	0	0	1	3	93
2:00 AM	5	24	19	9	11	1	0	6	9	1	8	0	5	6	104
3:00 AM	6	39	29	9	21	2	0	1	16	3	0	0	7	9	142
4:00 AM	15	135	44	9	25	4	0	3	17	0	2	2	5	8	269
5:00 AM	12	173	98	16	102	3	0	7	22	2	2	2	5	25	469
6:00 AM	16	450	231	6	196	13	1	26	20	8	3	0	7	82	1059
7:00 AM	16	648	281	18	217	10	0	25	36	7	3	0	4	104	1369
8:00 AM	31	497	251	23	177	10	3	43	27	6	1	0	1	132	1202
9:00 AM	35	542	228	21	205	27	3	41	33	7	1	0	3	129	1275
10:00 AM	28	522	246	30	196	16	4	46	36	3	0	0	4	114	1245
11:00 AM	31	580	253	29	183	15	1	36	37	1	0	0	4	126	1296
12:00 PM	30	639	282	20	198	12	1	36	37	3	0	1	4	142	1405
1:00 PM	46	720	280	21	177	21	1	30	34	0	0	0	0	129	1459
2:00 PM	30	665	290	17	193	18	1	36	38	4	0	1	3	157	1453
3:00 PM	49	692	278	22	224	30	5	44	20	5	0	0	3	287	1659
4:00 PM	35	759	295	17	244	19	1	42	35	3	0	2	4	184	1640
5:00 PM	32	847	299	17	220	15	0	42	24	2	0	0	2	188	1688
6:00 PM	18	637	243	18	147	6	1	20	37	2	1	0	1	99	1230
7:00 PM	12	450	181	12	120	3	0	21	40	5	4	0	5	46	899
8:00 PM	10	347	127	8	77	2	0	20	23	2	3	1	2	17	639
9:00 PM	12	251	103	9	68	4	0	12	23	1	0	0	3	16	502
10:00 PM	4	166	48	6	35	0	0	6	15	2	1	0	2	14	299
11:00 PM	10	103	38	3	28	4	0	6	15	3	1	2	0	8	221

Day Total	496	9948	4188	348	3090	239	22	556	621	72	30	13	76	2029	21728
Percent	2.3%	45.8%	19.3%	1.6%	14.2%	1.1%	0.1%	2.6%	2.9%	0.3%	0.1%	0.1%	0.3%	9.3%	



AM Peak Volume	9:00 AM	7:00 AM	7:00 AM	10:00 AM	7:00 AM	9:00 AM	10:00 AM	10:00 AM	11:00 AM	6:00 AM	2:00 AM	12:00 AM	3:00 AM	8:00 AM	7:00 AM
	35	648	281	30	217	27	4	46	37	8	8	2	7	132	1369
PM Peak Volume	3:00 PM	5:00 PM	5:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	7:00 PM	3:00 PM	7:00 PM	4:00 PM	7:00 PM	3:00 PM	5:00 PM
	49	847	299	22	244	30	5	44	40	5	4	2	5	287	1688

Comments:

LOCATION: US 97 100ft south of C Ave													QC JOB #: 14686622		
SPECIFIC LOCATION: US 97 100ft south of C Ave													DIRECTION: NB/SB		
CITY/STATE: Terrebonne, OR													DATE: Apr 24 2018 - Apr 26 2018		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	1538	28903	11968	955	8783	723	67	1551	2033	229	72	30	260	5792	62904
Percent	2.4%	45.9%	19.0%	1.5%	14.0%	1.1%	0.1%	2.5%	3.2%	0.4%	0.1%	0.0%	0.4%	9.2%	
ADT 20968															
<i>Comments:</i>															



LOCATION: US 97 100ft south of C Ave SPECIFIC LOCATION: US 97 100ft south of C Ave CITY/STATE: Terrebonne, OR						QC JOB #: 14686622 DIRECTION: NB/SB DATE: Apr 24 2018 - Apr 26 2018				
Start Time	Mon 24-Apr-18	Tue 25-Apr-18	Wed 26-Apr-18	Thu 26-Apr-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		81	129	111		107			107	
1:00 AM		87	85	93		88			88	
2:00 AM		97	112	104		104			104	
3:00 AM		115	135	142		131			131	
4:00 AM		267	249	269		262			262	
5:00 AM		478	493	469		480			480	
6:00 AM		1034	1085	1059		1059			1059	
7:00 AM		1377	1349	1369		1365			1365	
8:00 AM		1161	1235	1202		1199			1199	
9:00 AM		1209	1305	1275		1263			1263	
10:00 AM		1217	1221	1245		1228			1228	
11:00 AM		1273	1198	1296		1256			1256	
12:00 PM		1271	1319	1405		1332			1332	
1:00 PM		1342	1313	1459		1371			1371	
2:00 PM		1385	1434	1453		1424			1424	
3:00 PM		1493	1555	1659		1569			1569	
4:00 PM		1616	1616	1640		1624			1624	
5:00 PM		1530	1582	1688		1600			1600	
6:00 PM		1076	1150	1230		1152			1152	
7:00 PM		815	806	899		840			840	
8:00 PM		592	655	639		629			629	
9:00 PM		419	412	502		444			444	
10:00 PM		235	248	299		261			261	
11:00 PM		160	160	221		180			180	
Day Total		20330	20846	21728		20968			20968	
% Weekday Average		97.0%	99.4%	103.6%						
% Week Average		97.0%	99.4%	103.6%		100.0%				
AM Peak		7:00 AM	7:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume		1377	1349	1369		1365			1365	
PM Peak		4:00 PM	4:00 PM	5:00 PM		4:00 PM			4:00 PM	
Volume		1616	1616	1688		1624			1624	
<i>Comments:</i>										

LOCATION: US97 500ft S of 10th St SPECIFIC LOCATION: US97 500ft S of 10th St CITY/STATE: Terrebonne, OR															QC JOB #: 14686623 DIRECTION: NB/SB DATE: Apr 24 2018			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	6	0	0	0	0	6	12	21	29	11	5	0	0	0	90	46-55	49	
1:00 AM	4	0	0	1	2	2	10	40	22	11	1	1	1	0	95	46-55	62	
2:00 AM	7	0	1	1	1	4	12	34	26	15	8	2	0	0	111	46-55	60	
3:00 AM	7	0	0	0	1	4	12	34	33	22	10	2	1	0	126	46-55	66	
4:00 AM	10	0	0	0	1	10	18	79	92	50	15	0	0	0	275	46-55	170	
5:00 AM	23	0	0	1	1	11	39	136	167	76	17	5	1	2	479	46-55	302	
6:00 AM	63	0	0	1	5	34	146	318	335	110	31	13	5	2	1063	46-55	653	
7:00 AM	109	0	0	0	1	55	209	521	418	122	21	4	1	4	1465	46-55	938	
8:00 AM	82	0	0	0	5	74	276	461	304	94	25	6	0	1	1328	46-55	764	
9:00 AM	119	0	0	0	18	113	305	468	273	45	6	1	0	0	1348	41-50	772	
10:00 AM	109	0	0	8	30	154	363	398	198	41	10	1	1	0	1313	41-50	760	
11:00 AM	108	0	1	4	30	180	474	427	205	37	3	0	0	0	1469	41-50	901	
12:00 PM	136	0	0	10	41	150	436	460	153	32	6	0	0	1	1425	41-50	896	
1:00 PM	101	0	1	2	33	155	453	472	207	42	5	0	0	0	1471	41-50	925	
2:00 PM	149	0	0	6	47	182	448	465	177	20	7	1	0	0	1502	41-50	913	
3:00 PM	149	0	0	2	75	253	488	479	190	33	5	0	0	1	1675	41-50	966	
4:00 PM	179	0	6	45	99	229	479	498	222	44	9	1	0	0	1811	41-50	976	
5:00 PM	115	0	0	1	22	170	434	563	274	64	7	2	0	0	1652	41-50	996	
6:00 PM	76	0	0	0	9	67	242	382	264	93	15	1	1	1	1151	46-55	645	
7:00 PM	55	0	2	2	14	77	213	262	162	68	13	3	1	0	872	41-50	474	
8:00 PM	24	0	0	1	0	59	172	207	131	43	14	2	1	0	654	41-50	378	
9:00 PM	11	0	0	0	5	38	125	132	84	36	10	1	0	0	442	41-50	256	
10:00 PM	16	0	0	0	0	11	60	78	66	24	8	2	1	0	266	46-55	143	
11:00 PM	6	0	0	0	1	20	33	54	31	15	5	3	2	1	171	41-50	87	
Day Total	1664	0	11	85	441	2058	5459	6989	4063	1148	256	51	16	13	22254	41-50	12447	
Percent	7.5%	0.0%	0.0%	0.4%	2.0%	9.2%	24.5%	31.4%	18.3%	5.2%	1.2%	0.2%	0.1%	0.1%				
ADT 22254																		
AM Peak Volume	9:00 AM	2:00 AM	10:00 AM	10:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	6:00 AM	7:00 AM	11:00 AM	1469			
PM Peak Volume	4:00 PM	4:00 PM	4:00 PM	4:00 PM	3:00 PM	3:00 PM	5:00 PM	5:00 PM	6:00 PM	6:00 PM	7:00 PM	11:00 PM	12:00 PM	4:00 PM	1811			
Comments:																		

