



4th St

Harbor St

Nopal St

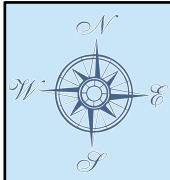
1st St

2nd St

Old Town Way

Bay St

# Florence Realization 2020 Comprehensive Plan Map

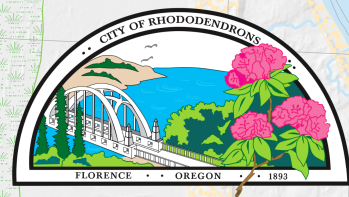
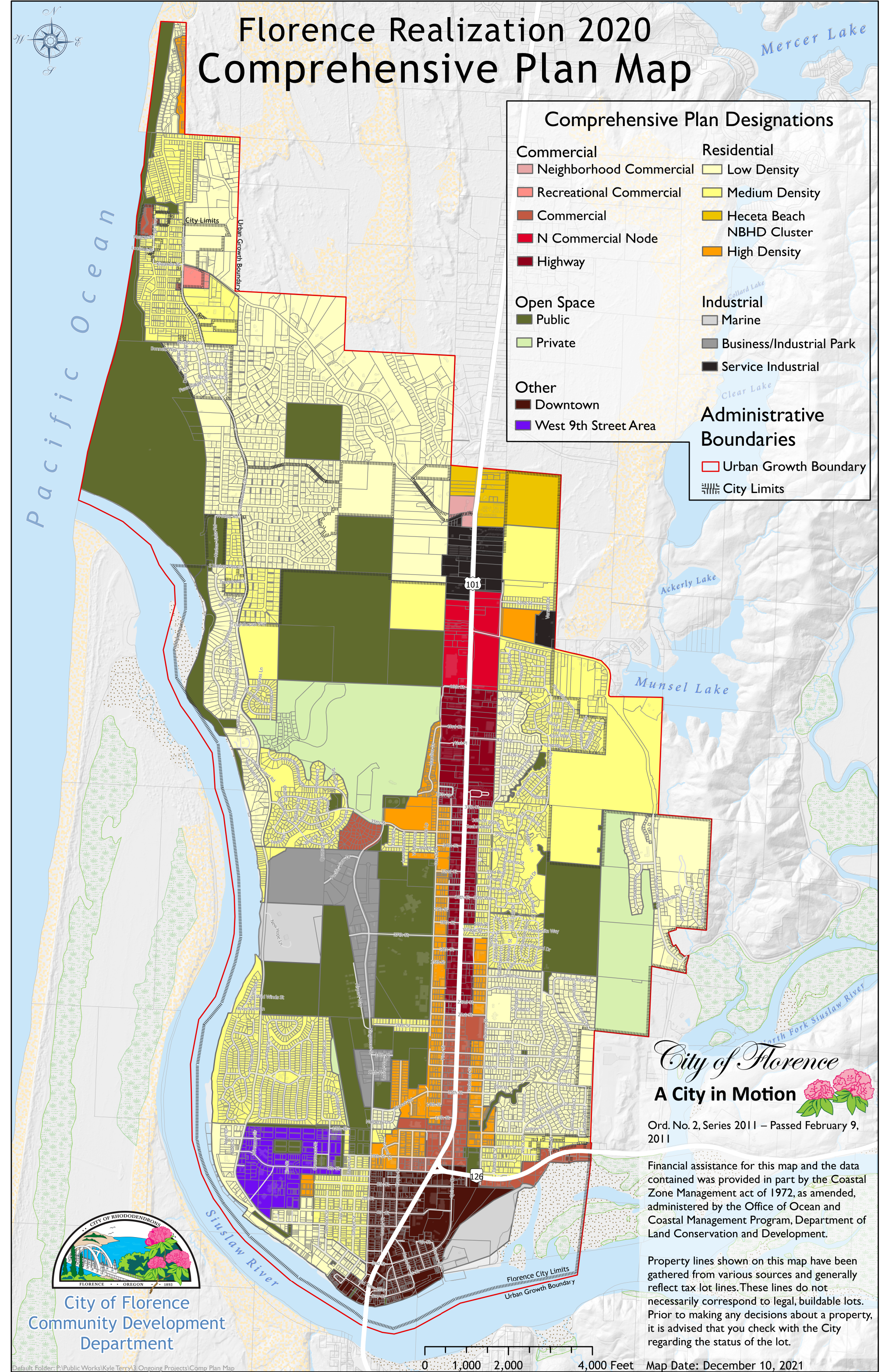


Merger Lake

### Comprehensive Plan Designations

<b>Commercial</b>	<b>Residential</b>
Neighborhood Commercial	Low Density
Recreational Commercial	Medium Density
Commercial	Heceta Beach NBHD Cluster
N Commercial Node	High Density
Highway	
<b>Open Space</b>	<b>Industrial</b>
Public	Marine
Private	Business/Industrial Park
	Service Industrial
<b>Other</b>	<b>Administrative Boundaries</b>
Downtown	Urban Growth Boundary
West 9th Street Area	City Limits

Pacific Ocean



City of Florence  
Community Development  
Department

*City of Florence*  
**A City in Motion**

Ord. No. 2, Series 2011 – Passed February 9, 2011

Financial assistance for this map and the data contained was provided in part by the Coastal Zone Management act of 1972, as amended, administered by the Office of Ocean and Coastal Management Program, Department of Land Conservation and Development.

Property lines shown on this map have been gathered from various sources and generally reflect tax lot lines. These lines do not necessarily correspond to legal, buildable lots. Prior to making any decisions about a property, it is advised that you check with the City regarding the status of the lot.



Map Date: December 10, 2021

# 24-046 Bay Street Condo

## Legend:

 Subject Properties  
(Lots 8100 and 8000)

## City Zoning Districts

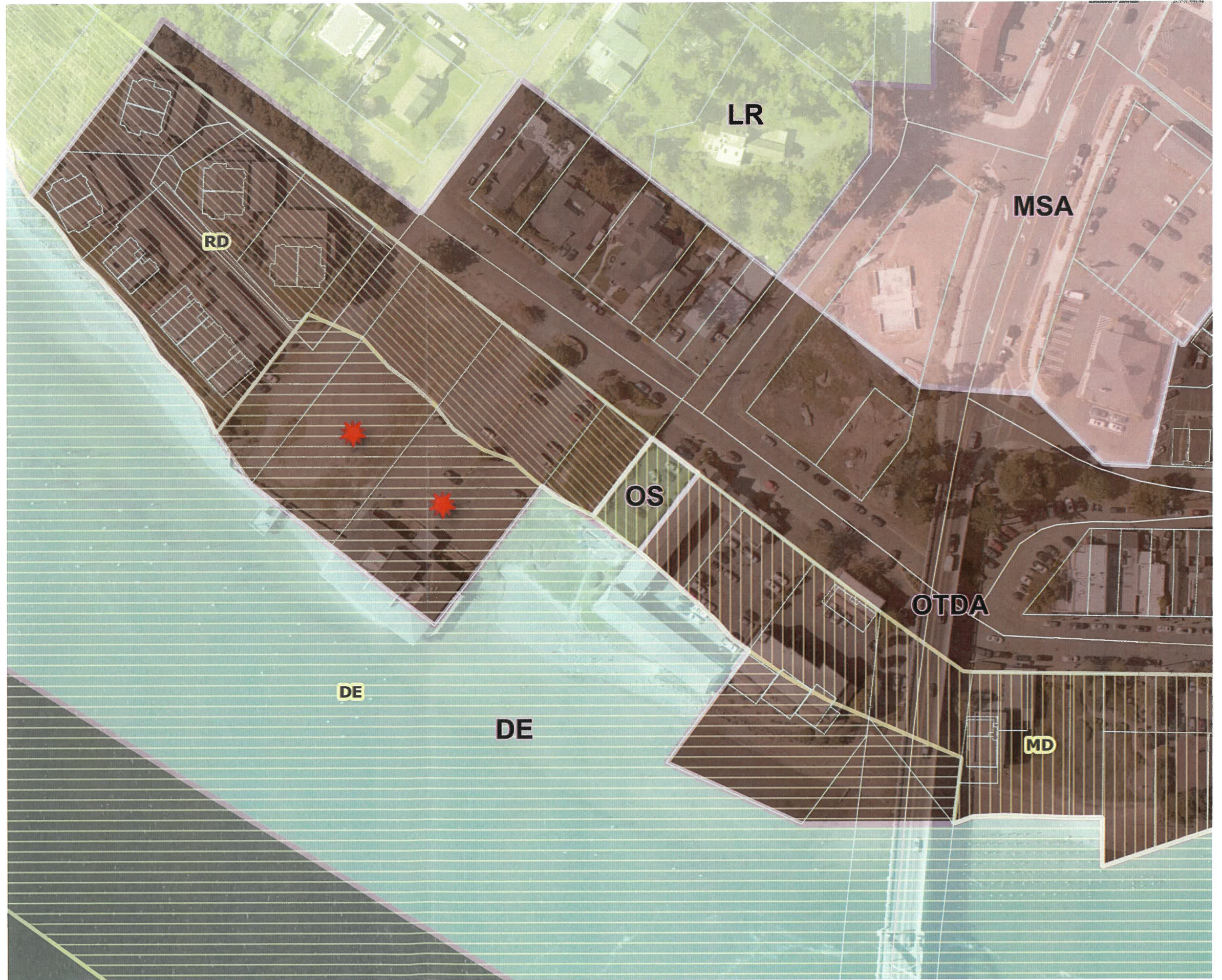
-  LR - Residential, Low Density
-  MSA - Commercial, Mainstreet Area A
-  OTDA - Mixed Use, Old Town Area A
-  OS - Open Space
-  DE - Estuaries, Development Estuary

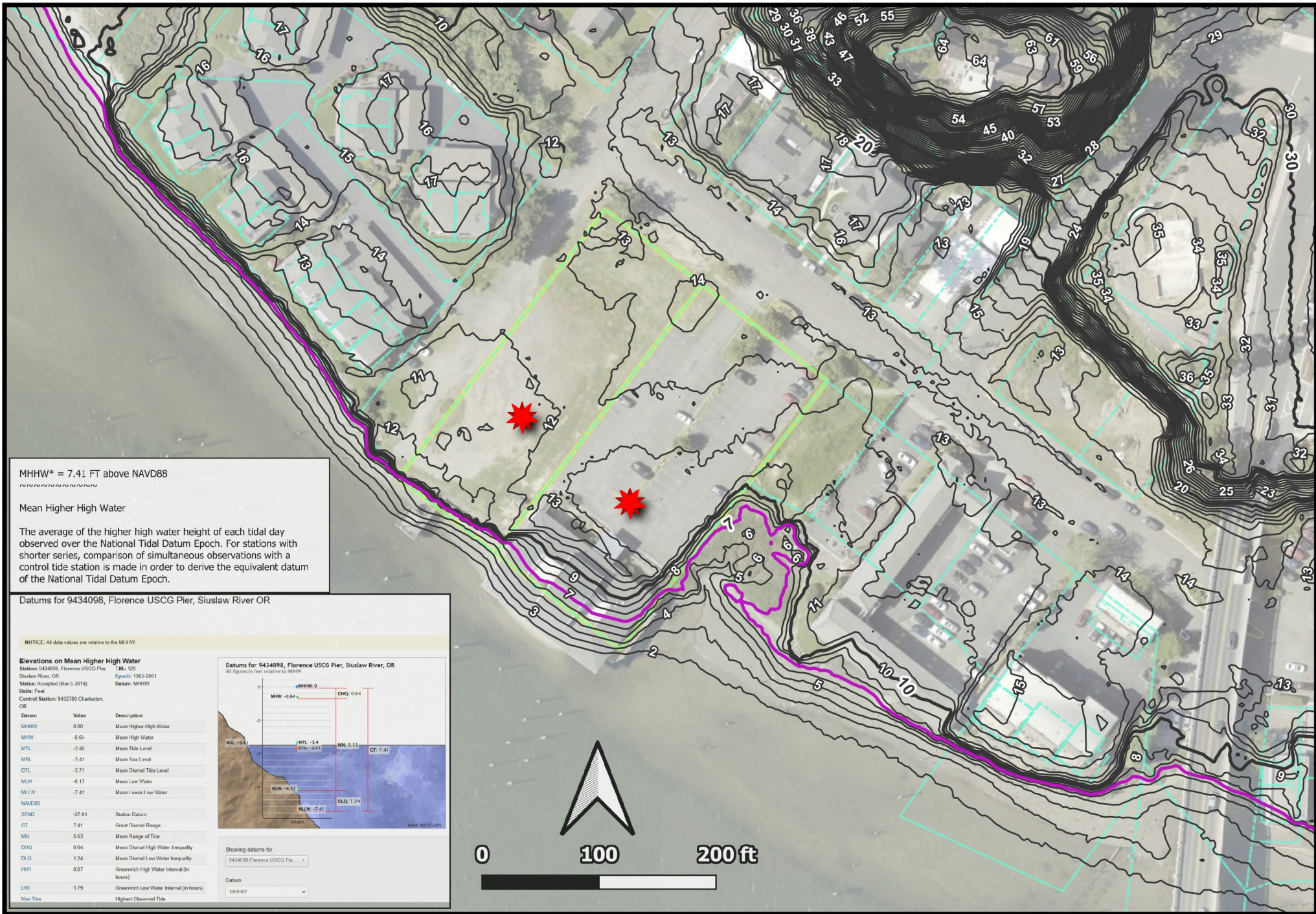
## Map 17-1: Estuary & Coastal Shoreland Management Units (MU)

-  DE - (MU) Development Estuary
-  RD = (MU) Shoreland Residential Development
-  MD - (MU) Shoreland Mixed Development



0 100 200 ft





MHHW\* = 7.41 FT above NAVD88

Mean Higher High Water

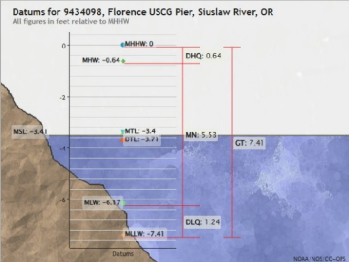
The average of the higher high water height of each tidal day observed over the National Tidal Datum Epoch. For stations with shorter series, comparison of simultaneous observations with a control tide station is made in order to derive the equivalent datum of the National Tidal Datum Epoch.

Datums for 9434098, Florence USCG Pier, Siuslaw River OR

**Elevations on Mean Higher High Water**

Station: 9434098, Florence USCG Pier, Siuslaw River, OR  
 Epoch: 1985-2001  
 Status: Accepted (Mar 5, 2014)  
 Units: Feet  
 Control Station: 9432780 Charleston, OR

Datum	Value	Description
MHRW	0.00	Mean Higher-High Water
MHW	-0.64	Mean High Water
MTL	-3.40	Mean Tide Level
MSL	-3.41	Mean Sea Level
DTL	-3.71	Mean Diurnal Tide Level
MLW	-6.17	Mean Low Water
MLLW	-7.41	Mean Lower Low Water
NAVD88		
STND	-27.61	Station Datum
CT	7.41	Great Diurnal Range
MR	5.53	Mean Range of Tide
DHG	0.64	Mean Diurnal High Water Inequality
DLO	1.24	Mean Diurnal Low Water Inequality
HWI	6.07	Greenwich High Water Interval (in hours)
LWI	1.79	Greenwich Low Water Interval (in hours)
Max Tide		Highest Observed Tide



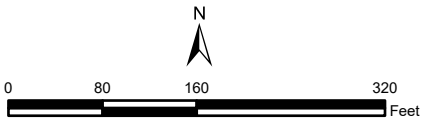
Showing datums for  
 9434098 Florence USCG Pier

Datum  
 MHRW



Lane County GIS, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri Canada, Esri, HERE, Garmin, USGS, EPA, USDA

The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan designation, zoning, etc., for specific parcels should be confirmed with the appropriate agency. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.