LOCATION: US97 500ft S of 10th St SPECIFIC LOCATION: US97 500ft S of 10th St CITY/STATE: Terrebonne, OR															QC JOB #: 14686623 DIRECTION: NB/SB DATE: Apr 25 2018			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	5	0	1	0	0	14	20	50	33	10	4	3	0	0	140	46-55	82	
1:00 AM	3	0	0	0	0	0	17	36	17	11	3	1	0	0	88	46-55	53	
2:00 AM	10	0	0	0	1	7	14	40	26	13	4	1	0	0	116	46-55	66	
3:00 AM	11	0	0	0	0	2	21	34	37	21	10	2	1	0	139	46-55	71	
4:00 AM	9	1	0	0	0	3	19	61	99	59	12	3	1	0	267	46-55	160	
5:00 AM	15	0	0	0	0	5	57	133	172	88	17	2	0	0	489	46-55	304	
6:00 AM	69	1	1	0	2	26	128	400	335	114	21	1	0	0	1098	46-55	735	
7:00 AM	111	0	0	0	7	67	196	530	405	101	15	3	0	0	1435	46-55	935	
8:00 AM	104	0	0	0	21	139	291	433	292	74	13	3	0	0	1370	46-55	725	
9:00 AM	116	0	0	3	23	168	398	476	204	31	4	1	0	0	1424	41-50	874	
10:00 AM	95	0	0	0	23	95	360	462	245	49	10	1	1	1	1342	41-50	822	
11:00 AM	130	16	35	42	52	99	263	375	203	40	5	1	0	0	1261	41-50	638	
12:00 PM	140	2	26	18	30	162	382	467	175	29	2	0	0	0	1433	41-50	849	
1:00 PM	133	0	0	0	31	161	440	485	189	24	6	0	0	0	1469	41-50	925	
2:00 PM	195	4	4	20	61	304	534	362	131	21	3	0	0	0	1639	41-50	896	
3:00 PM	185	6	10	41	111	284	464	361	159	37	6	0	0	0	1664	41-50	825	
4:00 PM	215	0	30	28	106	253	442	476	219	44	1	1	0	0	1815	41-50	918	
5:00 PM	157	0	3	19	37	217	415	513	239	69	9	4	0	0	1682	41-50	927	
6:00 PM	74	0	2	8	28	103	288	373	270	59	9	1	0	0	1215	41-50	661	
7:00 PM	45	0	1	0	2	46	188	331	186	62	12	3	0	0	876	41-50	519	
8:00 PM	32	1	0	0	10	68	146	209	176	52	11	0	3	0	708	46-55	385	
9:00 PM	20	0	1	0	2	30	92	176	86	34	11	2	0	0	454	41-50	268	
10:00 PM	14	0	0	0	1	11	70	72	69	25	9	3	2	0	276	41-50	142	
11:00 PM	11	0	0	0	0	4	33	47	38	28	14	3	0	1	179	46-55	84	
Day Total	1899	31	114	179	548	2268	5278	6902	4005	1095	211	39	8	2	22579	41-50	12180	
Percent	8.4%	0.1%	0.5%	0.8%	2.4%	10.0%	23.4%	30.6%	17.7%	4.8%	0.9%	0.2%	0.0%	0.0%				
ADT 22579																		
AM Peak Volume	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	9:00 AM	9:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM	12:00 AM	3:00 AM	10:00 AM	7:00 AM			
	130	16	35	42	52	168	398	530	405	114	21	3	1	1	1435			
PM Peak Volume	4:00 PM	3:00 PM	4:00 PM	3:00 PM	3:00 PM	2:00 PM	2:00 PM	5:00 PM	6:00 PM	5:00 PM	11:00 PM	5:00 PM	8:00 PM	11:00 PM	4:00 PM			
	215	6	30	41	111	304	534	513	270	69	14	4	3	1	1815			
<i>Comments:</i>																		

LOCATION: US97 500ft S of 10th St SPECIFIC LOCATION: US97 500ft S of 10th St CITY/STATE: Terrebonne, OR															QC JOB #: 14686623 DIRECTION: NB/SB DATE: Apr 26 2018			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	7	0	0	0	0	6	16	41	38	10	7	1	1	0	127	46-55	78	
1:00 AM	9	0	0	0	0	8	15	19	28	15	4	2	0	1	101	47-56	46	
2:00 AM	15	0	0	0	1	7	12	15	26	18	11	4	4	0	113	51-60	43	
3:00 AM	10	0	0	0	1	2	5	34	48	22	15	5	2	1	145	46-55	81	
4:00 AM	12	0	0	0	0	4	27	66	75	67	24	2	0	0	277	51-60	142	
5:00 AM	24	0	0	0	0	2	38	114	187	100	23	9	0	0	497	46-55	300	
6:00 AM	66	0	0	0	1	20	75	267	370	213	57	14	4	2	1089	46-55	637	
7:00 AM	87	0	0	1	1	22	158	454	508	180	28	6	0	1	1446	46-55	961	
8:00 AM	103	0	0	3	11	66	258	474	314	89	14	0	0	0	1332	46-55	787	
9:00 AM	122	2	6	11	29	85	356	430	289	45	8	2	0	0	1385	41-50	786	
10:00 AM	121	0	0	0	7	93	364	512	227	63	2	0	0	0	1389	41-50	876	
11:00 AM	123	0	0	2	58	145	434	436	178	42	4	0	0	0	1422	41-50	870	
12:00 PM	121	1	2	30	44	219	464	400	202	33	5	0	0	0	1521	41-50	864	
1:00 PM	158	0	0	5	70	268	420	437	173	34	6	0	0	0	1571	41-50	857	
2:00 PM	155	4	2	25	81	279	458	430	161	30	3	1	0	0	1629	41-50	888	
3:00 PM	225	3	26	41	102	323	508	441	151	23	3	0	0	0	1846	41-50	949	
4:00 PM	206	0	7	123	131	300	411	396	192	47	6	1	0	0	1820	41-50	807	
5:00 PM																		
6:00 PM																		
7:00 PM																		
8:00 PM																		
9:00 PM																		
10:00 PM																		
11:00 PM																		
Day Total	1564	10	43	241	537	1849	4019	4966	3167	1031	220	47	11	5	17710	41-50	8985	
Percent	8.8%	0.1%	0.2%	1.4%	3.0%	10.4%	22.7%	28.0%	17.9%	5.8%	1.2%	0.3%	0.1%	0.0%				
AM Peak	11:00 AM	9:00 AM	9:00 AM	9:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	7:00 AM	6:00 AM	6:00 AM	6:00 AM	2:00 AM	6:00 AM	7:00 AM			
Volume	123	2	6	11	58	145	434	512	508	213	57	14	4	2	1446			
PM Peak	3:00 PM	2:00 PM	3:00 PM	4:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	12:00 PM	4:00 PM	1:00 PM	2:00 PM			3:00 PM			
Volume	225	4	26	123	131	323	508	441	202	47	6	1			1846			
<i>Comments:</i>																		

LOCATION: US97 500ft S of 10th St														QC JOB #: 14686623			
SPECIFIC LOCATION: US97 500ft S of 10th St														DIRECTION: NB/SB			
CITY/STATE: Terrebonne, OR														DATE: Apr 24 2018 - Apr 26 2018			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	5127	41	168	505	1526	6175	14756	18857	11235	3274	687	137	35	20	62543	41-50	33613
Percent	8.2%	0.1%	0.3%	0.8%	2.4%	9.9%	23.6%	30.2%	18.0%	5.2%	1.1%	0.2%	0.1%	0.0%			
Cumulative Percent	8.2%	8.3%	8.5%	9.3%	11.8%	21.7%	45.2%	75.4%	93.4%	98.6%	99.7%	99.9%	100.0%	100.0%			
ADT 22416															85th Percentile 52 MPH Mean Speed(Average) 43 MPH		
Comments:															Median 45 MPH Mode 48 MPH		

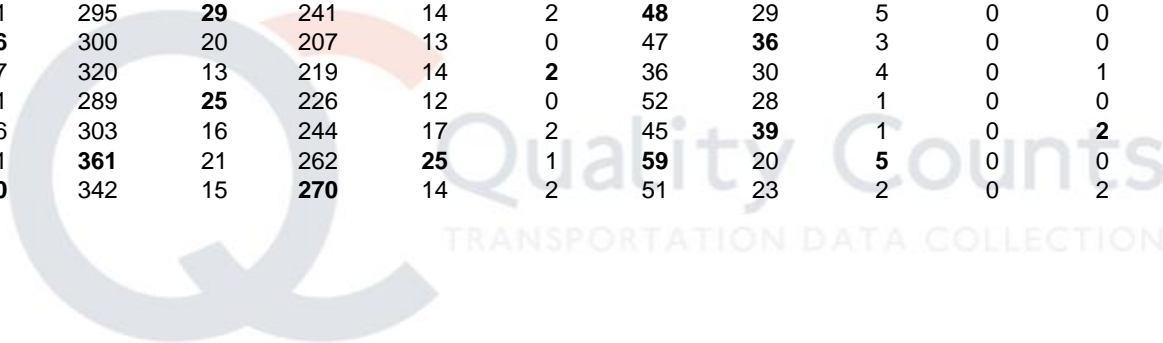


LOCATION: US97 500ft S of 10th St SPECIFIC LOCATION: US97 500ft S of 10th St CITY/STATE: Terrebonne, OR														QC JOB #: 14686623 DIRECTION: NB/SB DATE: Apr 24 2018	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	7	34	16	2	8	1	0	1	10	0	3	0	2	6	90
1:00 AM	4	28	26	5	12	1	0	2	8	2	1	0	2	4	95
2:00 AM	3	38	18	5	11	3	0	3	9	2	2	1	8	8	111
3:00 AM	2	45	16	8	22	2	0	4	11	0	1	1	5	9	126
4:00 AM	6	131	55	5	35	6	0	10	9	2	1	1	2	12	275
5:00 AM	6	188	74	16	119	4	0	19	18	3	1	1	6	24	479
6:00 AM	12	440	233	11	237	14	1	14	21	3	2	0	7	68	1063
7:00 AM	16	664	285	24	262	9	2	51	25	12	0	0	6	109	1465
8:00 AM	20	513	310	29	261	17	1	48	43	5	0	0	0	81	1328
9:00 AM	21	572	256	24	227	20	1	51	43	6	0	0	6	121	1348
10:00 AM	11	586	254	29	222	11	0	56	29	3	0	0	4	108	1313
11:00 AM	29	681	312	19	216	12	1	47	36	7	1	0	1	107	1469
12:00 PM	26	656	270	23	218	17	3	44	28	1	0	1	2	136	1425
1:00 PM	28	669	278	32	254	11	1	51	41	4	0	0	1	101	1471
2:00 PM	37	639	301	29	236	24	1	42	38	3	0	0	4	148	1502
3:00 PM	25	754	356	20	267	14	1	49	32	3	0	0	6	148	1675
4:00 PM	36	851	353	21	273	15	0	42	34	2	0	1	4	179	1811
5:00 PM	27	813	336	25	265	13	1	29	20	2	0	0	6	115	1652
6:00 PM	17	558	208	17	204	7	1	20	32	4	1	2	4	76	1151
7:00 PM	26	438	158	7	126	6	1	11	35	2	3	2	3	54	872
8:00 PM	11	345	137	10	83	1	0	16	24	2	1	0	0	24	654
9:00 PM	9	241	81	2	43	1	1	13	34	3	1	0	2	11	442
10:00 PM	9	128	49	4	31	4	0	6	17	1	1	0	0	16	266
11:00 PM	9	84	23	7	22	5	0	0	12	1	0	1	1	6	171
Day Total	397	10096	4405	374	3654	218	16	629	609	73	19	11	82	1671	22254
Percent	1.8%	45.4%	19.8%	1.7%	16.4%	1.0%	0.1%	2.8%	2.7%	0.3%	0.1%	0.0%	0.4%	7.5%	
ADT 22254															
AM Peak Volume	11:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	9:00 AM	7:00 AM	10:00 AM	8:00 AM	7:00 AM	12:00 AM	2:00 AM	2:00 AM	9:00 AM	11:00 AM
	29	681	312	29	262	20	2	56	43	12	3	1	8	121	1469
PM Peak Volume	2:00 PM	4:00 PM	3:00 PM	1:00 PM	4:00 PM	2:00 PM	12:00 PM	1:00 PM	1:00 PM	1:00 PM	7:00 PM	6:00 PM	3:00 PM	4:00 PM	4:00 PM
	37	851	356	32	273	24	3	51	41	4	3	2	6	179	1811
<i>Comments:</i>															

LOCATION: US97 500ft S of 10th St SPECIFIC LOCATION: US97 500ft S of 10th St CITY/STATE: Terrebonne, OR														QC JOB #: 14686623 DIRECTION: NB/SB DATE: Apr 25 2018	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	21	45	31	9	6	1	0	4	15	2	0	1	0	5	140
1:00 AM	6	36	16	2	13	2	0	2	4	1	0	0	3	3	88
2:00 AM	3	37	10	6	22	2	0	2	9	3	5	0	7	10	116
3:00 AM	6	37	17	14	31	6	0	4	7	2	1	0	3	11	139
4:00 AM	16	107	57	9	40	6	0	3	13	2	3	0	3	8	267
5:00 AM	20	187	92	19	114	2	0	12	18	3	0	2	5	15	489
6:00 AM	29	466	204	17	242	10	0	16	30	6	1	0	9	68	1098
7:00 AM	21	618	296	18	269	16	0	46	25	5	2	1	6	112	1435
8:00 AM	29	547	294	32	265	20	2	34	33	4	0	0	6	104	1370
9:00 AM	32	598	282	25	244	20	1	53	46	6	1	0	3	113	1424
10:00 AM	19	597	299	28	212	8	1	41	37	3	0	0	2	95	1342
11:00 AM	27	552	237	15	225	16	3	42	33	3	0	0	3	105	1261
12:00 PM	26	646	281	15	220	15	1	47	37	2	0	0	3	140	1433
1:00 PM	19	692	309	22	218	13	0	35	25	2	0	0	1	133	1469
2:00 PM	35	766	322	21	210	19	3	43	21	4	0	0	2	193	1639
3:00 PM	27	797	333	15	224	15	2	37	30	0	0	1	3	180	1664
4:00 PM	35	885	312	18	254	15	2	40	37	2	0	1	1	213	1815
5:00 PM	35	837	331	11	238	9	1	29	28	4	0	0	2	157	1682
6:00 PM	22	638	214	14	162	8	2	39	35	3	1	0	3	74	1215
7:00 PM	12	434	173	17	116	6	1	42	23	1	3	1	2	45	876
8:00 PM	9	341	148	14	109	3	1	16	30	1	1	0	2	33	708
9:00 PM	13	219	88	9	60	3	0	13	24	2	0	0	3	20	454
10:00 PM	11	134	47	10	38	1	0	6	13	0	1	0	1	14	276
11:00 PM	1	77	37	5	25	0	0	6	14	1	0	1	1	11	179
Day Total	474	10293	4430	365	3557	216	20	612	587	62	19	8	74	1862	22579
Percent	2.1%	45.6%	19.6%	1.6%	15.8%	1.0%	0.1%	2.7%	2.6%	0.3%	0.1%	0.0%	0.3%	8.2%	
ADT 22579															
AM Peak Volume	9:00 AM	7:00 AM	10:00 AM	8:00 AM	7:00 AM	8:00 AM	11:00 AM	9:00 AM	9:00 AM	6:00 AM	2:00 AM	5:00 AM	6:00 AM	9:00 AM	7:00 AM
PM Peak Volume	2:00 PM	4:00 PM	3:00 PM	1:00 PM	4:00 PM	2:00 PM	2:00 PM	12:00 PM	12:00 PM	2:00 PM	7:00 PM	3:00 PM	12:00 PM	4:00 PM	4:00 PM
	32	618	299	32	269	20	3	53	46	6	5	2	9	113	1435
	35	885	333	22	254	19	3	47	37	4	3	1	3	213	1815

Comments:

LOCATION: US97 500ft S of 10th St SPECIFIC LOCATION: US97 500ft S of 10th St CITY/STATE: Terrebonne, OR														QC JOB #: 14686623 DIRECTION: NB/SB DATE: Apr 26 2018	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	13	33	28	5	20	2	0	3	8	2	2	2	2	7	127
1:00 AM	3	24	28	7	16	3	0	2	7	0	0	0	2	9	101
2:00 AM	4	18	22	11	17	3	0	8	4	1	6	0	3	16	113
3:00 AM	6	26	38	18	25	3	0	2	10	1	1	0	5	10	145
4:00 AM	11	112	62	10	38	6	0	4	14	1	2	2	4	11	277
5:00 AM	20	153	111	19	132	7	0	10	13	1	2	2	4	23	497
6:00 AM	14	355	289	18	283	8	0	23	18	8	3	0	4	66	1089
7:00 AM	22	630	328	26	276	8	0	38	21	4	3	0	3	87	1446
8:00 AM	16	548	316	21	235	17	0	47	24	5	0	0	1	102	1332
9:00 AM	21	587	277	20	247	16	2	42	35	9	1	0	6	122	1385
10:00 AM	22	581	295	29	241	14	2	48	29	5	0	0	1	122	1389
11:00 AM	23	646	300	20	207	13	0	47	36	3	0	0	6	121	1422
12:00 PM	31	727	320	13	219	14	2	36	30	4	0	1	3	121	1521
1:00 PM	28	751	289	25	226	12	0	52	28	1	0	0	0	159	1571
2:00 PM	29	776	303	16	244	17	2	45	39	1	0	2	1	154	1629
3:00 PM	36	831	361	21	262	25	1	59	20	5	0	0	1	224	1846
4:00 PM	36	850	342	15	270	14	2	51	23	2	0	2	8	205	1820
5:00 PM															
6:00 PM															
7:00 PM															
8:00 PM															
9:00 PM															
10:00 PM															
11:00 PM															
Day Total	335	7648	3709	294	2958	182	11	517	359	53	20	11	54	1559	17710
Percent	1.9%	43.2%	20.9%	1.7%	16.7%	1.0%	0.1%	2.9%	2.0%	0.3%	0.1%	0.1%	0.3%	8.8%	