### Area impacted by new language

Lane County, Oregon

TRAFFIC IMPACT ANALYSIS

1150 BAY STREET  
TRANSPORTATION PLANNING RULE ANALYSIS

FLORENCE, OREGON  
October 24, 2024

160 Madison Street, Suite A  
Eugene, Oregon 97402  
541.513.3376

**SANDOW**  
ENGINEERING

## EXECUTIVE SUMMARY

This report describes the Traffic Impact Analysis and findings prepared for the proposed zone change of a portion of the site located at 1150 Bay Street in Florence, Oregon. The subject site is located at Assessor's Map 18-12-34-12 of Tax Lots 8000 and 8100. The 1.06-acre site is currently split zoned with approximately 0.80 acres zoned Old Town Area A and approximately 0.80 acres zoned Development Estuary. The applicant is proposing to rezone the portion of the site zoned Development Estuary to Old Town Area A.

As the applicant is proposing a zone change and Comprehensive Plan amendment, the analysis needs to demonstrate compliance with the Transportation Planning Rule (TPR). The Transportation Planning Rule (TPR), Statewide Planning Rule Goal 12, OAR 660-12-0060 (1), requires that zone changes show that they have “no significant effect” on the surrounding transportation facilities. The evaluation includes an analysis to show consistency with the TPR.

The analysis evaluates the transportation impacts as per the City of Florence and ODOT criteria. Focusing on the intersection operational impacts from the proposed zone change to demonstrate consistency with the City’s Transportation System Plan.

The following recommendations are based on the information and analysis documented in this report.

## FINDINGS

- All studied intersections operate within the mobility standards with and without the development traffic from the zone change.
- The addition of development traffic does not substantially increase queuing conditions.
- There is no off-site mitigation needed for this development.

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- APPENDIX D: SYNCHRO OUTPUTS
- APPENDIX E: QUEUING OUTPUTS

## 1.0 BACKGROUND

### 1.1 SITE INFORMATION

The site is located at 1150 Bay Street in Florence, Oregon. The subject site is located at Assessor's Map 18-12-34-12 of Tax Lots 8000 and 8100. The 1.06-acre site is currently split zoned with approximately 0.80 acres zoned Old Town Area A and approximately 0.80 acres zoned Development Estuary. Appendix A contains the site information.

Tax Lot 8000 contains a vacant restaurant and a public parking lot. Tax Lot 8100 is currently vacant.

### 1.2 DEVELOPMENT PROPOSAL

The applicant is proposing to rezone the portion of the site that is currently zoned Development Estuary to Old Town Area A.

### 1.3 ANALYSIS SCOPE

The traffic study is performed in accordance with the City of Florence and ODOT standards and criteria as outlined in ODOT's Analysis Procedures Manual.

The basis of the analysis is to evaluate the effects of the zone change on the surrounding system according to the Transportation Planning Rule (TPR), Statewide Planning Rule Goal 12, OAR 660-12-0060 (1). TPR evaluation requires that the impact of a reasonable worst-case development scenario allowed within the proposed zoning be evaluated. The impacts are required to be evaluated at the end of the City's Transportation System Plan planning horizon.

A turning movement/intersection analysis was performed for the adjacent intersections that are anticipated to have 25 or more additional trips. Intersections included in the study are:

- Bay Street at Kingwood Street
- Bay Street at Laurel Street
- Kingwood Street at Old Town Way
- Highway 101 at Old Town Way
- Kingwood Street at 2<sup>nd</sup> Street
- Highway 101 at 2<sup>nd</sup> Street

In summary, this analysis includes:

- Evaluation of weekday PM Peak Hour
- Analysis Years
  - Year 2024, Existing Conditions
  - Year 2043, TSP planning horizon
- Analysis Items:
  - Level of Service

- Volume to Capacity
- Queuing
- Crash Analysis

## 2.0 EXISTING ROADWAY CONDITIONS

### 2.1 STREET NETWORK

Streets included within the study area are Highway 101, Bay Street, Kingwood Street, Old Town Way, and 2<sup>nd</sup> Street. The roadway characteristics within the study area are included in Table 1. Figure 1 provides a map of the site location and study area.

TABLE 1: ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Characteristic	Hwy 101	Bay Street	Kingwood Street	Old Town Way	2 <sup>nd</sup> Street
<b>Jurisdiction</b>	ODOT	City	Collector	City	City
<b>Functional Classification</b>	Statewide	Collector/ Local	Collector	Local	Local
<b>Lanes per Direction</b>	2	1	1	1	1
<b>Center Left Turn lane</b>	Yes	None	None	None	None
<b>Restrictions in the Median</b>	Ped Islands	None	None	None	None
<b>Bikes Lanes Present</b>	Yes	None	None	None	None
<b>Sidewalks Present</b>	Yes	Yes	Yes	Yes	Yes
<b>Transit Route</b>	Yes	Yes	Yes	None	None
<b>On-Street Parking</b>	None	Yes	Yes	None	Yes

### 2.2 STUDY AREA INTERSECTIONS

The following describes the study area intersections. Figure 2 provides an illustration of the intersection lane configuration and control.

**Bay Street at Kingwood Street:** This is a stop-controlled T-intersection with the stop sign on the Kingwood Street approach. All approaches have one lane in each direction. There are no marked crosswalks on any approach.

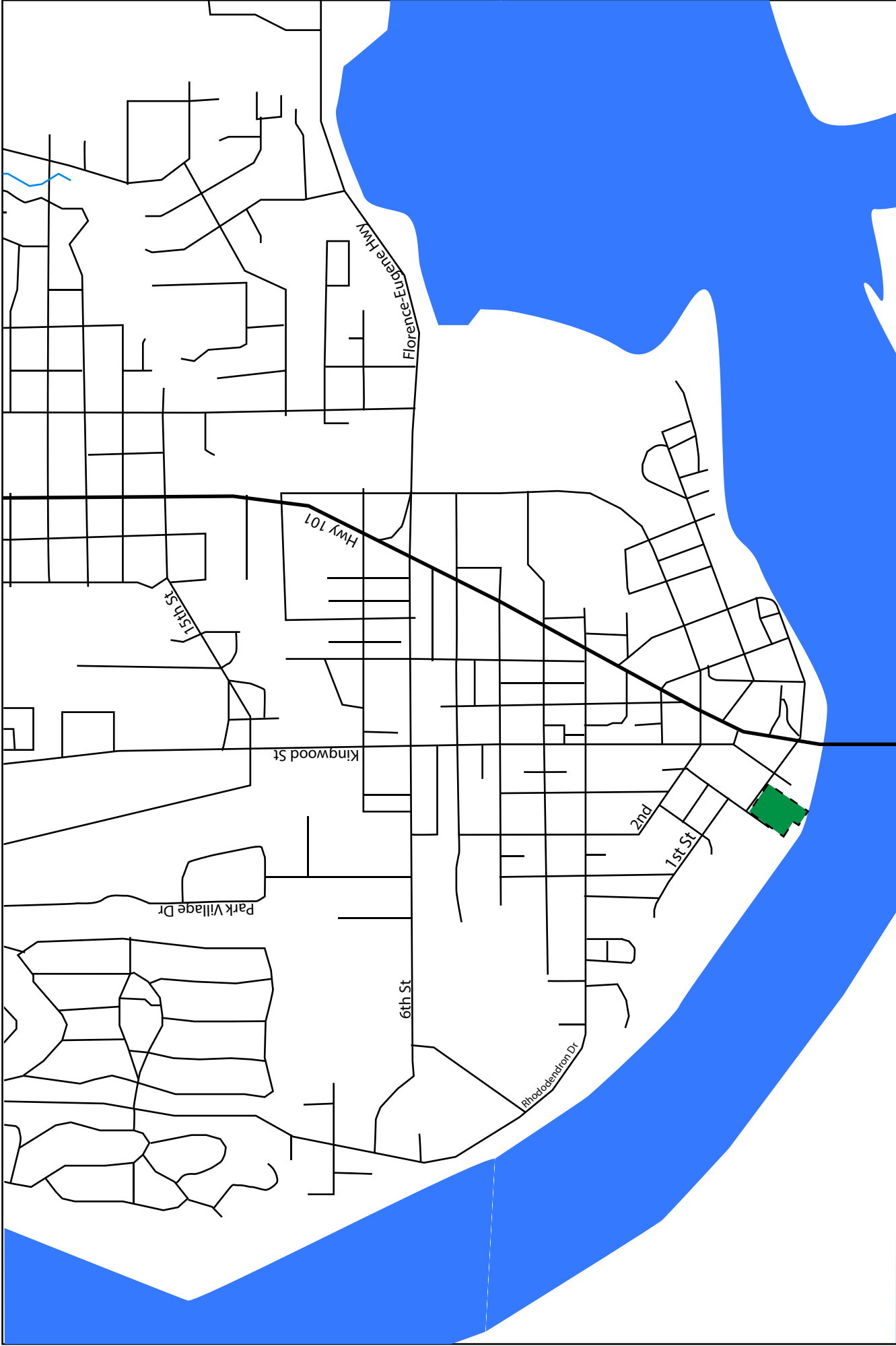
**Bay Street at Laurel Street:** This is an all-way stop-controlled T-intersection. All approaches have one lane in each direction. There are marked crosswalks on all approaches.

**Kingwood Street at Old Town Way:** This is a stop-controlled T-intersection with stop signs on the northbound and southbound Kingwood St approaches. All approaches have one lane in each direction. There are no marked crosswalks on any of the approaches.

**Old Town Way at Highway 101:** This is a stop-controlled T-intersection with the stop sign on the Old Town Way approach. There is a pedestrian island and crosswalk across Highway 101 on the north side of the intersection. Highway 101 has two through lanes and a center left turn lane. Old Town Way is one lane.

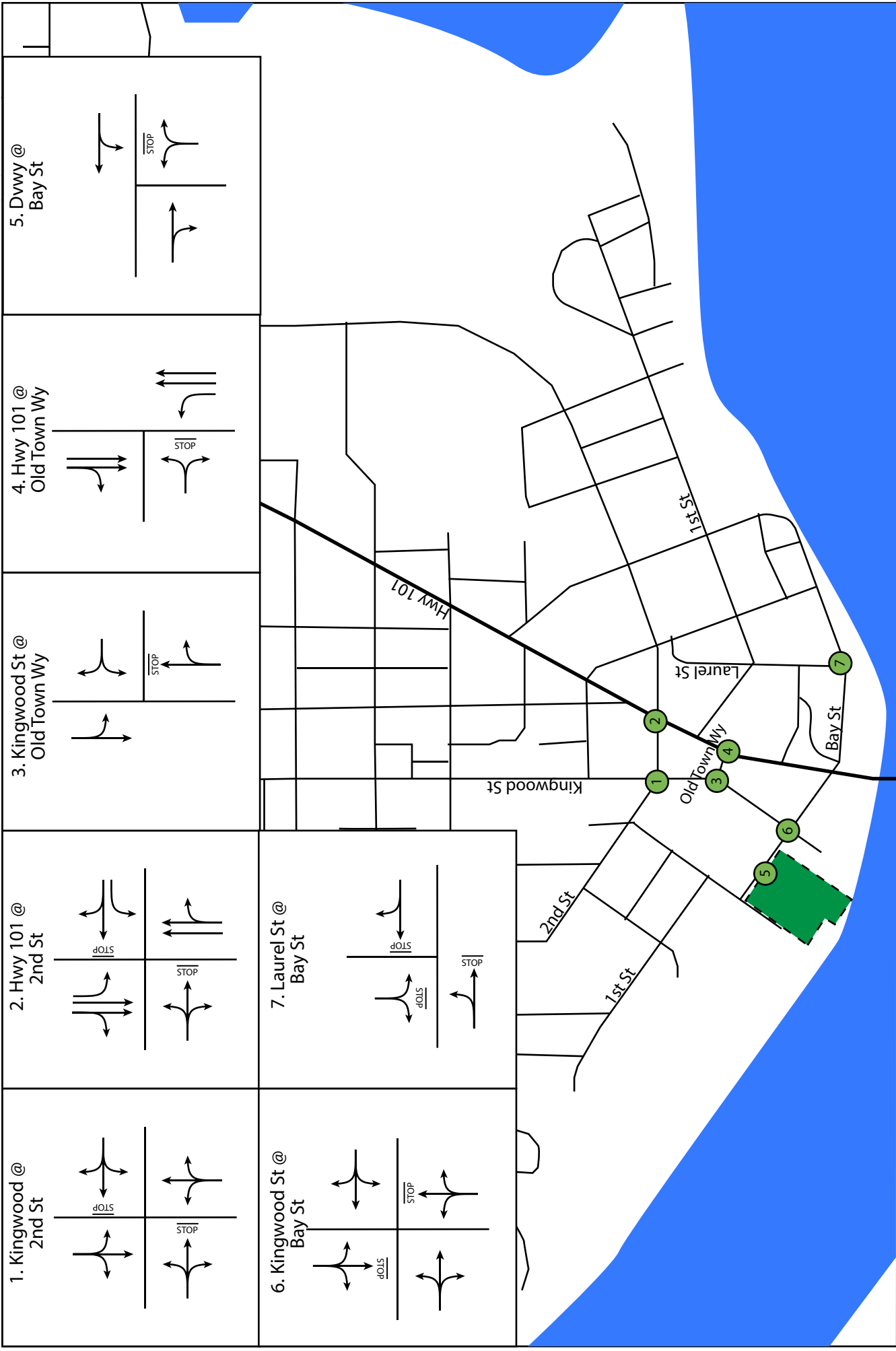
**Kingwood Street at 2<sup>nd</sup> Street:** This is a 4-legged stop-controlled intersection with the stop control on the 2<sup>nd</sup> Street approaches. There is one lane in each direction. There are no marked crosswalks on any of the approaches.

**Highway 101 at 2<sup>nd</sup> Street:** This is a 4-legged stop-controlled intersection with the stop control on the 2<sup>nd</sup> Street approaches. Highway 101 has two lanes in each direction with a center left turn lane. There is a pedestrian island and a marked crosswalk across Highway 101 on the south side of the intersection. 2<sup>nd</sup> Street is one lane only for the eastbound approach, and there is a separate left turn pocket on the westbound approach.



Bay St, Florence, OR

Figure 1: Site Location and Vicinity Map



Bay St, Florence, OR

Figure 2: Lane Configuration and Intersection Control

### 3.0 CRASH ANALYSIS

A crash estimation was performed for the study area intersections. The analysis investigates crash data available for the most recent 5 years, 1/1/2018-12/31/2022, to determine the crash rate in crashes per million entering vehicles and the type of crashes that occurred. The crash rate is compared to the calculated critical crash rate following the HSM Methodology. The crash data is provided by ODOT and is in Appendix B. Crash rates are provided in Table 2. Table 3 summarizes the crash data.