LOCATION: US97 500ft S of 10th St													QC JOB #: 14686623		
SPECIFIC LOCATION: US97 500ft S of 10th St													DIRECTION: NB/SB		
CITY/STATE: Terrebonne, OR													DATE: Apr 24 2018 - Apr 26 2018		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	1206	28037	12544	1033	10169	616	47	1758	1555	188	58	30	210	5092	62543
Percent	1.9%	44.8%	20.1%	1.7%	16.3%	1.0%	0.1%	2.8%	2.5%	0.3%	0.1%	0.0%	0.3%	8.1%	
ADT 22416															
<i>Comments:</i>															



LOCATION: US97 500ft S of 10th St **QC JOB #:** 14686623
SPECIFIC LOCATION: US97 500ft S of 10th St **DIRECTION:** NB/SB
CITY/STATE: Terrebonne, OR **DATE:** Apr 24 2018 - Apr 26 2018

Start Time	Mon 24-Apr-18	Tue 25-Apr-18	Wed 26-Apr-18	Thu 26-Apr-18	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		90	140	127		119			119	
1:00 AM		95	88	101		95			95	
2:00 AM		111	116	113		113			113	
3:00 AM		126	139	145		137			137	
4:00 AM		275	267	277		273			273	
5:00 AM		479	489	497		488			488	
6:00 AM		1063	1098	1089		1083			1083	
7:00 AM		1465	1435	1446		1449			1449	
8:00 AM		1328	1370	1332		1343			1343	
9:00 AM		1348	1424	1385		1386			1386	
10:00 AM		1313	1342	1389		1348			1348	
11:00 AM		1469	1261	1422		1384			1384	
12:00 PM		1425	1433	1521		1460			1460	
1:00 PM		1471	1469	1571		1504			1504	
2:00 PM		1502	1639	1629		1590			1590	
3:00 PM		1675	1664	1846		1728			1728	
4:00 PM		1811	1815	1820		1815			1815	
5:00 PM		1652	1682			1667			1667	
6:00 PM		1151	1215			1183			1183	
7:00 PM		872	876			874			874	
8:00 PM		654	708			681			681	
9:00 PM		442	454			448			448	
10:00 PM		266	276			271			271	
11:00 PM		171	179			175			175	
Day Total		22254	22579	17710		22614			22614	
% Weekday Average		98.4%	99.8%	78.3%						
% Week Average		98.4%	99.8%	78.3%		100.0%				
AM Peak		11:00 AM	7:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume		1469	1435	1446		1449			1449	
PM Peak		4:00 PM	4:00 PM	3:00 PM		4:00 PM			4:00 PM	
Volume		1811	1815	1846		1815			1815	

Comments:

Appendix B – Existing PM
Operational Analysis
Worksheets

HCM 6th TWSC
1: 19th Street & Lower Bridge Way

06/11/2018

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	173	16	5	376	17	5
Future Vol, veh/h	173	16	5	376	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	12	40	6	0	0
Mvmt Flow	192	18	6	418	19	6

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	210	0	631
Stage 1	-	-	-	-	201
Stage 2	-	-	-	-	430
Critical Hdwy	-	-	4.5	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.56	-	3.5
Pot Cap-1 Maneuver	-	-	1164	-	448
Stage 1	-	-	-	-	838
Stage 2	-	-	-	-	660
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1164	-	445
Mov Cap-2 Maneuver	-	-	-	-	445
Stage 1	-	-	-	-	832
Stage 2	-	-	-	-	660

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	499	-	-	1164	-
HCM Lane V/C Ratio	0.049	-	-	0.005	-
HCM Control Delay (s)	12.6	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
2: US 97 & Lower Bridge Way/11th Street

06/11/2018

Intersection												
Int Delay, s/veh	13.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵		↶			↶	↵	↶		↵	↶	↶
Traffic Vol, veh/h	23	0	209	0	0	18	428	680	4	23	626	64
Future Vol, veh/h	23	0	209	0	0	18	428	680	4	23	626	64
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	-	-	Yield
Storage Length	400	-	0	-	-	0	320	-	-	240	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	0	0	27	5	12	33	26	17	6
Mvmt Flow	24	0	218	0	0	19	446	708	4	24	652	67

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2312	-	652	-	-	710	652	0	0	712	0	0
Stage 1	700	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1612	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	-	6.26	-	-	6.47	4.15	-	-	4.36	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.354	-	-	3.543	2.245	-	-	2.434	-	-
Pot Cap-1 Maneuver	27	0	461	0	0	394	920	-	-	787	-	-
Stage 1	433	0	-	0	0	-	-	-	-	-	-	-
Stage 2	133	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 16	-	461	-	-	394	920	-	-	787	-	-
Mov Cap-2 Maneuver	~ 16	-	-	-	-	-	-	-	-	-	-	-
Stage 1	223	-	-	-	-	-	-	-	-	-	-	-
Stage 2	65	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	91.7		14.6		4.8		0.3	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	920	-	-	16	461	394	787	-	-
HCM Lane V/C Ratio	0.485	-	-	1.497	0.472	0.048	0.03	-	-
HCM Control Delay (s)	12.5	-	-	\$ 747.1	19.6	14.6	9.7	-	-
HCM Lane LOS	B	-	-	F	C	B	A	-	-
HCM 95th %tile Q(veh)	2.7	-	-	3.5	2.5	0.1	0.1	-	-

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

HCM 6th TWSC
3: US 97 & Underwood Avenue/C Avenue

06/11/2018

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	5	51	19	0	39	33	1065	38	17	826	13
Future Vol, veh/h	4	5	51	19	0	39	33	1065	38	17	826	13
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	100	0	7	12	0	12	4	10	10	0	15	9
Mvmt Flow	4	5	55	20	0	42	35	1145	41	18	888	14

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2188	2187	895	2197	2174	1166	902	0	0	1186	0	0
Stage 1	931	931	-	1236	1236	-	-	-	-	-	-	-
Stage 2	1257	1256	-	961	938	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	6.27	7.22	6.5	6.32	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.363	3.608	4	3.408	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	17	46	332	30	47	225	745	-	-	596	-	-
Stage 1	218	348	-	206	250	-	-	-	-	-	-	-
Stage 2	134	245	-	295	346	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	13	43	332	21	43	225	745	-	-	596	-	-
Mov Cap-2 Maneuver	13	43	-	21	43	-	-	-	-	-	-	-
Stage 1	208	338	-	196	238	-	-	-	-	-	-	-
Stage 2	104	233	-	235	336	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	84.4		295.9		0.3		0.2	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	745	-	-	104	54	596	-	-
HCM Lane V/C Ratio	0.048	-	-	0.62	1.155	0.031	-	-
HCM Control Delay (s)	10.1	-	-	84.4	295.9	11.2	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3	5.4	0.1	-	-

HCM 6th TWSC
4: US 97 & B Avenue/Smith Rock Way

06/11/2018

Intersection												
Int Delay, s/veh	31.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	1	30	35	1	42	21	1097	58	44	851	5
Future Vol, veh/h	1	1	30	35	1	42	21	1097	58	44	851	5
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	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	21	0	0	6	11	6	17	15	0
Mvmt Flow	1	1	33	38	1	46	23	1192	63	48	925	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2317	2325	928	2311	2296	1224	930	0	0	1255	0	0
Stage 1	1024	1024	-	1270	1270	-	-	-	-	-	-	-
Stage 2	1293	1301	-	1041	1026	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.31	6.5	6.2	4.16	-	-	4.27	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.31	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.31	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.689	4	3.3	2.254	-	-	2.353	-	-
Pot Cap-1 Maneuver	27	38	328	~23	39	220	719	-	-	506	-	-
Stage 1	286	315	-	188	241	-	-	-	-	-	-	-
Stage 2	202	233	-	256	315	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	19	33	328	~18	34	220	719	-	-	506	-	-
Mov Cap-2 Maneuver	19	33	-	~18	34	-	-	-	-	-	-	-
Stage 1	277	285	-	182	233	-	-	-	-	-	-	-
Stage 2	154	226	-	208	285	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.2	\$ 855.9	0.2	0.6
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	719	-	-	183	36	506	-
HCM Lane V/C Ratio	0.032	-	-	0.19	2.355	0.095	-
HCM Control Delay (s)	10.2	-	-	29.2	\$ 855.9	12.9	-
HCM Lane LOS	B	-	-	D	F	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	9.5	0.3	-

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

HCM 6th TWSC
5: 11th Street & Smith Rock Way

06/11/2018

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	73	6	34	61	42	12	71	51	46	30	11
Future Vol, veh/h	27	73	6	34	61	42	12	71	51	46	30	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	12	20	11	10	14	0	5	14	11	20	22
Mvmt Flow	29	78	6	37	66	45	13	76	55	49	32	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	84	0	0	324	324	81	368	305	89
Stage 1	-	-	-	-	-	-	139	139	-	163	163	-
Stage 2	-	-	-	-	-	-	185	185	-	205	142	-
Critical Hdwy	4.19	-	-	4.21	-	-	7.1	6.55	6.34	7.21	6.7	6.42
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.55	-	6.21	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.55	-	6.21	5.7	-
Follow-up Hdwy	2.281	-	-	2.299	-	-	3.5	4.045	3.426	3.599	4.18	3.498
Pot Cap-1 Maneuver	1436	-	-	1458	-	-	633	589	947	572	580	917
Stage 1	-	-	-	-	-	-	869	776	-	818	730	-
Stage 2	-	-	-	-	-	-	821	741	-	777	746	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1436	-	-	1458	-	-	575	561	947	466	553	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	575	561	-	466	553	-
Stage 1	-	-	-	-	-	-	851	760	-	801	710	-
Stage 2	-	-	-	-	-	-	753	721	-	645	730	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			1.9			11.9			13.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	666	1436	-	-	1458	-	-	527
HCM Lane V/C Ratio	0.216	0.02	-	-	0.025	-	-	0.178
HCM Control Delay (s)	11.9	7.6	0	-	7.5	0	-	13.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	0.6

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	35	8	1153	93	1	910
Future Vol, veh/h	35	8	1153	93	1	910
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	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	14	9	6	0	13
Mvmt Flow	38	9	1240	100	1	978

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2270	1290	0	0	1340
Stage 1	1290	-	-	-	-
Stage 2	980	-	-	-	-
Critical Hdwy	6.43	6.34	-	-	4.1
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.426	-	-	2.2
Pot Cap-1 Maneuver	44	188	-	-	521
Stage 1	257	-	-	-	-
Stage 2	362	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	44	188	-	-	521
Mov Cap-2 Maneuver	156	-	-	-	-
Stage 1	256	-	-	-	-
Stage 2	362	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	161	521
HCM Lane V/C Ratio	-	-	0.287	0.002
HCM Control Delay (s)	-	-	36.1	11.9
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	1.1	0

Appendix C – Crash Data

Terrebonne Crash Data 2012-2016

Crash_ID	Serial_No	Crash_Mont	Crash_Day	Crash_Year	Hwy_Num	Impact_Loc	Crash_Type	Coll_Type	Crash_Sev	Weather_Co	Rd_Surf_Co	Light_Cond	TCD	School_Zon	T_Fatal_Co	Inj_A	Inj_B	Inj_C	T_NonFatal	
1465849	434	March	22	2012	The Dalles - California	NW Intersection Quadrant	From opposite direction FC0 one left turn, one straight	Turning Movement	Non-fatal injury crash	Cloudy	Dry	Daylight	Unknown or not defined	No		0	0	0	4	4
1466222	355	March	6	2012		Southeast Intersection Quadrant	Entering at angle FC0 all others	Angle	Non-fatal injury crash	Clear	Dry	Daylight	Stop sign	No		0	0	2	0	2
1467705	563	April	26	2012	The Dalles - California	Southwest Intersection Quadrant	Fixed object	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Daylight	Unknown or not defined	No		0	1	0	0	1
1473150	752	June	16	2012		Inbound within 50 feet	From same direction FC0 one stopped	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	Unknown or not defined	No		0	0	1	0	1
1473708	763	June	18	2012	The Dalles - California	Inbound within 50 feet	From same direction FC0 one stopped	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	0	0
1474196	814	June	28	2012	The Dalles - California	Inbound within 50 feet	From same direction FC0 one stopped	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	Stop sign	No		0	0	0	0	0
1477063	957	July	27	2012	The Dalles - California	Southwest Intersection Quadrant	From same direction FC0 one turn, one straight	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	0	0
1484228	1103	August	21	2012	The Dalles - California	Southwest Intersection Quadrant	From same direction FC0 one stopped	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	1	1
1488715	1276	September	28	2012	The Dalles - California	Inbound within 50 feet	From same direction FC0 one stopped	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	Stop sign	No		0	0	0	0	0
1490769	1397	October	21	2012	The Dalles - California	Southwest Intersection Quadrant	Entering at angle FC0 all others	Turning Movement	Property damage only crash (PDO)	Sleet	Snow	Daylight	Stop sign	No		0	0	0	0	0
1490809	1451	October	30	2012	The Dalles - California	Southwest Intersection Quadrant	Animal	Miscellaneous	Property damage only crash (PDO)	Clear	Dry	Darkness FC0 no street lights	Unknown or not defined	No		0	0	0	0	0
1490993	1391	October	21	2012		Southwest Intersection Quadrant	Entering at angle FC0 all others	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight	No control (as stated on Police Report)	No		0	0	0	0	0
1493782	1564	November	20	2012	The Dalles - California	Southeast Intersection Quadrant	From opposite direction FC0 both going straight	Sideswipe-meeting	Non-fatal injury crash	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	1	1
1498805	1652	December	6	2012		Midblock location	From opposite direction FC0 one left turn, one straight	Turning Movement	Non-fatal injury crash	Cloudy	Dry	Daylight	No control (as stated on Police Report)	No		0	0	0	1	1
1498960	1725	December	17	2012	The Dalles - California	Inbound within 50 feet	From same direction FC0 one stopped	Rear-End	Property damage only crash (PDO)	Cloudy	Ice	Daylight	Unknown or not defined	No		0	0	0	0	0
1499196	1816	December	25	2012		NW Intersection Quadrant	Fixed object	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Ice	Daylight	No control (as stated on Police Report)	No		0	0	0	0	0
1503300	6	January	1	2013	The Dalles - California	NW Intersection Quadrant	From opposite direction FC0 one left turn, one straight	Turning Movement	Non-fatal injury crash	Cloudy	Wet	Daylight	Unknown or not defined	No		0	0	0	1	1
1506154	204	February	11	2013	The Dalles - California	Southwest Intersection Quadrant	Entering at angle FC0 all others	Angle	Property damage only crash (PDO)	Cloudy	Dry	Darkness FC0 no street lights	Stop sign	No		0	0	0	0	0
1520419	614	May	19	2013		Midblock location	Fixed object	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	1	1
1520434	593	May	14	2013		NW Intersection Quadrant	Fixed object	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	0	0
1520855	576	May	8	2013	The Dalles - California	Southwest Intersection Quadrant	Entering at angle FC0 all others	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight	Stop sign	No		0	0	0	0	0
1520892	666	May	30	2013	The Dalles - California	Southeast Intersection Quadrant	From opposite direction FC0 both going straight	Sideswipe-meeting	Property damage only crash (PDO)	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	0	0
1522918	679	June	1	2013	The Dalles - California	Southwest Intersection Quadrant	Animal	Miscellaneous	Property damage only crash (PDO)	Clear	Dry	Darkness FC0 no street lights	Unknown or not defined	No		0	0	0	0	0
1522920	678	June	1	2013	The Dalles - California	Southwest Intersection Quadrant	Animal	Miscellaneous	Property damage only crash (PDO)	Clear	Dry	Darkness FC0 no street lights	Unknown or not defined	No		0	0	0	0	0
1525698	1332	September	27	2013	The Dalles - California	Inbound within 50 feet	From same direction FC0 one stopped	Rear-End	Property damage only crash (PDO)	Cloudy	Dry	Daylight	Traffic signals	No		0	0	0	0	0
1536084	1275	June	15	2013		Inbound within 50 feet	Fixed object	Fixed-Object or Other-Object	Non-fatal injury crash	Clear	Dry	Daylight	No control (as stated on Police Report)	No		0	0	0	1	1
1536099	1225	September	8	2013		NW Intersection Quadrant	Fixed object	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight	No control (as stated on Police Report)	No		0	0	0	0	0
1560006	456	March	20	2014	The Dalles - California	Southwest Intersection Quadrant	From same direction FC0 both going straight	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	0	0
1562719	531	April	9	2014		Outbound within 50 feet	Fixed object	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight	No control (as stated on Police Report)	No		0	0	0	0	0
1562938	584	April	21	2014		Inbound within 50 feet	From opposite direction FC0 one stopped	Backing	Property damage only crash (PDO)	Clear	Dry	Dusk (Twilight)	Unknown or not defined	No		0	0	0	0	0
1566386	732	May	22	2014	The Dalles - California	Outbound within 50 feet	Fixed object	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	0	0
1568110	80101	May	25	2014		Inbound within 50 feet	From same direction FC0 one stopped	Sideswipe-overtaking	Property damage only crash (PDO)	Clear	Dry	Daylight	Stop sign	No		0	0	0	0	0
1579101	80136	July	18	2014	The Dalles - California	Inbound within 50 feet	From same direction FC0 one stopped	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	Stop sign	No		0	0	0	1	1
1580200	1076	July	21	2014	The Dalles - California	Outbound within 50 feet	From opposite direction FC0 both going straight	Sideswipe-meeting	Property damage only crash (PDO)	Clear	Dry	Daylight	No control (as stated on Police Report)	No		0	0	0	0	0
1585466	1185	August	10	2014	The Dalles - California	Inbound within 50 feet	From same direction FC0 one stopped	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	Special pedestrian signal	No		0	0	1	1	2
1585470	1187	August	11	2014	The Dalles - California	Southwest Intersection Quadrant	From same direction FC0 one stopped	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	1	1
1585789	1248	August	21	2014		Southwest Intersection Quadrant	Entering at angle FC0 all others	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight	No control (as stated on Police Report)	No		0	0	0	0	0
1586390	1158	August	6	2014		Outbound within 50 feet	Fixed object	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	0	0
1597023	1562	October	17	2014	The Dalles - California	Southwest Intersection Quadrant	From same direction FC0 both going straight	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	0	0
1597190	1483	October	5	2014	The Dalles - California	Southwest Intersection Quadrant	From same direction FC0 one stopped	Rear-End	Property damage only crash (PDO)	Clear	Dry	Daylight	No control (as stated on Police Report)	No		0	0	0	0	0
1597774	1499	October	7	2014	The Dalles - California	Southwest Intersection Quadrant	From opposite direction FC0 one left turn, one straight	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight	Traffic signals	Yes		0	0	0	0	0
1598836	1792	November	17	2014	The Dalles - California	Midblock location	From opposite direction FC0 both going straight	Sideswipe-meeting	Non-fatal injury crash	Clear	Ice	Daylight	Unknown or not defined	No		0	0	1	2	3
1599356	1898	December	4	2014	The Dalles - California	Inbound within 50 feet	Entering at angle FC0 all others	Turning Movement	Property damage only crash (PDO)	Cloudy	Wet	Dusk (Twilight)	Unknown or not defined	No		0	0	0	0	0
1599518	1935	December	10	2014		Outbound within 50 feet	Pedestrian	Pedestrian	Non-fatal injury crash	Cloudy	Dry	Darkness FC0 no street lights	Stop sign	No		0	0	1	0	1
1599610	1962	December	15	2014	The Dalles - California	NW Intersection Quadrant	Entering at angle FC0 all others	Angle	Property damage only crash (PDO)	Cloudy	Ice	Daylight	Stop sign	Yes		0	0	0	0	0
1625217	1463	October	4	2015		NE Intersection Quadrant	From opposite direction FC0 one left turn, one straight	Turning Movement	Non-fatal injury crash	Clear	Dry	Daylight	Stop sign	No		0	0	0	1	1
1625698	1567	October	21	2015		Inbound within 50 feet	From same direction FC0 one stopped	Rear-End	Non-fatal injury crash	Clear	Dry	Daylight	Stop sign	No		0	0	0	1	1
1631892	190	February	13	2015		Inbound within 50 feet	Fixed object	Fixed-Object or Other-Object	Property damage only crash (PDO)	Unknown	Unknown	Daylight	Unknown or not defined	No		0	0	0	0	0
1636792	409	April	3	2015		Inbound within 50 feet	Overturned	Overturned	Property damage only crash (PDO)	Cloudy	Dry	Daylight	Unknown or not defined	No		0	0	0	0	0
1643380	1932	December	1	2015		Unknown	Fixed object	Fixed-Object or Other-Object	Property damage only crash (PDO)	Unknown	Ice	Daylight	Unknown or not defined	No		0	0	0	0	0
1619836	999	July	12	2015		Southwest Intersection Quadrant	Animal	Miscellaneous	Non-fatal injury crash	Clear	Dry	Daylight	No control (as stated on Police Report)	No		0	1	0	0	1
1607380	14	January	2	2015	The Dalles - California	NW Intersection Quadrant	Entering at angle FC0 one vehicle stopped	Turning Movement	Non-fatal injury crash	Clear	Ice	Daylight	Stop sign	No		0	0	2	0	2
1613641	532	April	25	2015	The Dalles - California	NW Intersection Quadrant	From opposite direction FC0 one left turn, one straight	Turning Movement	Non-fatal injury crash	Cloudy	Dry	Darkness FC0 no street lights	Stop sign	No		0	0	2	0	2
1625771	1615	October	29	2015	The Dalles - California	Southeast Intersection Quadrant	Overturned	Non-collision	Non-fatal injury crash	Clear	Dry	Darkness FC0 no street lights	Unknown or not defined	No		0	0	1	0	1
1626257	1712	November	11	2015	The Dalles - California	Southeast Intersection Quadrant	From same direction FC0 both going straight	Rear-End	Non-fatal injury crash	Clear	Dry	Darkness FC0 no street lights	Unknown or not defined	No		0	0	2	2	2
1636753	414	April	2	2015	The Dalles - California	Southwest Intersection Quadrant	Entering at angle FC0 all others	Backing	Property damage only crash (PDO)	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	0	0
1641104	1256	August	31	2015	The Dalles - California	Southeast Intersection Quadrant	From same direction FC0 one turn, one straight	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Daylight	No control (as stated on Police Report)	No		0	0	0	0	0
1642019	1574	October	22	2015	The Dalles - California	Southeast Intersection Quadrant	From opposite direction FC0 one left turn, one straight	Turning Movement	Property damage only crash (PDO)	Clear	Dry	Darkness FC0 with street lights	Left turn refuge (when refuge is involved)	No		0	0	0	0	0
1616437	566	February	13	2015		NE Intersection Quadrant	Pedalcyclist	Angle	Non-fatal injury crash	Clear	Dry	Daylight	Stop sign	No		0	0	0	1	1
1616861	655	May	17	2015		Southwest Intersection Quadrant	Entering at angle FC0 all others	Angle	Non-fatal injury crash	Clear	Dry	Daylight	Unknown or not defined	No		0	0	0	1	1
1632575	310	March	13	2015		Southwest Intersection Quadrant	From same direction FC0 both going straight	Rear-End	Property damage only crash (PDO)	Cloudy	Dry	Dusk (Twilight)	Unknown or not defined	No		0	0	0	0	0
1639199	867	June	22	2015		NW Intersection Quadrant	Entering at angle FC0 all others	Angle	Property damage only crash (PDO)	Clear	Dry	Daylight	Stop sign	No		0	0	0	0	0
1643415	2001	December	11	2015		Southeast Intersection Quadrant	Entering at angle FC0 all others	Angle	Property damage only crash (PDO)	Cloudy	Wet	Daylight	Stop sign	No		0	0	0	0	0
1627813	2136	December	26	2015		Midblock location	Fixed object	Fixed-Object or Other-Object	Non-fatal injury crash	Cloudy	Dry	Darkness FC0 no street lights	Unknown or not defined	No		0	0	2	0	2
1641116	1227	August	22	2015		Inbound within 50 feet	Fixed object	Fixed-Object or Other-Object	Property damage only crash (PDO)	Clear	Dry	Daylight	Stop sign	No		0	0	0	0	0
1643083	1893	November	28	2015		Southwest Intersection Quadrant														