TABLE 2: INTERSECTION CRASH RATES

Location	Intersection Type	Number of Crashes	AADT	MEV	Crash Rate	Critical Crash Rate	
<b>Hwy 101 at 2<sup>nd</sup> Street</b>	Stop	2	16,220	29.60	0.07	0.19	Under
<b>Hwy 101 at Old Town</b>	Stop	5	17,210	31.41	0.16	0.19	Under
<b>Kingwood at 2<sup>nd</sup> Street</b>	Stop	0	2,590	4.73	0	0	-
<b>Kingwood at Old Town</b>	Stop	0	3,420	6.24	0	0	-
<b>Kingwood at Bay Street</b>	Stop	0	3,020	5.51	0	0	-
<b>Bay Street at Laurel Street</b>	Stop	0	2,990	5.46	0	0	-

TABLE 3: INTERSECTION CRASH PATTERNS

Location	Number of Crashes	Types of Crashes					Pedestrian/ Bike
		Head	Rear	Side	Turn	Other	
<b>Hwy 101 at 2<sup>nd</sup> Street</b>	2	0	0	0	2	0	0
<b>Hwy 101 at Old Town</b>	5	0	0	0	4	1	0

As illustrated within Table 2, the critical crash rates are not exceeded. Therefore, there is no mitigation required to address crash patterns.

### 4.0 SITE TRIP GENERATION AND DISTRIBUTION

#### 4.1 TPR WORST CASE TRIP GENERATION

To be consistent with TPR findings, the analysis is required to evaluate a reasonable “worst-case” development scenario for the existing and the proposed land use. The evaluation is to show consistency with the City of Florence’s Transportation System Plan. Therefore, the evaluation is to be prepared for the PM peak hour. The site’s PM peak hour trips are estimated as described in the following.

**Existing Zoning**

The existing zoning of approximately 0.80 of the site is Development Estuary. As per Florence City Code 10-19, uses allowed within this zone are water-dependent uses such as docks/marinas, boat manufacturing, and fish processing and sales.

The ITE Trip Generation Manual is used to estimate the weekday PM peak hour trips. The worst-case development potential for this site could be one of the following scenarios:

- Dock/Marina: The 0.80-acre area would be used for parking for a marina/dock. It is estimated that this development scenario could have up to 36 parking spaces for boat trailers and a dock with approximately 56 boat spaces.
- Fish processing or Boat Building: Both of these uses would fall under the ITE Land Use category 140- Manufacturing. Given parking, loading areas, and landscaping, the building's square footage would be estimated at 20,000 sf.

Table 4 provides the weekday PM peak hour trip estimates for a reasonable worst-case development for the existing zoning.

TABLE 4: TRIP GENERATION- EXITING ZONING

Development Potential	ITE Code	Size	Trip Rate	PM Trips
Dock/Marina	420- Marina	56 boat spaces	0.07	4
Fish Processing or Boat Manufacturing	140- Manufacturing	20 ksf	0.74	15

The reasonable works case development scenario for the existing zoning is estimated to generate approximately 15 PM peak hour trips.

**Proposed Zoning**

The proposed zoning is Old Town Area A. As per Chapter 10-17, allowed uses are retail stores, restaurants, and offices on the ground floor, with residential units on the upper floor. This zoning allows for a maximum of 2 stories and a total lot coverage of 90%. Given parking, landscaping, and pedestrian walkways, the reasonable worst-case development potential would likely include:

- Ground floor at 18,000 sf, including 8,000 of retail and 10 residential units. The retail would likely be a 3,000 sf restaurant and 5,000 sf of retail. There could be office use in the retail. However, office has a lower trip rate. Therefore, the restaurant and retail use were determined to be the reasonable worst-case scenario development scenario.
- Second floor residential at 20 units.



Table 5 provides the reasonable worst-case trip generation for the weekday PM peak hour for the proposed zoning.

TABLE 5: TRIP GENERATION- PROPOSED ZONING

ITE Code	Size	Trip Rate	PM Trips	In	Out
<b>220- Multi-Family Low Rise</b>	30 units	$T=(x)0.43+20.55$	33	21 (63%)	12 (37%)
<b>930- Fast Casual Restaurant</b>	3 ksf	12.55	38	21 (55%)	17 (45%)
<b>822- Retail Under 40 ksf</b>	5 ksf	$\ln(T)=0.71\ln(x)+2.72$	48	24 (50%)	24 (50%)
<b>Total</b>			<b>119</b>	<b>66</b>	<b>53</b>

As demonstrated in Table 5, the reasonable worst-case development scenario for the proposed zoning is estimated to generate 119 PM peak hour trips. As the proposed zoning will generate more trips than the existing zoning, an analysis of the effects on the adjacent system is warranted.

#### 4.2 TRIP DISTRIBUTION

The existing travel patterns from the traffic counts are used to estimate how the development trips will use the surrounding transportation system to access the site. The trips are distributed through the study area based on those existing travel patterns as described below:

- 10% to/from the west
- 12% from the north on Kingwood
- 40% to the north using Highway 101
- 11% from the south on Highway 101
- 36% to the east using Bay Street

The traffic volumes were distributed within the study area according to the percentages above and are illustrated in Figure 3.

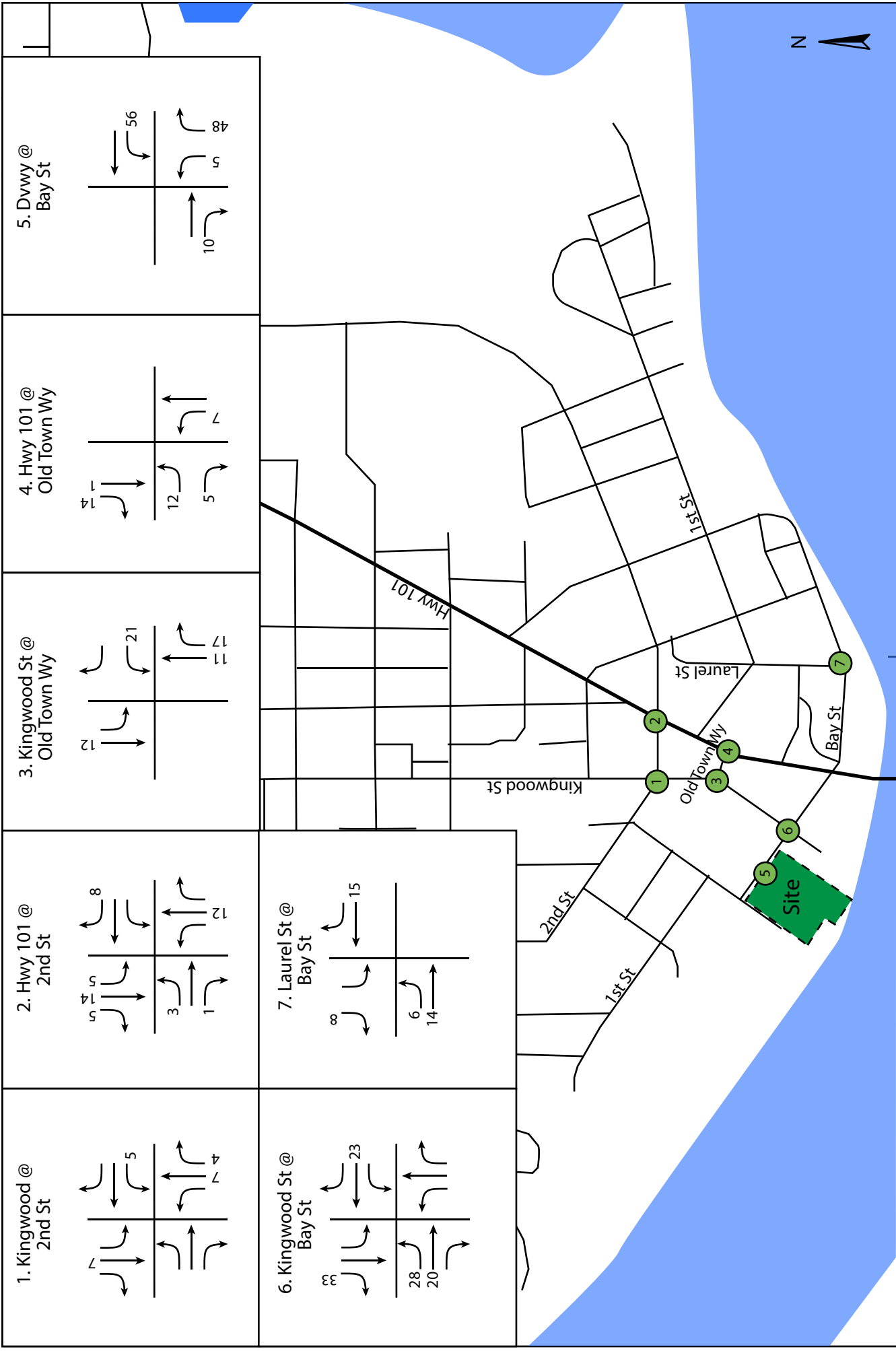


Figure 3: PM Development Trip Distribution

Bay St, Florence, OR

## 5.0 BACKGROUND TRAFFIC VOLUMES

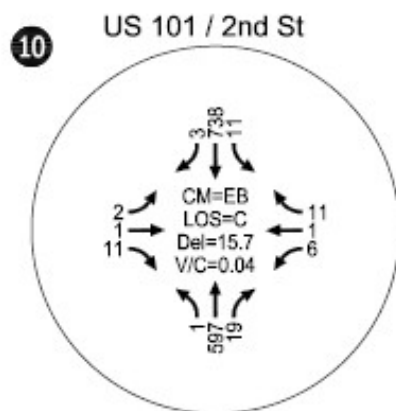
### 5.1 INTERSECTION COUNTS

Recent turning movement counts were collected at the study area intersections on October 1, 2024. The counts were taken from 4:00-6:00 PM on a typical weekday. The global peak hour occurs from 4:00-5:00 PM. Appendix C contains traffic counts.

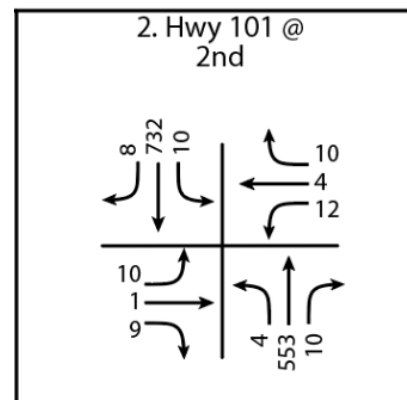
### 5.2 SEASONAL ADJUSTMENT

The application of seasonal adjustment factors account for the fact that through volumes along State Highways fluctuate from month to month due to changes in recreational behavior, etc. The design hour traffic volumes are adjusted to reflect traffic conditions on roadways during the peak month of the year using a seasonal adjustment factor.

The counts were taken on October 1<sup>st</sup>. Therefore, the seasonal fluctuation in traffic was considered for this location. The seasonal adjustment was determined using the methodology outlined by ODOT's *ANALYSIS PROCEDURES MANUAL (APM)*. The seasonal adjustment considers the "coastal destination" trend, as described within ODOT's *2024 SEASONAL TREND TABLE*. The seasonal adjustment factor for this category is 1.246. The seasonally adjusted volumes used in this analysis were verified against the City's Transportation System Plan base volumes to ensure accuracy. The comparison is illustrated below. As demonstrated, the new tariff volumes are comparable. Therefore, the new traffic counts are deemed to be adequate for this analysis. The seasonal adjustment calculation is included in Appendix C.



TSP Base Volumes



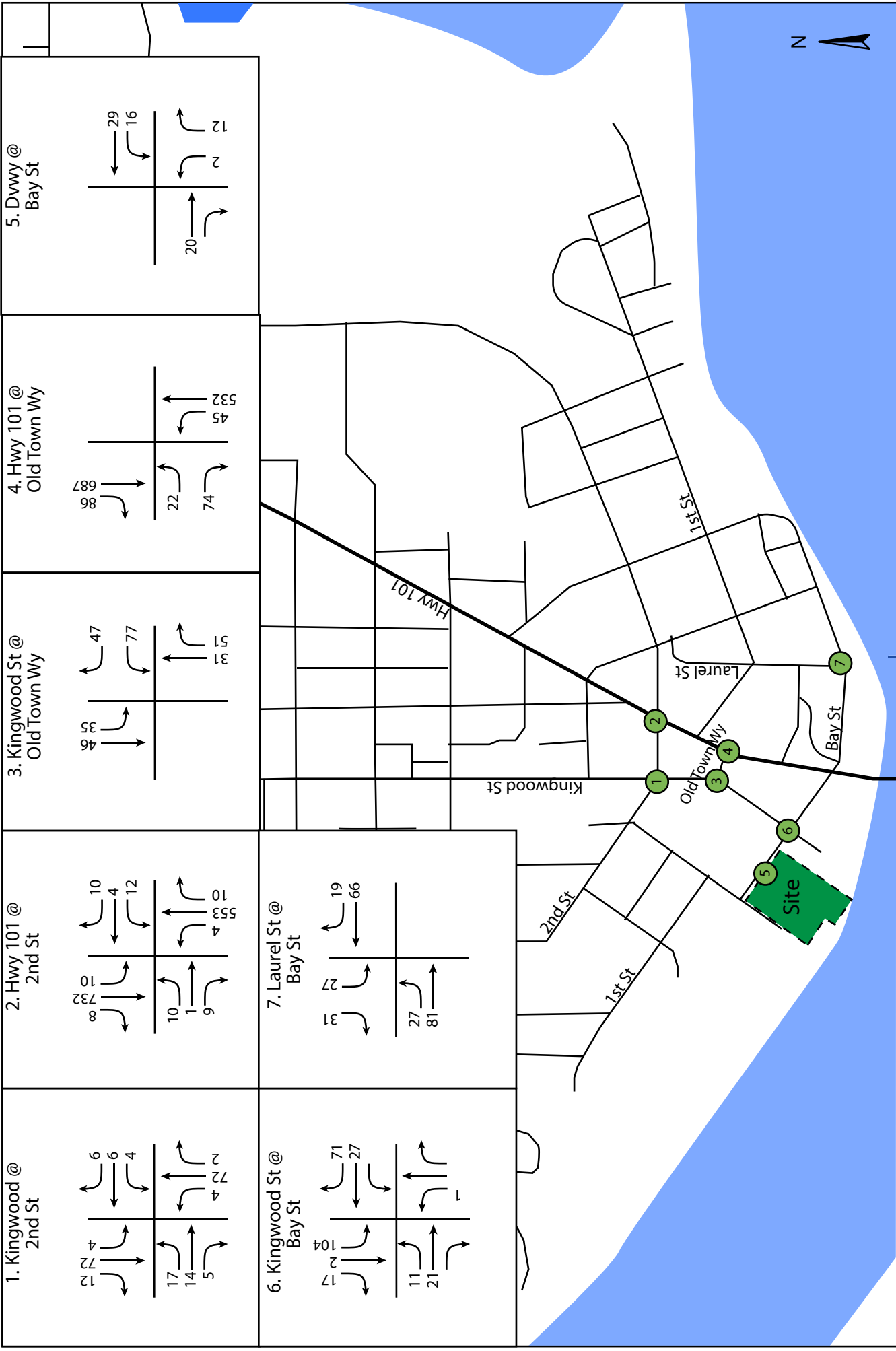
2024 Seasonally Adjusted New Traffic Volumes

### 5.3 FUTURE YEAR BACKGROUND VOLUMES

The 20-year planning horizon year is 2043. To account for naturally occurring traffic increases between the count year and the future analysis year, an annual growth rate was applied. The growth rate was estimated using the City of Florence's Transportation System Plan. The base year 2021 and future year 2043 traffic volumes in the TSP for intersections within the area were compared, and it was determined that an average growth rate of 1.0% per year is anticipated for the area. Therefore, the 1.0% growth rate was applied to the based counts to determine future year volumes.

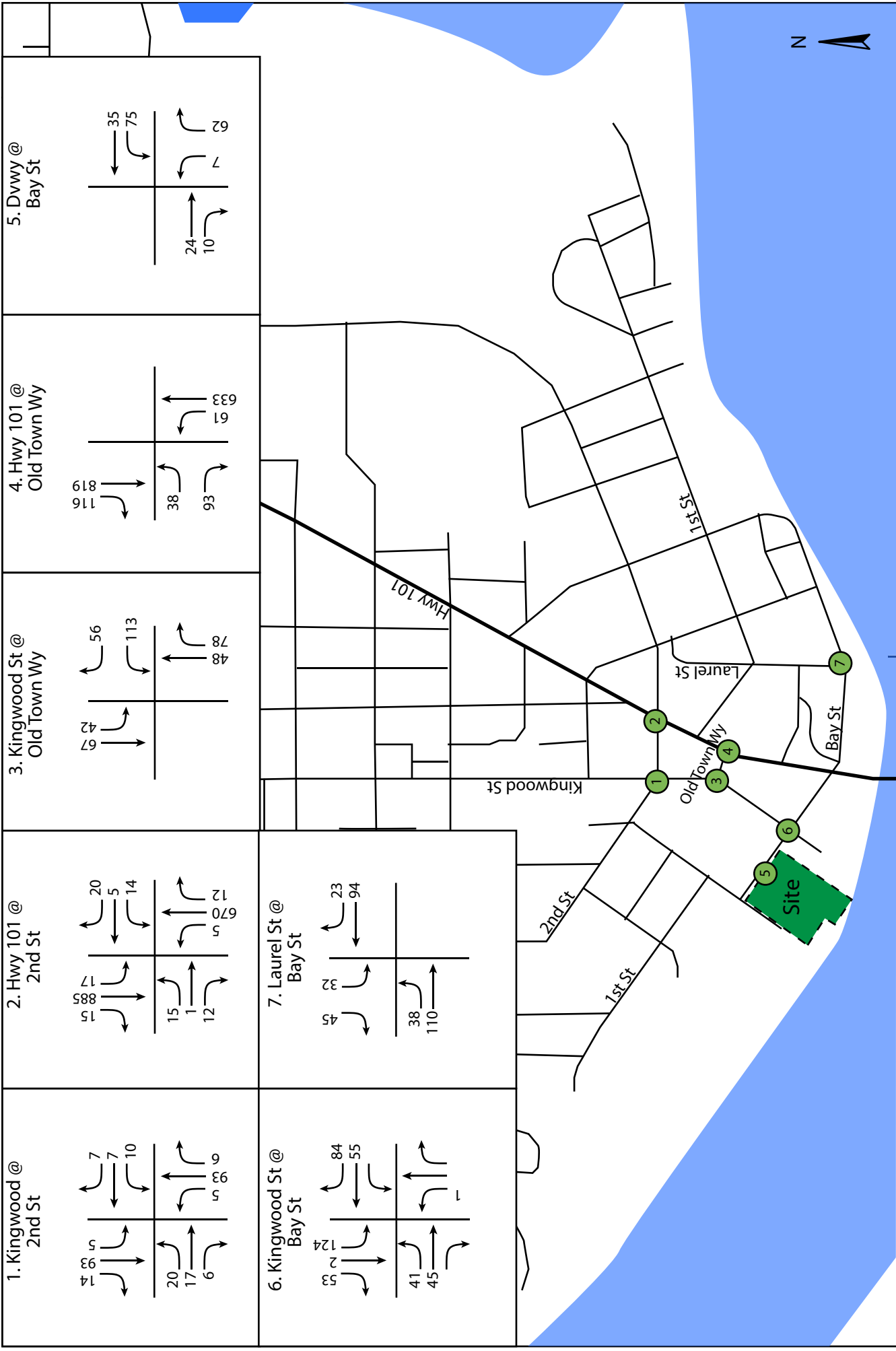
### 5.4 FINAL TRAFFIC VOLUMES

The existing traffic volumes were adjusted according to the methodology described above. Appendix C provides the traffic volume calculations. The development trips are added to the background traffic to volume to represent the build conditions. Figure 4 illustrates the year 2024 peak hour background traffic volumes. Figure 5 illustrates the year 2043 PM peak hour background volumes. Figure 6 illustrates the year 2043 PM peak hour volumes with the zone change trips.



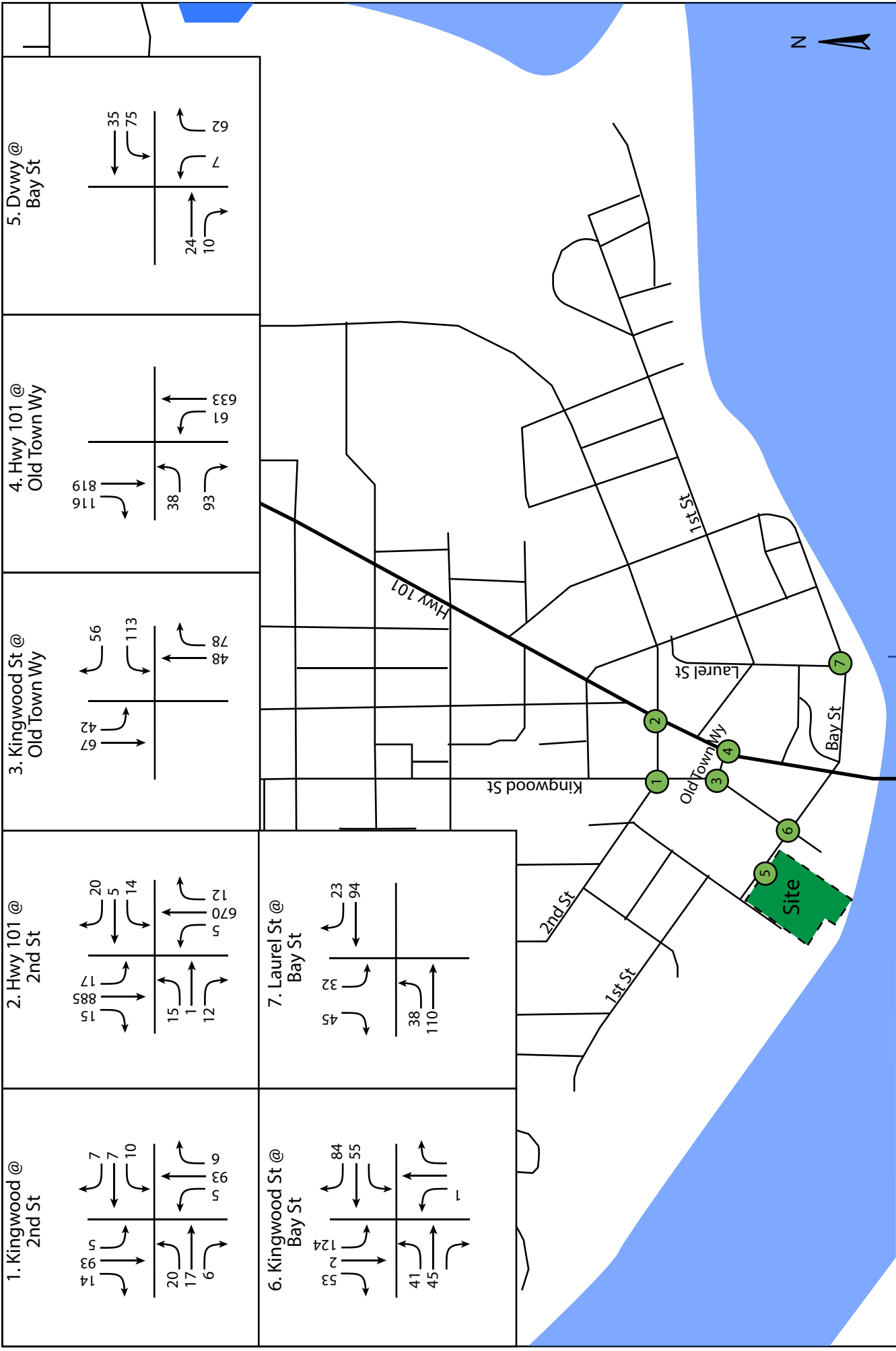
Bay St, Florence, OR

Figure 4: Year 2024 PM Background Traffic Volumes



Bay St, Florence, OR

Figure 6: Year 2043 PM Traffic Volumes with Zone Change



Bay St, Florence, OR

Figure 6: Year 2043 PM Traffic Volumes with Zone Change

## 6.0 INTERSECTION ANALYSIS

### 6.1 PERFORMANCE MEASURES

The measure of performance for the site access and intersections is the volume-to-capacity ratio (v/c) and Level of Service (LOS). The volume-to-capacity ratio describes the capability of an intersection to meet volume demand based on the maximum number of vehicles that could be served in an hour. V/C is the threshold for which ODOT evaluates the operation of intersections, as defined by the *1999 Oregon Highway Plan*. V/C thresholds are defined based on roadway classification and speed. Highway 101 is a Statewide Highway and a Freight Route with a posted speed of 30 mph. The unsignalized intersections have a v/c threshold of 0.85 for the Highway 101 approaches and 0.95 for the stop-controlled approaches.

LOS is a measure of performance for intersections in this analysis is based on the Highway Capacity Manual (HCM). LOS is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or along a roadway segment. It was developed to quantify the quality of service of transportation facilities.

LOS is based on average delay, defined as the average total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. The average delay is measured in seconds per vehicle per hour and then translated into a grade or “level of service” for each intersection. LOS ranges from A to F, with A indicating the most desirable condition and F indicating the most unsatisfactory condition. The LOS criteria, as defined by the Highway Capacity Manual, for signalized intersections is provided in Table 6.

The City of Florence uses LOS for intersections within their jurisdiction. The standard for intersections is LOS D.

TABLE 6: HCM LEVEL OF SERVICE FOR INTERSECTIONS

	Stopped Delay Per Vehicle (Seconds per Vehicle)	
	Unsignalized Intersections	Signalized Intersections
<b>A</b>	≤ 10.0	≤ 10
<b>B</b>	> 10.0 and ≤ 15.0	> 10 and ≤ 20
<b>C</b>	> 15.0 and ≤ 25.0	> 20 and ≤ 35
<b>D</b>	> 25.0 and ≤ 35.0	> 35 and ≤ 55
<b>E</b>	> 35.0 and ≤ 50.0	> 55 and ≤ 80
<b>F</b>	> 50.0	> 80



## 6.2 INTERSECTION ANALYSIS RESULTS

A performance analysis was conducted for the studied intersections for the Years 2024 and 2043 conditions during the PM peak hours. The intersection evaluation was performed using Synchro 10 following the HCM 6 critical movement methodology outlined in ODOT’s analysis procedures manual. The results are shown in Table 7. The SYNCHRO outputs are provided in Appendix D.

TABLE 7: INTERSECTION PERFORMANCE: WEEKDAY PM PEAK HOUR

Intersection	Mobility Standard v/c	2024 Background	2043 Background	2043 Build
<b>PM Peak Hour</b>				
<b>Highway 101 at 2<sup>nd</sup> Street</b>	0.85	0.10	0.18	0.23
<b>Hwy 101 at Old Town</b>	0.85	0.25	0.37	0.49
<b>Kingwood at 2<sup>nd</sup> Street</b>	D	B	B	B
<b>Kingwood at Old Town</b>	D	B	B	B
<b>Kingwood at Bay Street</b>	D	A	B	B
<b>Bay Street at Laurel Street</b>	D	A	A	A
<b>Bay Street at Site Access</b>	D	A	A	A

As illustrated in Table 7, the intersection and site access connections will meet the applicable mobility standards with the addition of development trips.

## 7.0 QUEUE ANALYSIS

A queuing analysis was conducted for the studied intersections. The analysis was performed using SimTraffic, a microsimulation software tool that uses the HCM-defined criteria to estimate the queuing of vehicles within the study area. The average and 95<sup>th</sup> percentile queuing results are illustrated in Table 8 for the year 2024 and year 2043 PM Peak Hour. All results are rounded to 25 feet to represent the total number of vehicles in the queue, as one vehicle typically occupies 25 feet of space. The SimTraffic outputs are provided in Appendix E.

TABLE 8: INTERSECTION QUEUING: WEEKDAY PM PEAK HOUR

Intersection			Available Storage (Feet)	2024 Background (Feet)		2043 Background (Feet)		2043 Build (Feet)	
				95 <sup>th</sup>	Average	95 <sup>th</sup>	Average	95 <sup>th</sup>	Average
Site Access @ Bay St	WB	LT	150	25	0	25	25	25	25
	NB	LR	200	50	25	50	25	75	50
Bay St @ Kingwood	EB	LT	200	25	25	25	25	50	25
	WB	TR	320	0	0	25	0	0	0
	SB	LR	330	50	50	50	50	75	50
Kingwood @ 2 <sup>nd</sup> St	EB	LTR	200	50	25	25	25	25	25
	WB	LTR	150	50	25	50	25	50	25
	NB	LTR	215	25	0	0	0	25	25
Kingwood St @ old Town	SB	LTR	250	25	0	25	25	25	25
	WB	LR	80	25	0	0	0	25	25
	NB	TR	330	50	50	75	50	100	50
Hwy 101 @ 2 <sup>nd</sup> St	SB	LT	230	50	50	75	50	100	50
	EB	LTR	200	50	25	50	25	75	25
	WB	L	135	25	25	50	25	25	25
	WB	TR	220	50	25	50	25	50	25
	NB	T	125	0	0	25	0	0	0
	NB	TR	125	0	0	0	0	25	0
Hwy 101 @ Old Town	SB	L	200	25	25	25	25	25	25
	SB	T	200	0	0	0	0	25	25
	EB	LR	75	75	50	75	50	100	50
	NB	L	100	50	25	50	25	75	50
Bay St @ Laurel St	SB	T	250	25	25	0	0	25	0
	SB	TR	250	25	25	25	0	25	25
	EB	LT	340	50	50	50	50	75	50
Bay St @ Laurel St	WB	TR	300	50	50	50	50	50	50
	SB	LR	100	50	25	50	25	50	25

As demonstrated in the queuing table, the addition of development traffic does not substantially increase the queuing conditions at the studied intersections.

## 8.0 TPR FINDINGS

Consistent with the Transportations Rule (TPR), the following elaborates on how this development meets the TPR requirements.

*Goal 12, (OAR) 660-12-0060 (1) requires that a local government ensures that an amendment to a functional plan, an acknowledged comprehensive plan, or a land-use regulation (including a zoning map) does not significantly affect an existing or planned transportation facility. A plan or land use amendment significantly affects a transportation facility if it would:*

*“(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

The levels of traffic added from the proposed zone change will not change the functional classification of any of the adjacent streets where development traffic will be added.