Study Intersection Crash Type and Severity

ID	Intersection Name	Crash Type						Severity			Total
		Rear-End	Turning	Angle	Fixed-Object	Pedestrian	Sideswipe	Severe Injury (A)	Moderate & Minor Injury (B+C)	PDO* (O)	
1	NW 19th Street/Lower Bridge Way	0	0	0	0	0	0	0	0	0	0
2	US 97/Lower Bridge Way	5	6	0	1	0	2	1	7	6	14
3	US 97/C Avenue	2	0	0	0	0	0	0	0	2	2
4	US 97/B Avenue (Smith Rock Way)	4	4	3	2	0	0	1	3	9	13
5	11th Street/Smith Rock Way	0	0	5	0	1	0	0	3	3	6
6	US 97/S 11th Street	1	1	0	0	0	0	0	2	0	2

Appendix D – Intersection Traffic Operations

Table F1. Existing Intersection Traffic Operations

Intersection	Standard/Target	Critical Movement	Existing Conditions		
			LOS	v/c	Delay (s)
19th Street/Lower Bridge Way	LOS D	NB	B	0.05	12.6
US 97/Lower Bridge Way (11th Street)	Side-Street: v/c<0.80	EBL	F	>1.0	>100
	Mainline: v/c<0.70	NBL	B	0.49	12.5
US 97/C Avenue (Underwood Avenue)	Side-Street: v/c<0.80	WB	F	>1.0	>100
	Mainline: v/c<0.70	NBL	B	0.05	10.1
US 97/B Avenue (Smith Rock Way)	Side-Street: v/c<0.80	WB	F	>1.0	>100
	Mainline: v/c<0.70	SBL	B	0.1	12.9
11th Street/Smith Rock Way	LOS D	SBL	B	0.18	13.3
US 97/South 11th Street	Side-Street: v/c<0.80	WB	E	0.29	36.1
	Mainline: v/c<0.70	SBL	B	0.01	11.9

*Orange Cells indicate movement is above the standard/target

Table F2. Existing Intersection 95th Percentile Queue

Intersection	95th Percentile Queue			
	NB	SB	EB	WB
19th Street/Lower Bridge Way	<25	-	-	<25
US 97/Lower Bridge Way (11th Street)	75	<25	100	<25
US 97/C Avenue (Underwood Avenue)	<25	<25	75	125
US 97/B Avenue (Smith Rock Way)	<25	<25	25	250
11th Street/Smith Rock Way	25	25	<25	<25
US 97/South 11th Street	-	<25	-	<25

*Orange Cell indicates queue exceeds storage

Appendix E –Statewide
Crash Performance
Standards Summary

90th Percentile Crash Rate Comparisons

A method used to identify intersections with more crashes than expected is to compare the crash rate to the statewide 90th 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. A table of all the study intersection crash rates compared to the statewide 90th percentile rates for similar facilities is shown below. None of the study intersections exceed the statewide 90th percentile crash rates.

Study Intersections that Exceed 90th Percentile Crash Rate

Intersection	Intersection Control Type	Statewide 90th Perc. Crash Rate	Intersection Crash Rate
NW 19th Street/Lower Bridge Way	3-way stop controlled	0.48	0.00
US 97/Lower Bridge Way	4-way stop controlled	1.08	0.37
US 97/C Avenue	4-way stop controlled	1.08	0.05
US 97/B Avenue (Smith Rock Way)	4-way stop controlled	1.08	0.33
11th Street/Smith Rock Way	4-way stop controlled	1.08	0.71
US 97/S 11th Street	3-way stop controlled	0.48	0.05

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. The study intersections exceeding the critical crash rate are identified in the table below.

Study Intersections that Exceed the Critical Crash Rate

Intersection	Critical Crash Rate	Observed Crash Rate
NW 19th Street/Lower Bridge Way	0.36	0.00
US 97/Lower Bridge Way	0.33	0.37
US 97/C Avenue	0.33	0.05
US 97/B Avenue (Smith Rock Way)	0.33	0.33
11th Street/Smith Rock Way	0.51	0.71
US 97/S 11th Street	0.24	0.05

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. The sites are listed under the 2016 SPIS based on 2013 through 2015 crash data. No intersections above the 85% percentile were identified in Terrebonne.

Summary of Key Intersections and Crash Types

The critical crash rate was the only statewide standard exceeded at the study intersections during the study period. The following is a summary of the intersections that exceeded the critical crash rate.

- **US 97/Lower Bridge Way**
 - A total of 14 reported crashes during the study period, 8 of which resulted in injury.
 - Weather and lighting did not appear to be a contributing crash trend.
 - One crash resulted in serious injuries. A total of five persons were injured in the crash including a child under the age of 4.
 - There were 6 turning movement, 5 rear-end, 2 sideswipe, and 1 miscellaneous crash at the intersection. No notable crash trends were identified.
- **11th Street/Smith Rock Way**
 - Six crashes were reported at this intersection. Half of the crashes resulted in injury.
 - Five of the crashes were angle crashes and once crash involved a pedestrian.
- **Pedestrian Crash**

- A pedestrian crash at 11th Street/Smith Rock Way during night time conditions. The crash report indicated that the non-motorist was illegally in the roadway and wearing dark clothing at the time of the crash. The crash resulted in moderate injuries.
- **Heavy Vehicle Crashes**
 - Three crashes involving heavy vehicles occurred during the study period.
 - April 9, 2014: A fixed object crash occurred at the intersection of F Avenue/13th Street. The daytime crash resulted in property damage only.
 - October 1, 2016: A turning movement crashes occurred at Smith Rock Way/Cornelius Road. The crash involved a farm tractor and resulted in property damage only.
 - June 18, 2016: A rear end collision occurred on US 97 slightly north of Odem Avenue. The tractor trailer jackknifed due to insufficient brakes. The crash resulted in minor injuries.

Appendix F –
Pedestrian Level
of Traffic Stress

PLTS Analysis Results

Street	From	To	Side	Pedestrian LTS Criteria									
				Speed (MPH)	Lanes per Direction	Bike Lane (feet)	Parking	Sidewalk Condition	Sidewalk Width (feet) ¹	Buffer	Illumination	Land Use	PLTS
Principal Arterial (State Highway)													
Highway 97	NW Lower Bridge Way	Central Avenue	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Low density development	4
	Central Avenue	A Avenue	Both	35	1 ²	6	N/A	Good	≥6	Solid Surface	No ²	Low density development	3
	A Avenue	NW Davidson Way	East	35	1	6	N/A	Good	≥6	Solid Surface	No ²	Low density development	3
	A Avenue	NW Davidson Way	West	35	1	6	N/A	N/A	N/A	N/A	N/A	Low density development	4
	A Avenue	NW Davidson Way	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Low density development	4
Collector/Local Streets													
NW Lower Bridge Way	NW 19 th Street	Highway 97	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
NW Davidson Way	NW 19 th Street	Highway 97	Both	30	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
NW Sedgewick Avenue	Eby Road	NW 19 th Street	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
A Avenue	NW 19 th Street	NW 2 nd Street	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	Highway 97	11 th Street	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
B Avenue	5 th Street	6 th Street	Both	35	1	N/A	N/A	N/A	N/A	N/A	N/A	Low density development	4
	6 th Street	7 th Street	North	20	1	N/A	N/A	Good	≥5	Landscape	No ²	Low density development	2
	6 th Street	7 th Street	South	20	1	N/A	N/A	N/A	N/A	N/A	N/A	Low density development	4
	7 th Street	Highway 97	North	20	1	N/A	N/A	Good	≥6	Landscape	No ²	Low density development	2
	7 th Street	Highway 97	South	20	1	N/A	N/A	Good	≥5	Curb Tight	No ²	Low density development	3
	Highway 97	11 th Street	Both	35	1	N/A	N/A	Good	≥5	Solid Surface	No ²	Low density development	3

	11 th Street	NE 1 st Street	Both	35	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	NE 1 st Street	Irrigation Lateral Road	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
C Avenue	NW 19 th Street	NW 6 th Street	Both	35	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	NW 6 th Street	Highway 97	Both	20	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	Highway 97	16 th Street	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
Central Avenue	NW 5 th Street	Highway 97	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	Highway 97	11 th Street	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
F Avenue	11 th Street	16 th Street	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
H Avenue	16 th Street	Eastern Terminus	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
NW Odem Avenue	NW Almeter Way	NW 19 th Street	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	NW 19 th Street	Highway 97	Both	35	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
Morning Glory Drive	NW Lower Bridge Way	Majestic Rock Drive	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
Boxwood Lane	Morning Glory Drive	Barberry Drive	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
Barberry Drive	Majestic Rock Drive	G Avenue	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
Majestic Rock Drive	Western Terminus	Morning Glory Drive	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
Angus Lane	12 th Lane	16 th Street	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
Angus Court	16 th Street	17 th Lane	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
NE 1 st Street	Wilcox Avenue	NW Smith Rock Way	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	NW Smith Rock Way	Knickerbocker Lane	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
5 th Street	Central Avenue	B Avenue	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
6 th Street	Central Avenue	C Avenue	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	B Avenue	A Avenue	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
7 th Street	E Avenue	C Avenue	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	B Avenue	Southern Terminus	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
8 th Street	E Avenue	C Avenue	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
9 th Street	E Avenue	C Avenue	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4

11 th Street	Highway 97	C Avenue	Both	35	1	N/A	N/A	N/A	N/A	N/A	N/A	Low density development	4
	C Avenue	Highway 97	Both	35	1	N/A	N/A	N/A	N/A	N/A	N/A	Low density development	4
12 th Lane	Foss Drive	Angus Lane	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
13 th Street	Foss Drive	F Avenue	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
15 th Street	Northern Terminus	F Avenue	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	E Avenue	C Avenue	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
16 th Street	C Avenue	F Avenue	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	F Avenue	Foss Drive	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
17 th Lane	Foss Drive	Angus Court	Both	25	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
NW 19 th Street	Lower Bridge Way	C Avenue	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	C Avenue	Sedgewick Avenue	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	Sedgewick Avenue	NW Odem Avenue	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4
	NW Odem Avenue	NW Davidson Way	Both	45	1	N/A	N/A	N/A	N/A	N/A	N/A	Residential	4

¹ Sidewalk refers to sidewalks, shared-use paths, and pedestrian paths.

² No illumination present, LTS increase by one (1)