*(b) Change standards implementing a functional classification system; or*

The proposed zone change does not need to modify the standards for the street functional classification system.

*(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*

*(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*

The proposed zone change will not cause traffic levels, patterns, or access that are inconsistent with the functional classification of an existing or planned transportation facility.

*(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan;  
or*

The proposed zone change does not degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards.

*(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.” OAR 660-12-0060(1)*

All studied intersections operate better than the mobility standards. This section does not apply.

## 9.0 CONCLUSION

This report provides the Traffic Impact Analysis and findings prepared for the proposed zone change of a portion of Tax Lots 8000 and 8100. The 0.80-acre area is currently zoned Development Estuary. The applicant is proposing to rezone the property to Old Town Area A.

### FINDINGS

- All studied intersections operate within the mobility standards with and without the development traffic from the zone change.
- The addition of development traffic does not substantially increase queuing conditions.
- There is no off-site mitigation needed for this development.

Bay Street Florence



The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map to ensure that the information is as accurate as possible. However, for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan, description, zoning, etc., for specific parcels should be verified with the appropriate local government. Lane County does not warrant, or intend, to accompany this product. However, notification of any errors will be appreciated.

# Aerial

Lane County, Oregon

Lane County GIS, Bureau of Land Management, State of Oregon, State of Oregon, 1000 SW Oregon Street, 97530, Lane County, Oregon, USA

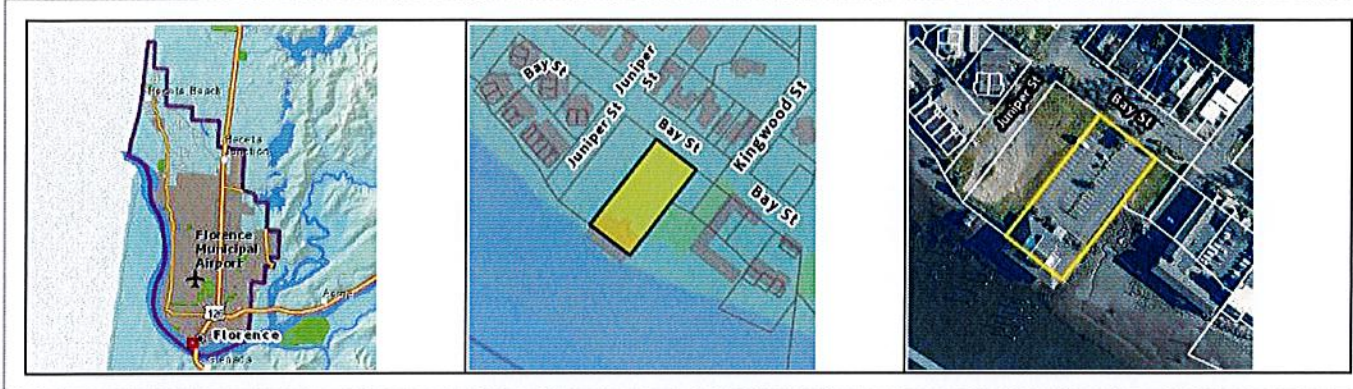
Detailed Property Report

**Site Address** 1150 Bay St Florence, OR 97439-9350  
**Map & Taxlot#** 18-12-34-12-08000  
**SIC** N/A  
**Tax Account#** 0803716

**Property Owner 1**  
 A & D Bay Street LLC  
 1355 Oak St Ste 200  
 Eugene, OR 97401  
 Tax account acreage 0.90  
 Mapped taxlot acreage† 0.90

† Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Map & Taxlot # 18-12-34-12-08000

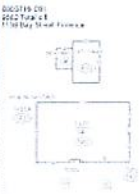


Business Information

RLID does not contain any business data for this address

Improvements

Photos & Sketches for Tax Account



Building Part: Co1

Floor Number	1	Sq Ft	8043
Occupancy Description	Restaurant	Fireproof Steel Sq Ft	0
Use Description	Restaurant	Reinforced Concrete Sq Ft	0
Year Built	1988	Fire Resistant Sq Ft	0
Effective Year Built	1988	Wood Joist Sq Ft	8043
Grade	5	Pole Frame Sq Ft	0
Wall Height Ft	12	Pre-engineered Steel Sq Ft	0

Building Part: Co1

Floor Number	2	Sq Ft	1600
Occupancy Description	Restaurant	Fireproof Steel Sq Ft	0
Use Description	Restaurant	Reinforced Concrete Sq Ft	0
Year Built	1988	Fire Resistant Sq Ft	0
Effective Year Built	1988	Wood Joist Sq Ft	1600
Grade	5	Pole Frame Sq Ft	0
Wall Height Ft	8	Pre-engineered Steel Sq Ft	0

Commercial Sales Data

Image Sale Date  
[0803716.pdf](#) 01/25/2005

Commercial Appraisal Card [1812341208000](#)

Site Address Information

1150 Bay St  
 Florence, OR 97439-9350

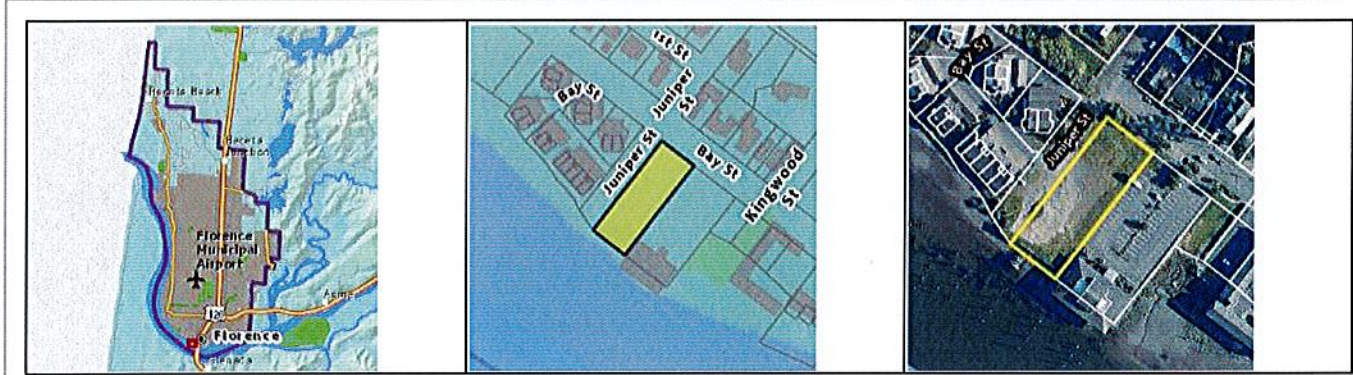
Detailed Property Report

Site Address N/A  
 Map & Taxlot# 18-12-34-12-08100  
 SIC N/A  
 Tax Account# 0803724

Property Owner 1  
 A & D Bay Street LLC  
 1355 Oak St Ste 200  
 Eugene, OR 97401  
 Tax account acreage 0.70  
 Mapped taxlot acreage<sup>†</sup> 0.70

<sup>†</sup> Mapped Taxlot Acreage is the estimated size of a taxlot as derived from the county GIS taxlot layer, and is not to be used for legal purposes.

Map & Taxlot # 18-12-34-12-08100



Business Information

RLID does not contain any business data for this address

Improvements

No assessor photos, assessor sketches or building characteristic information is available for this tax account.

Commercial Sales Data

Image Sale Date  
[0803716.pdf](#) 01/25/2005

Commercial Appraisal Card [1812341208100](#)

Site Address Information

No site address associated with this tax account number

General Taxlot Characteristics

Geographic Coordinates

X 3970923 Y 858852 (State Plane X,Y)  
 Latitude 43.9670 Longitude -124.1106

Zoning

Zoning Jurisdiction Florence  
 Florence  
 Parent Zone OTDA Old Town District/Area A

Land Use

General Land Use  
 Code Description  
 data not available data not available

Detailed Land Use  
 Code Description  
 data not available data not available

Taxlot Characteristics

Incorporated City Limits	Florence
Urban Growth Boundary	Florence
Year Annexed	N/A
Annexation #	Unknown/No ID
Approximate Taxlot Acreage	0.70
Approx Taxlot Sq Footage	30,492
Plan Designation	Downtown District
Eugene Neighborhood	N/A
Metro Area Nodal Dev Area	No
Septic	data not available
Well	data not available
Landscaping Quality	data not available
Historic Property Name	N/A
City Historic Landmark?	No
National Historical Register?	No

Service Providers

Fire Protection Provider Siuslaw Valley Fire & Rescue  
 Ambulance Provider Western Lane Ambulance District  
 Ambulance District WE



Bay Street Florence

**CRASH DATA SUMMARY**

6163 Bay Street Florence

Hwy 101 @ 2nd St											
YEAR	PDO	INJURY	FATAL	HEAD	REAR	SIDE	TURN	OTHER	PED	BIKE	TOTAL
2018											0
2019											0
2020	1						1				1
2021											0
2022	1						1				1
<b>TOTALS:</b>	2	0	0	0	0	0	2	0	0	0	2

CHECK
OK
OK
OK
OK
OK
OK
OK

Hwy 101 @ Old Town											
YEAR	PDO	INJURY	FATAL	HEAD	REAR	SIDE	TURN	OTHER	PED	BIKE	TOTAL
2018											0
2019	1							1			1
2020	1	1					2				2
2021	2						2				2
2022											0
<b>TOTALS:</b>	4	1	0	0	0	0	4	1	0	0	5

CHECK
OK
OK
OK
OK
OK
OK
OK

P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
1622	5	16220	5920300.000	400000.0	0.07

REAR

TURN

SIDE

OTHER

BIKE

P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
1721	5	17210	6281650.000	400000.0	0.06

REAR

TURN

SIDE

OTHER

BIKE

		# Crashes	ADT	MEV	Crash Rate	Critical Crash Rate
1 Hwy 101 @ 2nd St	Stop	2	16220	29.60	0.07	0.19 under
2 Hwy 101 @ Old Town	Stop	5	17210	31.41	0.16	0.19 under
3 Kingwood St at 2nd	Stop	0	2590	4.73		0.41
4 Kingwood St at Old Town	Stop	0	3420	6.24		0.36
5 Kingwood St at Bay St	Stop	0	3020	5.51		0.38
6 Laurel st at Bay St	Stop	0	2990	5.46		0.38
7						

Weighted Average

Stop	7	82.95	0.084392001
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10/08/2024

## TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

## CRASH SUMMARIES BY YEAR BY COLLISION TYPE

2ND ST at OREGON COAST HY, City of Florence, Lane County, 01/01/2018 to 12/31/2022

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
<b>YEAR: 2022</b>														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0	0
<b>YEAR 2022 TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>YEAR: 2020</b>														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
<b>YEAR 2020 TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>FINAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT  
URBAN NON-SYSTEM CRASH LISTING

CITY OF FLORENCE, LANE COUNTY

OLD TOWN WY at OREGON COAST HY, City of Florence, Lane County, 01/01/2018 to 12/31/2022

1 - 5 of 5 Crash records shown.

SER#	S	D	M	P	R	J	S	W	DATE	CLASS	CITY	STREET	RD	CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	PED	CAUSE					
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE	A	S	PED	CAUSE									
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED	CAUSE						
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE	
02244	N	N	N	N	N	N	Y	07/27/2019	14	OLD TOWN WY	INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE	9	STRGHT				040	07					
CITY							SA			OREGON COAST HY	CN			DRY	FIX	N/A			N	-S				007	00					
N							1P				03	0	N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00			
N							43 58 1.6	-124 6 30		000900100S00																				
00213	Y	N	N	N	N	N	Y	01/17/2020	14	OLD TOWN WY	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE		STRGHT				084	40,02,01					
CITY							FR			OREGON COAST HY	CN			WET	TURN	PRVTE			N	-N				000	00					
N							11A				02	0	N	DAY	INJ	PSNGR CAR			01	DRVR	INJB	25	F	OR-Y	047	000	00	01		
N							43 58 1.6	-124 6 30		000900100S00																				
																02	NONE			TURN-R					000	00				
																PRVTE			E	-N				000	00					
																PSNGR CAR			01	DRVR	NONE	79	M	OR-Y	028	000	084	02		
01654	N	N	N	N	N	N	N	07/15/2020	14	OLD TOWN WY	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	9	UNK				02,27						
CITY							WE			OREGON COAST HY	CN			DRY	TURN	N/A			N	-UN				000	00					
N							3P				03	0	N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00			
N							43 58 3.62	-124 6 29.12		000900100S00																				
																02	NONE			STRGHT					000	00				
																N/A			N	-S				000	00					
																PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00			
01501	N	N	N	N	N	N	N	06/11/2021	14	OLD TOWN WY	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	9	STRGHT				084	02,40					
CITY							FR			OREGON COAST HY	CN			WET	TURN	N/A			N	-N				000	00					
N							12P				02	0	N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00			
N							43 58 1.6	-124 6 30		000900100S00																				
																02	NONE			TURN-L					015	00				
																N/A			E	-S				000	000					
																PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00			
02753	N	N	N	N	N	N	N	10/01/2021	14	OLD TOWN WY	INTER	3-LEG	N	N	CLR	O-1 L-TURN	01	NONE	9	STRGHT				08,02						
CITY							FR			OREGON COAST HY	CN			DRY	TURN	N/A			N	-N				000	00					
N							12P				04	0	N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00			
N							43 58 1.6	-124 6 30		000900100S00																				
																02	NONE			TURN-L					000	00				
																N/A			N	-E				000	00					
																PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00			

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10/08/2024

## TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

## CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OLD TOWN WY at OREGON COAST HY, City of Florence, Lane County, 01/01/2018 to 12/31/2022

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
<b>YEAR: 2021</b>														
TURNING MOVEMENTS	0	0	2	2	0	0	0	1	1	2	0	2	0	0
<b>YEAR 2021 TOTAL</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>YEAR: 2020</b>														
TURNING MOVEMENTS	0	1	1	2	0	1	0	1	1	2	0	2	0	0
<b>YEAR 2020 TOTAL</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>YEAR: 2019</b>														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	1
<b>YEAR 2019 TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>FINAL TOTAL</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
 URBAN NON-SYSTEM CRASH LISTING  
**KINGWOOD ST at 2ND ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022**

CITY OF FLORENCE, LANE COUNTY

SER#	S	D	M	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE	INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE	A	S	RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED	UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
------	---	---	---	---	---	---	---	---	------	-------	-------------	----------	----------	--------	---	---	---	---	---	---	-----	------	--------------	---------	----------	---------	-------	------	-------	----------	------	---	---	--------	---	---	---	---	---	---	------	------	---------------	--------	------	-------	-------	------	------	-------	------	------	-----	---	---	-------	-----	--------	---	---	---	---	---	---	-----	------	-----	-------	----------	-------	-------	-------	-------	----	------	----	----	------	-------	---	---	-----	-----	-------	-----	-------	-------

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TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

KINGWOOD ST at 2ND ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	SECTION RELATED	OFF- ROAD
FINAL TOTAL														

*Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.*

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
URBAN NON-SYSTEM CRASH LISTING  
**KINGWOOD ST at BAY ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022**

CITY OF FLORENCE, LANE COUNTY

SER#	S D M	P R J S W DATE	CLASS	CITY STREET		INT-TYPE				SPCL USE				A S							
INVEST	E A U I C O DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE										
RD DPT	E L G N H R TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM		PRTC	INJ	G E LICNS	PED					
UNLOC?	D C S V L K LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO		P# TYPE	SVRTY	E X RES	LOC	ERROR	ACT	EVENT	CAUSE	

*Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.*

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

KINGWOOD ST at BAY ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	SECTION RELATED	OFF- ROAD
FINAL TOTAL														

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
 URBAN NON-SYSTEM CRASH LISTING  
**LAUREL ST at BAY ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022**

CITY OF FLORENCE, LANE COUNTY

SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	SPCL USE	TRLR QTY	MOVE	A	S	RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED	UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
------	---	---	---	---	---	------	-------	-------------	---------	----------	----------	----------	------	---	---	--------	---	---	---	---	---	---	------	------	---------------	--------	------	-------	-------	------	------	-------	------	------	-----	---	---	-------	-----	--------	---	---	---	---	---	---	-----	------	-----	-------	----------	-------	-------	-------	-------	----	------	----	----	------	-------	---	---	-----	-----	-------	-----	-------	-------

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE  
**LAUREL ST at BAY ST, City of Florence, Lane County, 01/01/2018 to 12/31/2022**

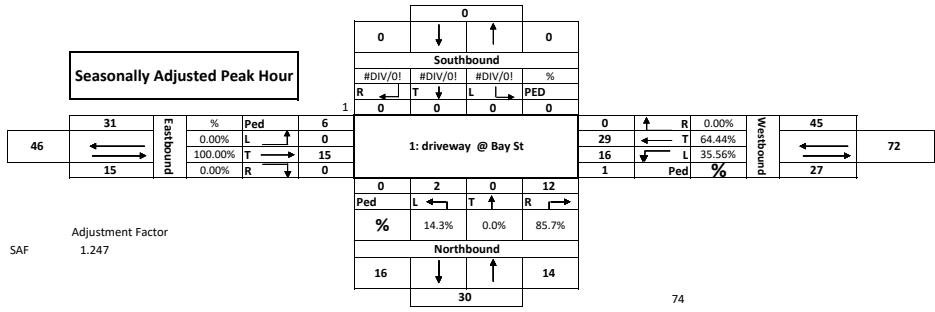
COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
FINAL TOTAL														

*Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.*

Bay Street Florence

Intersection:		1: driveway @ Bay St		City:		Florence																	
Counter:		Sandow Engineering		Date:		Tuesday, October 1, 2024																	
Total of All Vehicles																							
Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians				
	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB	
16:00	16:15	0	0	0	0	0	8	3	11	1	0	1	2	0	4	0	4	17	0	0	0	2	
16:15	16:30	0	0	0	0	0	9	3	12	3	0	0	3	0	1	0	1	16	0	0	0	0	
16:30	16:45	0	0	0	0	0	4	4	8	5	0	1	6	0	4	0	4	18	0	0	0	1	
16:45	17:00	0	0	0	0	0	2	3	5	1	0	0	1	0	3	0	3	9	0	1	0	3	
17:00	17:15	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7	50	0	0	0	
17:15	17:30	0	0	0	0	0	5	3	8	4	0	0	4	0	0	0	0	12	46	0	0	0	
17:30	17:45	0	0	0	0	0	4	4	8	4	0	0	4	0	1	0	1	13	41	0	0	0	
17:45	18:00	0	0	0	0	0	6	4	10	3	0	0	3	0	3	0	3	16	48	0	0	0	
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Period Total		0	0	0	0	0	44	24	0	21	0	2	0	0	17	0	0	108	0	1	0	6	
PM Peak Hour Count Summary																							
Peak Volumes	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians				
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB	
	0	0	0	0	0	23	13	36	10	0	2	12	0	12	0	12	60	0	1	0	6		
PHF	0.00	0.00	0.00	0.00	0.00	0.64	0.81	0.75	0.50	0.00	0.50	0.50	0.00	0.75	0.00	0.75	0.83						
Trucks	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0							
% Trucks	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%							

**Seasonally Adjusted Peak Hour**





1: driveway @ Bay St

Pedestrians and Cars

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left		
4:00 PM							8	3				1			4		16	
4:15 PM							9	3			3				1		16	
4:30 PM							4	4			5	1			4		18	
4:45 PM							2	3			1				3		9	59
5:00 PM							6								1		7	50
5:15 PM							5	2			4						11	45
5:30 PM							3	3			3				1		10	37
5:45 PM							6	4			3				3		16	44
6:00 PM																	0	37
6:15 PM																	0	26
6:30 PM																	0	16
6:45 PM																	0	0
<b>Total</b>	0	0	0	0	0	0	43	22	0	19	0	2	0	0	17	0		
<b>Peak Hour</b>	0	0	0	0	0	0	23	13	0	0	9	0	0	0	12	0	0	59

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
4:00 PM													1	
4:15 PM													0	
4:30 PM													0	
4:45 PM													0	1
5:00 PM													0	0
5:15 PM													1	1
5:30 PM				1	1		1						3	4
5:45 PM													0	4
6:00 PM													0	4
6:15 PM													0	3
6:30 PM													0	0
6:45 PM													0	0
<b>Total</b>	0	0	0	0	1	2	2	0	0	0	0	0	0	0
<b>Peak Hour</b>	0	0	0	0	0	0	1	0	0	0	0	0	0	2

Bikes

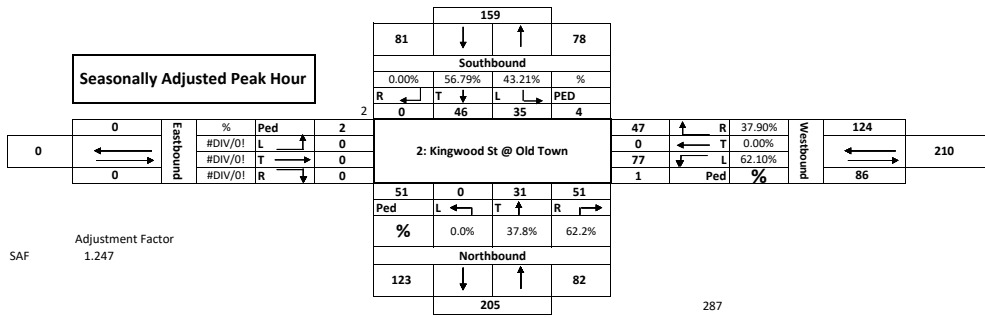
Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left				
4:00 PM											2		0	0	0	2
4:15 PM													0	0	0	0
4:30 PM											1		0	0	0	1
4:45 PM				1							3		0	1	0	3
5:00 PM													0	0	0	0
5:15 PM													0	0	0	0
5:30 PM													0	0	0	0
5:45 PM													0	0	0	0
6:00 PM													0	0	0	0
6:15 PM													0	0	0	0
6:30 PM													0	0	0	0
6:45 PM													0	0	0	0
<b>Total</b>	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0
<b>Peak Hour</b>	0	0	0	0	1	0	0	0	0	0	6	0	0	1	0	4

Pedestrians

Time Period	NE			NW			SW			SE			SB	WB	NB	EB
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total				
4:00 PM			0			0			0			0	0	0	0	0
4:15 PM			0			0			0			0	0	0	0	0
4:30 PM			0			0			0			0	0	0	0	0
4:45 PM			0			0			0			0	0	0	0	0
5:00 PM			0			0			0			0	0	0	0	0
5:15 PM			0			0			0			0	0	0	0	0
5:30 PM			0			0			0			0	0	0	0	0
5:45 PM			0			0			0			0	0	0	0	0
6:00 PM			0			0			0			0	0	0	0	0
6:15 PM			0			0			0			0	0	0	0	0
6:30 PM			0			0			0			0	0	0	0	0
6:45 PM			0			0			0			0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak Hour</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



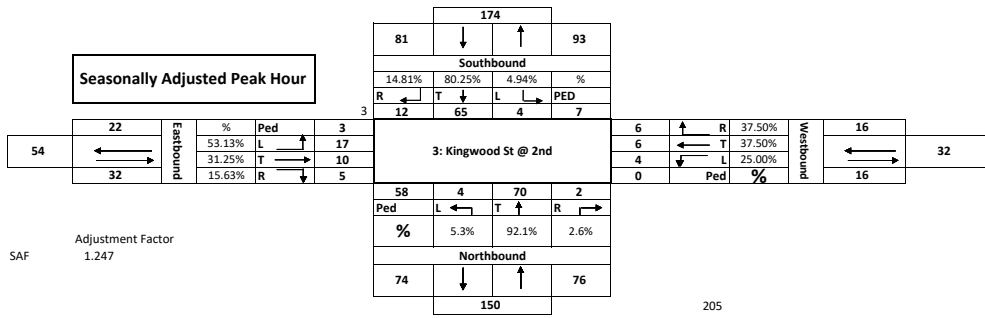
**Seasonally Adjusted Peak Hour**





Intersection:		3: Kingwood St @ 2nd			City:		Florence																
Counter:		Sandow Engineering			Date:		Tuesday, October 1, 2024																
Total of All Vehicles																							
Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
16:00	16:15	3	12	1	16	3	1	1	5	0	18	0	18	2	2	6	10	49		2	0	53	0
16:15	16:30	0	14	1	15	1	0	0	1	0	15	0	15	1	2	5	8	39		0	0	2	1
16:30	16:45	3	15	0	18	1	3	1	5	2	14	3	19	1	3	2	6	48		5	0	3	2
16:45	17:00	4	11	1	16	0	1	1	2	0	9	0	9	0	1	1	2	29	165	0	0	0	0
17:00	17:15	3	5	0	8	0	0	1	1	0	14	0	14	1	0	2	3	26	142	2	0	2	0
17:15	17:30	0	12	2	14	0	1	1	2	0	19	0	19	0	1	5	6	41	144	0	0	0	0
17:30	17:45	0	9	1	10	1	1	1	3	0	16	1	17	0	0	1	1	31	127	0	0	0	2
17:45	18:00	3	11	0	14	0	1	0	1	1	8	3	12	1	0	2	3	30	128	0	0	3	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Period Total		16	89	6		6	8	6		3	113	7		6	9	24		293		9	0	63	5
PM Peak Hour Count Summary																							
Peak Volumes	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians				
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB	
	10	52	3	65	5	5	3	13	2	56	3	61	4	8	14	26	165		7	0	58	3	
PHF	0.63	0.87	0.75	0.90	0.42	0.42	0.75	0.65	0.25	0.78	0.25	0.80	0.50	0.67	0.58	0.65	0.84						
Trucks	0	0	0		0	0	1		0	0	0		0	0	0								
% Trucks	0%	0%	0%		0%	0%	33%		0%	0%	0%		0%	0%	0%								

**Seasonally Adjusted Peak Hour**



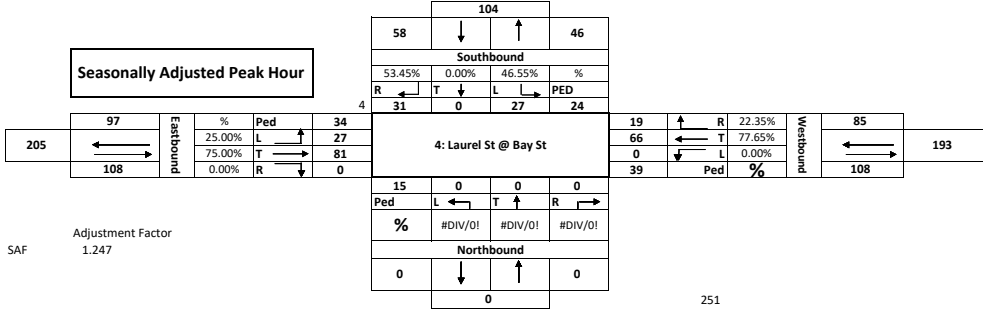
SAF Adjustment Factor 1.247



Intersection:		4: Laurel St @ Bay St								City:		Florence											
Counter:		Sandow Engineering								Date:		Tuesday, October 1, 2024											
Total of All Vehicles																							
Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
16:00	16:15	7	0	9	16	5	20	0	25	0	0	0	0	0	12	7	19	60		0	12	1	1
16:15	16:30	7	0	6	13	4	12	0	16	0	0	0	0	0	19	7	26	55		15	12	3	2
16:30	16:45	6	0	4	10	3	14	0	17	0	0	0	0	0	21	3	24	51		4	9	6	13
16:45	17:00	5	0	3	8	3	7	0	10	0	0	0	0	0	13	5	18	36	202	5	6	5	18
17:00	17:15	4	0	6	10	6	20	0	26	0	0	0	0	0	13	5	18	54	196	0	20	4	2
17:15	17:30	3	0	5	8	3	15	0	18	0	0	0	0	0	9	5	14	40	181	3	15	4	10
17:30	17:45	3	0	2	5	2	15	0	17	0	0	0	0	0	11	1	12	34	164	11	11	4	12
17:45	18:00	5	1	2	8	1	9	0	10	0	0	0	0	0	9	3	12	30	158	8	24	7	9
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Period Total		40	1	37		27	112	0		0	0	0		0	107	36		360		46	109	34	67
PM Peak Hour Count Summary																							
Peak Volumes	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians				
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB	
	25	0	22	47	15	53	0	68	0	0	0	0	0	65	22	87	202		24	39	15	34	
PHF	0.89	0.00	0.61	0.73	0.75	0.66	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.77	0.79	0.84	0.84						
Trucks	0	0	1		0	0	0		0	0	0		0	0	0								
% Trucks	0%	0%	5%		0%	0%	0%		0%	0%	0%		0%	0%	0%								



**Seasonally Adjusted Peak Hour**

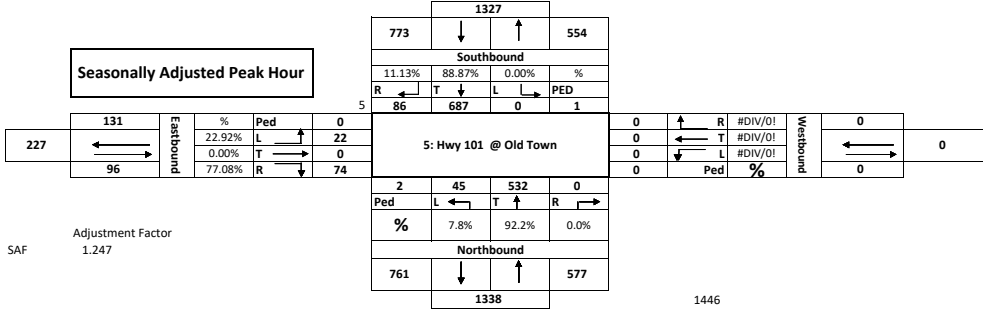


SAF Adjustment Factor 1.247





**Seasonally Adjusted Peak Hour**



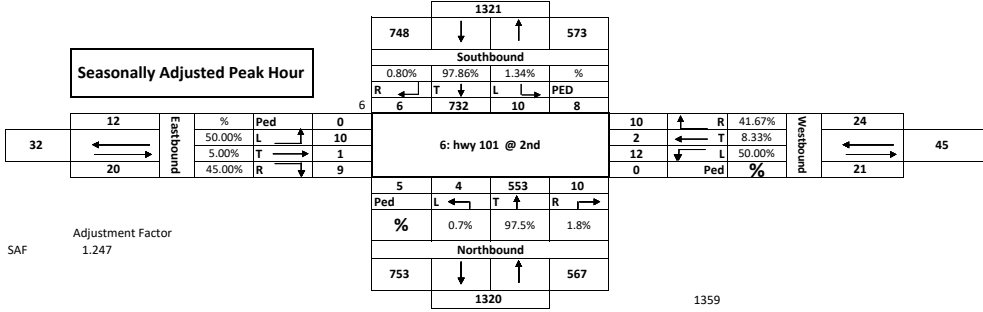
SAF Adjustment Factor 1.247

1446



Intersection:		6: hwy 101 @ 2nd								City: Florence													
Counter:		Sandow Engineering								Date: Tuesday, October 1, 2024													
Total of All Vehicles																							
Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
16:00	16:15	1	149	0	150	1	1	2	4	2	116	2	120	2	0	2	4	278		1	0	1	0
16:15	16:30	0	153	3	156	1	1	5	7	5	137	0	142	2	0	1	3	308		5	0	0	0
16:30	16:45	3	145	3	151	4	0	3	7	0	102	1	103	2	1	4	7	268		0	0	1	0
16:45	17:00	1	140	2	143	2	0	0	2	1	89	0	90	1	0	1	2	237	1091	2	0	3	0
17:00	17:15	1	159	2	162	3	0	3	6	1	106	0	107	0	0	1	1	276	1089	1	1	0	1
17:15	17:30	2	139	1	142	1	0	3	4	1	105	0	106	3	0	2	5	257	1038	1	0	0	0
17:30	17:45	2	142	2	146	3	2	3	8	4	82	0	86	0	0	0	0	240	1010	0	1	0	0
17:45	18:00	1	92	1	94	2	0	5	7	1	66	0	67	2	0	0	2	170	943	0	0	2	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	667	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	410	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Period Total		11	1119	14		17	4	24		15	803	3		12	1	11		2034		10	2	7	1
PM Peak Hour Count Summary																							
Peak Volumes		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB
		5	587	8	600	8	2	10	20	8	444	3	455	7	1	8	16	1091		8	0	5	0
PHF		0.42	0.96	0.67	0.96	0.50	0.50	0.50	0.71	0.40	0.81	0.38	0.80	0.88	0.25	0.50	0.57	0.89					
Trucks		0	19	0		1	0	0		0	27	1		0	0	0							
% Trucks		0%	3%	0%		13%	0%	0%		0%	6%	33%		0%	0%	0%							

**Seasonally Adjusted Peak Hour**

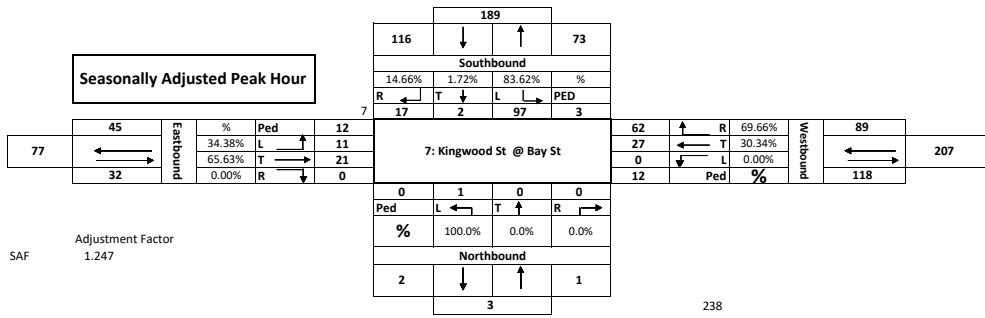






Intersection:		7: Kingwood St @ Bay St				City:		Florence															
Counter:		Sandow Engineering				Date:		Tuesday, October 1, 2024															
Total of All Vehicles																							
Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total	Right	Thru	Left	Approach Total			SB	WB	NB	EB
16:00	16:15	4	0	19	23	15	7	0	22	0	0	1	1	0	3	2	5	51		1	6	0	1
16:15	16:30	4	0	21	25	11	9	0	20	0	0	0	0	0	3	4	7	52		0	2	0	2
16:30	16:45	3	2	20	25	16	5	0	21	0	0	0	0	0	9	1	10	56		2	1	0	5
16:45	17:00	3	0	18	21	8	1	0	9	0	0	0	0	0	2	2	4	34	193	0	3	0	4
17:00	17:15	1	0	14	15	19	6	0	25	0	1	0	1	0	0	1	1	42	184	1	2	0	2
17:15	17:30	4	0	8	12	18	3	0	21	0	0	1	1	0	1	2	3	37	169	0	3	0	0
17:30	17:45	3	0	11	14	15	4	0	19	0	0	0	0	0	1	0	1	34	147	1	1	0	1
17:45	18:00	5	0	9	14	10	6	0	16	0	0	0	0	0	1	4	5	35	148	0	7	0	2
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Period Total		27	2	120		112	41	0		0	1	2		0	20	16		341		5	25	0	17
PM Peak Hour Count Summary																							
Peak Volumes	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians				
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach			SB	WB	NB	EB	
	14	2	78	94	50	22	0	72	0	0	1	1	0	17	9	26	193		3	12	0	12	
PHF	0.88	0.25	0.93	0.94	0.78	0.61	0.00	0.82	0.00	0.00	0.25	0.25	0.00	0.47	0.56	0.65	0.86						
Trucks	0	0	0		0	0	0		0	0	0		0	0	1								
% Trucks	0%	0%	0%		0%	0%	0%		0%	0%	0%		0%	0%	11%								

**Seasonally Adjusted Peak Hour**



SAF Adjustment Factor  
1.247



### Global Peak Hour

Intersections								
	1: driveway @ Bay St	2: Kingwood St @ Old Town	3: Kingwood St @ 2nd	4: Laurel St @ Bay St	5: Hwy 101 @ Old Town	6: hwy 101 @ 2nd	7: Kingwood St @ Bay St	
Time Period	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Total
4:00 PM 5:00 PM	60	231	165	202	1,160	1,091	193	<b>3102</b>
4:15 PM 5:15 PM	50	220	142	196	1,130	1,089	184	<b>3011</b>
4:30 PM 5:30 PM	46	206	144	181	1,094	1,038	169	<b>2878</b>
4:45 PM 5:45 PM	41	186	127	164	1,061	1,010	147	<b>2736</b>
5:00 PM 6:00 PM	48	179	128	158	974	943	148	<b>2578</b>
	60	231	165	202	1160	1091	193	<b>3102</b>

Peak Hour 4:00 PM  
 4:15 PM  
 4:30 PM  
 4:45 PM

SEASONAL TREND TABLE (Updated: 08/13/2024)																									Seasonal
TREND	1-Jan	15-Jan	1-Feb	15-Feb	1-Mar	15-Mar	1-Apr	15-Apr	1-May	15-May	1-Jun	15-Jun	1-Jul	15-Jul	1-Aug	15-Aug	1-Sep	15-Sep	1-Oct	15-Oct	1-Nov	15-Nov	1-Dec	15-Dec	Trend Peak
INTERSTATE URBANIZED	1.0713	1.0786	1.0828	1.0862	1.0479	1.0586	0.9986	0.9836	0.9772	0.9707	0.9561	0.9414	0.9495	0.9376	0.9575	0.9575	0.9697	0.9819	0.9683	0.9948	1.0082	1.0217	1.0352	1.0488	0.9414
INTERSTATE NONURBANIZED	1.2844	1.3046	1.2801	1.2557	1.1706	1.0854	1.0492	1.0131	0.9777	0.9423	0.8942	0.8462	0.8361	0.8280	0.8433	0.8606	0.8917	0.9228	0.9520	0.9813	1.0172	1.0532	1.1245	1.1959	0.8260
COMMUTER	1.0879	1.0802	1.0805	1.0809	1.0547	1.0286	1.0067	0.9848	0.9721	0.9594	0.9485	0.9376	0.9521	0.9666	0.9627	0.9587	0.9668	0.9749	0.9751	0.9753	1.0018	1.0282	1.0452	1.0622	0.9376
COASTAL DESTINATION	1.2252	1.2064	1.1991	1.1917	1.1377	1.0836	1.0677	1.0517	1.0072	0.9626	0.9311	0.8996	0.8629	0.8262	0.8201	0.8141	0.8654	0.9167	0.9658	1.0148	1.0609	1.1070	1.1277	1.1485	0.8141
COASTAL DESTINATION ROUTE	1.4090	1.3901	1.3683	1.3465	1.2651	1.1837	1.1422	1.1006	1.0159	0.9311	0.8915	0.8519	0.7998	0.7277	0.7235	0.7193	0.7856	0.8518	0.9384	1.0250	1.1087	1.1925	1.2712	1.3499	0.7193
AGRICULTURE	1.5167	1.5140	1.4947	1.4154	1.3762	1.3410	1.2154	1.0969	0.9920	0.8945	0.8300	0.8058	0.8229	0.8398	0.8405	0.8412	0.8117	0.7822	0.8255	0.8688	0.9599	1.0511	1.1809	1.3228	0.7922
RECREATIONAL SUMMER	1.6419	1.6074	1.6095	1.6116	1.5605	1.5093	1.3884	1.2674	1.0858	0.9042	0.8274	0.7505	0.7109	0.6714	0.7039	0.7365	0.7635	0.7905	0.8617	0.9329	1.0622	1.1914	1.3464	1.5015	0.6714
RECREATIONAL SUMMER WINTER	0.9338	0.8568	0.8912	0.9256	0.9827	1.0398	1.1236	1.2073	1.1177	1.0281	0.9476	0.8670	0.7858	0.7047	0.7840	0.8632	0.9473	1.0314	1.1738	1.3161	1.5332	1.7503	1.4408	1.1313	0.7047
RECREATIONAL WINTER**	0.7204	0.5383	0.6084	0.6786	0.7210	0.7633	0.8287	1.0940	1.2356	1.3773	1.2765	1.1757	1.0397	0.9037	0.9694	1.0891	1.1862	1.2873	1.4815	1.6788	2.0680	2.4602	3.7005	0.9407	0.5383
SUMMER	1.2491	1.2330	1.2229	1.2128	1.1778	1.1428	1.0802	1.0176	0.9653	0.9100	0.8667	0.8544	0.8496	0.8449	0.8677	0.8905	0.9140	0.9376	0.9602	0.9829	1.0343	1.0856	1.1223	1.1590	0.8449
SUMMER < 2500	1.3259	1.3056	1.2825	1.2593	1.2410	1.2227	1.1326	1.0425	0.9689	0.8953	0.8677	0.8402	0.8444	0.8486	0.8689	0.8891	0.8928	0.8965	0.9138	0.9312	1.0097	1.0881	1.1583	1.1884	0.8402

\* Seasonal Trend Table factors are based on previous year ATR data. The table is updated yearly.  
 \*\* Grey shading indicates months where seasonal factor is greater than or less than 30%

15-Oct Peak SAF  
 COASTAL DESTINATION 1.0148 0.8141 1.246601

Bay Street Florence

HCM 6th TWSC  
3: Site Access & Bay St

10/17/2024

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	16	29	2	12
Future Vol, veh/h	20	0	16	29	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	10
Mvmt Flow	24	0	19	35	2	14

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	24	97
Stage 1	-	-	-	24
Stage 2	-	-	-	73
Critical Hdwy	-	-	4.1	6.4
Critical Hdwy Stg 1	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	3.5
Pot Cap-1 Maneuver	-	-	1604	907
Stage 1	-	-	-	1004
Stage 2	-	-	-	955
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1604	896
Mov Cap-2 Maneuver	-	-	-	896
Stage 1	-	-	-	1004
Stage 2	-	-	-	944

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1008	-	-	1604	-
HCM Lane V/C Ratio	0.017	-	-	0.012	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	11	21	27	71	104	17
Future Vol, veh/h	11	21	27	71	104	17
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	86	86	86	86	86	86
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	13	24	31	83	121	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	114	0	-	0	123 73
Stage 1	-	-	-	-	73 -
Stage 2	-	-	-	-	50 -
Critical Hdwy	4.21	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.299	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1421	-	-	-	877 995
Stage 1	-	-	-	-	955 -
Stage 2	-	-	-	-	978 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1421	-	-	-	869 995
Mov Cap-2 Maneuver	-	-	-	-	869 -
Stage 1	-	-	-	-	946 -
Stage 2	-	-	-	-	978 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1421	-	-	-	885
HCM Lane V/C Ratio	0.009	-	-	-	0.159
HCM Control Delay (s)	7.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	14	5	4	6	6	4	72	2	4	72	12
Future Vol, veh/h	17	14	5	4	6	6	4	72	2	4	72	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	33	0	0	0	0	0	0	0	0
Mvmt Flow	20	17	6	5	7	7	5	86	2	5	86	14

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	207	201	93	212	207	87	100	0	0	88	0	0
Stage 1	103	103	-	97	97	-	-	-	-	-	-	-
Stage 2	104	98	-	115	110	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.43	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.797	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	755	699	970	683	693	977	1505	-	-	1520	-	-
Stage 1	908	814	-	839	819	-	-	-	-	-	-	-
Stage 2	907	818	-	820	808	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	740	695	970	663	689	977	1505	-	-	1520	-	-
Mov Cap-2 Maneuver	740	695	-	663	689	-	-	-	-	-	-	-
Stage 1	905	812	-	836	817	-	-	-	-	-	-	-
Stage 2	890	816	-	796	806	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		9.8		0.4		0.3	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1505	-	-	746	766	1520	-	-
HCM Lane V/C Ratio	0.003	-	-	0.057	0.025	0.003	-	-
HCM Control Delay (s)	7.4	0	-	10.1	9.8	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	10	1	9	12	4	10	0	553	10	10	732	8
Future Vol, veh/h	10	1	9	12	4	10	0	553	10	10	732	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	130	-	-	-	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	13	33	6	0	0	3	0
Mvmt Flow	11	1	10	13	4	11	0	621	11	11	822	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1162	1481	416	1061	1480	316	-	0	0	632	0	0
Stage 1	849	849	-	627	627	-	-	-	-	-	-	-
Stage 2	313	632	-	434	853	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.16	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.43	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	153	127	591	181	127	648	0	-	-	960	-	-
Stage 1	326	380	-	443	479	-	0	-	-	-	-	-
Stage 2	678	477	-	576	378	-	0	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	145	126	591	175	126	648	-	-	-	960	-	-
Mov Cap-2 Maneuver	145	126	-	175	126	-	-	-	-	-	-	-
Stage 1	326	376	-	443	479	-	-	-	-	-	-	-
Stage 2	660	477	-	558	374	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.5		22.2		0		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	-	-	217	175	297	960	-	-
HCM Lane V/C Ratio	-	-	0.104	0.077	0.053	0.012	-	-
HCM Control Delay (s)	-	-	23.5	27.3	17.8	8.8	-	-
HCM Lane LOS	-	-	C	D	C	A	-	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.2	0	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	22	74	45	532	687	86
Future Vol, veh/h	22	74	45	532	687	86
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	-	106	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	6	4	0
Mvmt Flow	23	77	47	554	716	90