³ Shared-use Path

Appendix G –
Bicycle Level of
Traffic Stress

BLTS Analysis Results

Street	From	To	Side	Facility Type	Bicycle LTS Criteria					BLTS
					Speed (MPH)	Lanes per Direction	Bike Lane Width (feet)	Parking	Frequent Blockage	
Principal Arterial (State Highway)										
Highway 97	NW Lower Bridge Way	Central Avenue	Both	Shoulder Bikeway	45	1	N/A	N/A	N/A	4
	Central Avenue	11 th Street	Both	Bike Lane	35	1 ²	6	N/A	N/A	3
	11 th Street	NW Davidson Way	Both	Shoulder Bikeway	45	1	N/A	N/A	N/A	4
Collector/Local Streets										
NW Lower Bridge Way	NW 19 th Street	Highway 97	Both	Shoulder Bikeway	45	1	N/A	N/A	N/A	4
NW Davidson Way	NW 19 th Street	Highway 97	Both	N/A	30	1	N/A	N/A	N/A	3
NW Sedgewick Avenue	Eby Road	NW 19 th Avenue	Both	N/A	45	1	N/A	N/A	N/A	4
A Avenue	NW 19 th Street	2 nd Street	Both	N/A	25	1	N/A ¹	N/A	N/A	1
	Highway 97	11 th Street	Both	N/A	25	1	N/A ²	N/A	N/A	1
B Avenue	5 th Street	6 th Street	Both	N/A	35	1	N/A	N/A	N/A	4
	6 th Street	Highway 97	Both	N/A	20	1	N/A	N/A	N/A	2
	Highway 97	11 th Street	Both	Shoulder Bikeway	35	1	N/A	N/A	N/A	4
	11 th Street	NE 1 st Street	Both	N/A	35	1	N/A	N/A	N/A	4
	NE 1 st Street	Irrigation Lateral Road	Both	N/A	45	1	N/A	N/A	N/A	4
C Avenue	NW 19 th Street	6 th Street	Both	Shoulder Bikeway	35	1	N/A	N/A	N/A	4
	6 th Street	Highway 97	Both	Bike Lane	20	1	≤ 5.5'	N/A	N/A	2
	Highway 97	16 th Street	Both	N/A	25	1	N/A	N/A	N/A	2
Central Avenue	5 th Street	Highway 97	Both	N/A	25	1	N/A	N/A	N/A	2
	Highway 97	11 th Street	Both	N/A	25	1	N/A	N/A	N/A	2
F Avenue	11 th Street	16 th Street	Both	N/A	35	1	N/A	N/A	N/A	4
H Avenue	16 th Street	Eastern Terminus	Both	N/A	25	1	N/A ¹	N/A	N/A	1
NW Odem Avenue	NW Almeter Way	NW 19 th Street	Both	N/A	45	1	N/A	N/A	N/A	4
	NW 19 th Street	Highway 97	Both	N/A	35	1	N/A	N/A	N/A	4
Morning Glory Drive	NW Lower Bridge Way	Majestic Rock Drive	Both	N/A	25	1	N/A ¹	N/A	N/A	1
Boxwood Lane	Morning Glory Drive	Barberry Drive	Both	N/A	25	1	N/A ²	N/A	N/A	1
Barberry Drive	Majestic Rock Drive	G Avenue	Both	N/A	25	1	N/A ¹	N/A	N/A	1

Majestic Rock Drive	Western Terminus	Morning Glory Drive	Both	N/A	25	1	N/A ¹	N/A	N/A	1
Angus Lane	12 th Lane	16 th Street	Both	N/A	25	1	N/A ¹	N/A	N/A	1
Angus Court	16 th Street	17 th Lane	Both	N/A	25	1	N/A ¹	N/A	N/A	1
NE 1 st Street	Wilcox Avenue	NW Smith Rock Way	Both	N/A	45	1	N/A	N/A	N/A	4
	NW Smith Rock Way	Knickerbocker Lane	Both	N/A	45	1	N/A	N/A	N/A	4
5 th Street	Central Avenue	B Avenue	Both	N/A	25	1	N/A	N/A	N/A	2
6 th Street	Central Avenue	C Avenue	Both	N/A	25	1	N/A ¹	N/A	N/A	1
	B Avenue	A Avenue	Both	N/A	25	1	N/A ¹	N/A	N/A	1
7 th Street	E Avenue	C Avenue	Both	N/A	25	1	N/A ¹	N/A	N/A	1
	B Avenue	Southern Terminus	Both	N/A	25	1	N/A ¹	N/A	N/A	1
8 th Street	E Avenue	C Avenue	Both	N/A	25	1	N/A ¹	N/A	N/A	1
9 th Street	E Avenue	C Avenue	Both	N/A	25	1	N/A ¹	N/A	N/A	1
11 th Street	Highway 97	C Avenue	Both	N/A	35	1	N/A	N/A	N/A	4
	C Avenue	Highway 97	Both	N/A	35	1	N/A	N/A	N/A	4
12 th Lane	Foss Drive	Angus Lane	Both	N/A	25	1	N/A ¹	N/A	N/A	1
13 th Street	Foss Drive	F Avenue	Both	N/A	25	1	N/A ¹	N/A	N/A	1
15 th Street	Northern Terminus	F Avenue	Both	N/A	25	1	N/A ¹	N/A	N/A	1
	E Avenue	C Avenue	Both	N/A	25	1	N/A ¹	N/A	N/A	1
16 th Street	C Avenue	F Avenue	Both	N/A	25	1	N/A	N/A	N/A	2
	F Avenue	Foss Drive	Both	N/A	25	1	N/A ¹	N/A	N/A	1
17 th Lane	Foss Drive	Angus Court	Both	N/A	25	1	N/A ¹	N/A	N/A	1
NW 19 th Street	Lower Bridge Way	C Avenue	Both	N/A	45	1	N/A	N/A	N/A	4
	C Avenue	Sedgewick Avenue	Both	N/A	45	1	N/A	N/A	N/A	4
	Sedgewick Avenue	NW Odem Avenue	Both	N/A	45	1	N/A	N/A	N/A	4
	NW Odem Avenue	NW Davidson Way	Both	N/A	45	1	N/A	N/A	N/A	4

¹ Unmarked Centerline

² Two-way Center Turn Lane

Shaded cell segments do not meet the LTS 2 target

Appendix H – Over
Dimensional Load Data

Permit Number	Request Date	Width Feet	Width Inches	Height Feet	Height Inches	Overall Length	weight
157418	06-Jun-13	14	11	15	2	110	195800
	08-May-13	16		19	6	225	613000
168261	10-Jul-13	16	8			75	130600
168282	10-Jul-13	16	8			75	
169115	15-Jul-13	16	6			78	
178078	06-Aug-13	18	1	14	0	75	
174819	29-Jul-13	15	11	15	0	121	195060
155385	31-May-13	16	6	14		78	
156401	06-Jun-13	16	0	14	0	90	104000
184656	26-Aug-13	14	6	14	6	85	
184742	26-Aug-13	14	6	14	6	85	
184743	26-Aug-13	14	6	14	6	85	
185014	27-Aug-13	14	8	15	2	80	
185918	28-Aug-13	16	11	14	0	116	199000
194298	25-Oct-13	12	8	18	8	125	203000
197572	02-Oct-13	17	8	14	0	75	
197651	02-Oct-13	17	8	14	0	75	
202356	15-Oct-13	18	0	14	0	78	
265471	16-Apr-14	17	1	14	10	95	120000
265472	16-Apr-14	17	1	14	10	95	120000
265475	16-Apr-14	17	1	14	10	95	120000
265481	16-Apr-14	17	1	14	10	95	120000
	24-Apr-14	15	0	15	6	199	246000
272070	06-May-14	16	6	16	3	122	198000
297668	15-Jul-14	18	6	17	0	330	818680
315350	03-Sep-14	18	10	14	0	78	
308317	18-Aug-14	16	0	16	8	199	410004
258357	27-Mar-14	11	0	15	0	200	
		16	11	14		75	
261308	04-Apr-14	17	9	17		99	98000
275712	19-May-14	18				70	
278950	23-May-14	17	8			78	
284282	09-Jun-14	17	8			78	
305207	14-Aug-14	17	10	14		78	
310422	02-Sep-14	16	4	14	0	74	
313236	15-Sep-14	24		14	4	106	154000
316857	08-Sep-14	16	11	14		75	
320540	18-Sep-14	11		16		160	219000
321441	22-Mar-14	15		15	6	160	199000
322786	25-Sep-14	18	3	14		118	174000
322782	25-Sep-14	18	3	14		118	174000
361086	06-Jan-15	14	3	17	6	113	247160
392564	03-Apr-15	14	6	14		215	267000
396195	16-Apr-15	21	10	14		80	94000
396196	16-Apr-15	21	10	14		75	94000
398823	23-Apr-15	14	2	14	6	115	236300
402026	04-May-15	16	8	14	1	72	
402584	08-May-15	19		17	11	86	101000
402589	08-May-15	19		17	11	88	106000
402755		15	8	16	1	95	
403864	06-May-15	21	4	14		113	176400
403879	06-May-15	23		14		166	255000
403875	06-May-15	22		14		166	192500
416286	23-Jun-15	21		14		71	
419758	18-Jun-15	17	2	14		70	
420229	19-Jun-15	18	11	14		69	88500
425830	06-Jul-15	17	10	14		78	
435687	30-Jul-15	19		14		80	98000
441239	18-Aug-15	16		17		190	498541
441546	17-Aug-15	16		17		195	470437
441625	24-Aug-15	14	6	14		195	235838
444443	26-Aug-15	16		17	5	74	
447804	02-Sep-15	14	6			195	228500
449999	09-Sep-15	14	6			195	255282
453695	18-Sep-15	14	6			195	255282
461863	09-Oct-15	16	8	15	10	135	132000
443343	27-Oct-15	16	8	15	8	124	132000
471068	06-Nov-15	20	8	16	6	93	
471059	03-Nov-15	16	8	15	8	93	80000
489255	23-Dec-15	16	6	16	9	85	
489327	18-Dec-15	15	0	16	0	110	
396573	17-Apr-15	22	0	14	0	166	255000
396563	17-Apr-15	22	0	14	0	166	255000
396537	17-Apr-15	22	0	14	0	166	256000
397690	20-Apr-15	18	2	14	0	111	190500
397691	20-Apr-15	20	9	14	0	113	193800
397694	22-Apr-15	18	2	14	0	107	193800
397695	21-Apr-15	21	4	14	0	113	176400
397697	20-Apr-15	20	10	14	0	113	191500
399295	23-Apr-15	22	0	14	0	166	192500
339303	23-Apr-05	22	0	14	0	166	192500