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1132	403	806	0	0
Stage 1	761	-	-	-	-
Stage 2	371	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	200	603	828	-	-
Stage 1	427	-	-	-	-
Stage 2	674	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	189	603	828	-	-
Mov Cap-2 Maneuver	189	-	-	-	-
Stage 1	403	-	-	-	-
Stage 2	674	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	828	-	401	-	-
HCM Lane V/C Ratio	0.057	-	0.249	-	-
HCM Control Delay (s)	9.6	-	16.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	27	81	66	19	27	31
Future Vol, veh/h	27	81	66	19	27	31
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	5	0
Mvmt Flow	32	96	79	23	32	37
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.9	7.6	7.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	0%	47%
Vol Thru, %	75%	78%	0%
Vol Right, %	0%	22%	53%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	108	85	58
LT Vol	27	0	27
Through Vol	81	66	0
RT Vol	0	19	31
Lane Flow Rate	129	101	69
Geometry Grp	1	1	1
Degree of Util (X)	0.148	0.112	0.082
Departure Headway (Hd)	4.148	3.984	4.253
Convergence, Y/N	Yes	Yes	Yes
Cap	858	889	847
Service Time	2.209	2.056	2.253
HCM Lane V/C Ratio	0.15	0.114	0.081
HCM Control Delay	7.9	7.6	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.4	0.3

HCM 6th TWSC  
3: Site Access & Bay St

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Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	0	19	35	2	14
Future Vol, veh/h	24	0	19	35	2	14
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	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	10
Mvmt Flow	29	0	23	42	2	17

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	29	0	117 29
Stage 1	-	-	-	-	29 -
Stage 2	-	-	-	-	88 -
Critical Hdwy	-	-	4.1	-	6.4 6.3
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.39
Pot Cap-1 Maneuver	-	-	1597	-	884 1023
Stage 1	-	-	-	-	999 -
Stage 2	-	-	-	-	940 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1597	-	871 1023
Mov Cap-2 Maneuver	-	-	-	-	871 -
Stage 1	-	-	-	-	999 -
Stage 2	-	-	-	-	926 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1001	-	-	1597	-
HCM Lane V/C Ratio	0.019	-	-	0.014	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	13	25	32	84	124	20
Future Vol, veh/h	13	25	32	84	124	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	15	29	37	98	144	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	135	0	-	0	145 86
Stage 1	-	-	-	-	86 -
Stage 2	-	-	-	-	59 -
Critical Hdwy	4.21	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.299	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1396	-	-	-	852 978
Stage 1	-	-	-	-	942 -
Stage 2	-	-	-	-	969 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1396	-	-	-	843 978
Mov Cap-2 Maneuver	-	-	-	-	843 -
Stage 1	-	-	-	-	932 -
Stage 2	-	-	-	-	969 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1396	-	-	-	859
HCM Lane V/C Ratio	0.011	-	-	-	0.195
HCM Control Delay (s)	7.6	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

HCM 6th TWSC  
7: Kingwood St & 2nd st

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Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	17	6	5	7	7	5	86	2	5	86	14
Future Vol, veh/h	20	17	6	5	7	7	5	86	2	5	86	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	33	0	0	0	0	0	0	0	0
Mvmt Flow	24	20	7	6	8	8	6	102	2	6	102	17

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	246	239	111	251	246	103	119	0	0	104	0	0
Stage 1	123	123	-	115	115	-	-	-	-	-	-	-
Stage 2	123	116	-	136	131	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.43	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.797	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	712	666	948	643	660	957	1482	-	-	1500	-	-
Stage 1	886	798	-	820	804	-	-	-	-	-	-	-
Stage 2	886	803	-	798	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	695	661	948	619	655	957	1482	-	-	1500	-	-
Mov Cap-2 Maneuver	695	661	-	619	655	-	-	-	-	-	-	-
Stage 1	882	795	-	817	801	-	-	-	-	-	-	-
Stage 2	866	800	-	769	789	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	10.1	0.4	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1482	-	-	707	729	1500	-	-
HCM Lane V/C Ratio	0.004	-	-	0.072	0.031	0.004	-	-
HCM Control Delay (s)	7.4	0	-	10.5	10.1	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	12	1	11	14	5	12	0	658	12	12	871	10
Future Vol, veh/h	12	1	11	14	5	12	0	658	12	12	871	10
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	-	-	-	130	-	-	-	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	13	33	6	0	0	3	0
Mvmt Flow	13	1	12	16	6	13	0	739	13	13	979	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1384	1763	495	1262	1762	376	-	0	0	752	0	0
Stage 1	1011	1011	-	746	746	-	-	-	-	-	-	-
Stage 2	373	752	-	516	1016	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.16	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.43	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	105	85	525	129	85	591	0	-	-	867	-	-
Stage 1	260	320	-	376	424	-	0	-	-	-	-	-
Stage 2	625	421	-	515	318	-	0	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	96	84	525	123	84	591	-	-	-	867	-	-
Mov Cap-2 Maneuver	96	84	-	123	84	-	-	-	-	-	-	-
Stage 1	260	315	-	376	424	-	-	-	-	-	-	-
Stage 2	603	421	-	494	313	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	33.7		30.3		0		0.1	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	-	-	152	123	213	867	-	-
HCM Lane V/C Ratio	-	-	0.177	0.128	0.09	0.016	-	-
HCM Control Delay (s)	-	-	33.7	38.5	23.6	9.2	-	-
HCM Lane LOS	-	-	D	E	C	A	-	-
HCM 95th %tile Q(veh)	-	-	0.6	0.4	0.3	0	-	-



Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	88	54	633	818	102
Future Vol, veh/h	26	88	54	633	818	102
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	-	106	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	6	4	0
Mvmt Flow	27	92	56	659	852	106

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1347	479	958	0	-	0
Stage 1	905	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	145	538	726	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	538	726	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.8	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	726	-	319	-	-
HCM Lane V/C Ratio	0.077	-	0.372	-	-
HCM Control Delay (s)	10.4	-	22.8	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.7	-	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	32	96	79	23	32	37
Future Vol, veh/h	32	96	79	23	32	37
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	5	0
Mvmt Flow	38	114	94	27	38	44
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.2	7.8	7.8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	0%	46%
Vol Thru, %	75%	77%	0%
Vol Right, %	0%	23%	54%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	128	102	69
LT Vol	32	0	32
Through Vol	96	79	0
RT Vol	0	23	37
Lane Flow Rate	152	121	82
Geometry Grp	1	1	1
Degree of Util (X)	0.177	0.136	0.099
Departure Headway (Hd)	4.187	4.025	4.35
Convergence, Y/N	Yes	Yes	Yes
Cap	847	877	829
Service Time	2.264	2.114	2.35
HCM Lane V/C Ratio	0.179	0.138	0.099
HCM Control Delay	8.2	7.8	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.5	0.3

HCM 6th TWSC  
3: Site Access & Bay St

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Intersection

Int Delay, s/veh 5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	10	75	35	7	62
Future Vol, veh/h	24	10	75	35	7	62
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	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	10
Mvmt Flow	29	12	90	42	8	75

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	41	0	257
Stage 1	-	-	-	-	35
Stage 2	-	-	-	-	222
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1581	-	736
Stage 1	-	-	-	-	993
Stage 2	-	-	-	-	820
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1581	-	693
Mov Cap-2 Maneuver	-	-	-	-	693
Stage 1	-	-	-	-	993
Stage 2	-	-	-	-	772

Approach	EB	WB	NB
HCM Control Delay, s	0	5.1	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	969	-	-	1581	-
HCM Lane V/C Ratio	0.086	-	-	0.057	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	41	45	55	84	124	53
Future Vol, veh/h	41	45	55	84	124	53
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	86	86	86	86	86	86
Heavy Vehicles, %	11	0	0	0	0	0
Mvmt Flow	48	52	64	98	144	62

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	162	0	-	0	261
Stage 1	-	-	-	-	113
Stage 2	-	-	-	-	148
Critical Hdwy	4.21	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.299	-	-	-	3.5
Pot Cap-1 Maneuver	1364	-	-	-	732
Stage 1	-	-	-	-	917
Stage 2	-	-	-	-	884
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1364	-	-	-	706
Mov Cap-2 Maneuver	-	-	-	-	706
Stage 1	-	-	-	-	884
Stage 2	-	-	-	-	884

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	764
HCM Lane V/C Ratio	0.035	-	-	-	0.269
HCM Control Delay (s)	7.7	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	17	6	10	7	7	5	93	6	5	93	14
Future Vol, veh/h	20	17	6	10	7	7	5	93	6	5	93	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	33	0	0	0	0	0	0	0	0
Mvmt Flow	24	20	7	12	8	8	6	111	7	6	111	17

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	267	262	120	272	267	115	128	0	0	118	0	0
Stage 1	132	132	-	127	127	-	-	-	-	-	-	-
Stage 2	135	130	-	145	140	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.43	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.797	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	690	646	937	622	642	943	1470	-	-	1483	-	-
Stage 1	876	791	-	807	795	-	-	-	-	-	-	-
Stage 2	873	792	-	789	785	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	673	641	937	599	637	943	1470	-	-	1483	-	-
Mov Cap-2 Maneuver	673	641	-	599	637	-	-	-	-	-	-	-
Stage 1	872	788	-	804	792	-	-	-	-	-	-	-
Stage 2	853	789	-	760	782	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.7		10.5		0.4		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1470	-	-	686	684	1483	-	-
HCM Lane V/C Ratio	0.004	-	-	0.075	0.042	0.004	-	-
HCM Control Delay (s)	7.5	0	-	10.7	10.5	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	15	1	12	14	5	20	0	670	12	17	885	15
Future Vol, veh/h	15	1	12	14	5	20	0	670	12	17	885	15
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	-	-	-	130	-	-	-	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	13	33	6	0	0	3	0
Mvmt Flow	17	1	13	16	6	22	0	753	13	19	994	17

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1421	1807	506	1296	1809	383	-	0	0	766	0	0
Stage 1	1041	1041	-	760	760	-	-	-	-	-	-	-
Stage 2	380	766	-	536	1049	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.16	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.43	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	98	80	517	122	80	585	0	-	-	856	-	-
Stage 1	250	310	-	369	417	-	0	-	-	-	-	-
Stage 2	619	415	-	501	307	-	0	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	88	78	517	116	78	585	-	-	-	856	-	-
Mov Cap-2 Maneuver	88	78	-	116	78	-	-	-	-	-	-	-
Stage 1	250	303	-	369	417	-	-	-	-	-	-	-
Stage 2	587	415	-	475	300	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.3	28	0	0.2
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	-	-	136	116	254	856	-	-
HCM Lane V/C Ratio	-	-	0.231	0.136	0.111	0.022	-	-
HCM Control Delay (s)	-	-	39.3	40.8	20.9	9.3	-	-
HCM Lane LOS	-	-	E	E	C	A	-	-
HCM 95th %tile Q(veh)	-	-	0.8	0.5	0.4	0.1	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT		T	TT	TT	
Traffic Vol, veh/h	38	93	61	633	819	116
Future Vol, veh/h	38	93	61	633	819	116
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	-	106	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	6	4	0
Mvmt Flow	40	97	64	659	853	121

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1372	487	974	0	-	0
Stage 1	914	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	140	532	716	-	-	-
Stage 1	356	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	532	716	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.8	0.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	716	-	278	-	-
HCM Lane V/C Ratio	0.089	-	0.491	-	-
HCM Control Delay (s)	10.5	-	29.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.5	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	110	94	23	32	45
Future Vol, veh/h	38	110	94	23	32	45
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	5	0
Mvmt Flow	45	131	112	27	38	54
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.4	8	8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	0%	42%
Vol Thru, %	74%	80%	0%
Vol Right, %	0%	20%	58%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	148	117	77
LT Vol	38	0	32
Through Vol	110	94	0
RT Vol	0	23	45
Lane Flow Rate	176	139	92
Geometry Grp	1	1	1
Degree of Util (X)	0.206	0.162	0.112
Departure Headway (Hd)	4.219	4.184	4.405
Convergence, Y/N	Yes	Yes	Yes
Cap	837	862	818
Service Time	2.315	2.184	2.412
HCM Lane V/C Ratio	0.21	0.161	0.112
HCM Control Delay	8.4	8	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.6	0.4



Bay Street Florence

Intersection: 3: Site Access & Bay St , Interval #1

Movement	NB
Directions Served	LR
Maximum Queue (ft)	49
Average Queue (ft)	13
95th Queue (ft)	49
Link Distance (ft)	217
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Site Access & Bay St , Interval #2

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	12	49
Average Queue (ft)	1	15
95th Queue (ft)	7	44
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Site Access & Bay St , All Intervals

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	12	59
Average Queue (ft)	0	14
95th Queue (ft)	6	45
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , Interval #1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	18	48
Average Queue (ft)	3	33
95th Queue (ft)	17	45
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , Interval #2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	24	49
Average Queue (ft)	2	32
95th Queue (ft)	13	48
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , All Intervals

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	30	57
Average Queue (ft)	2	32
95th Queue (ft)	14	47
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Kingwood St & 2nd st , Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	32	40	6	5
Average Queue (ft)	15	13	1	1
95th Queue (ft)	32	45	9	8
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Kingwood St & 2nd st , Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	35	43	6	5
Average Queue (ft)	14	9	0	0
95th Queue (ft)	29	32	5	4
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Kingwood St & 2nd st , All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	41	52	12	10
Average Queue (ft)	14	10	0	0
95th Queue (ft)	30	35	6	5
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Kingwood St & Old Town , Interval #1

Movement	NB	SB
Directions Served	TR	LT
Maximum Queue (ft)	55	45
Average Queue (ft)	33	34
95th Queue (ft)	50	45
Link Distance (ft)	283	180
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Kingwood St & Old Town , Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	6	53	55
Average Queue (ft)	0	29	32
95th Queue (ft)	5	43	50
Link Distance (ft)	63	283	180
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Kingwood St & Old Town , All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	6	58	56
Average Queue (ft)	0	30	33
95th Queue (ft)	4	45	49
Link Distance (ft)	63	283	180
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Hwy 101 & 2nd st , Interval #1

Movement	EB	WB	WB	SB
Directions Served	LTR	L	TR	L
Maximum Queue (ft)	51	23	45	8
Average Queue (ft)	21	7	18	1
95th Queue (ft)	57	26	49	7
Link Distance (ft)	145		255	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Hwy 101 & 2nd st , Interval #2

Movement	EB	WB	WB	SB
Directions Served	LTR	L	TR	L
Maximum Queue (ft)	67	30	45	14
Average Queue (ft)	20	7	11	3
95th Queue (ft)	52	24	37	11
Link Distance (ft)	145		255	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Hwy 101 & 2nd st , All Intervals

Movement	EB	WB	WB	SB
Directions Served	LTR	L	TR	L
Maximum Queue (ft)	68	32	54	14
Average Queue (ft)	20	7	13	2
95th Queue (ft)	53	24	40	11
Link Distance (ft)	145		255	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Hwy 101 & Old Town , Interval #1

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	64	36	4
Average Queue (ft)	38	22	1
95th Queue (ft)	66	47	9
Link Distance (ft)	63		183
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	2		
Storage Bay Dist (ft)		106	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Hwy 101 & Old Town , Interval #2

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	61	48	14	14
Average Queue (ft)	36	19	1	1
95th Queue (ft)	57	48	10	9
Link Distance (ft)	63		183	183
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	1			
Storage Bay Dist (ft)		106		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Hwy 101 & Old Town , All Intervals

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	69	48	14	18
Average Queue (ft)	37	20	1	1
95th Queue (ft)	59	48	9	9
Link Distance (ft)	63		183	183
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	1			
Storage Bay Dist (ft)		106		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Bay St & Laurel St , Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	50	55	43
Average Queue (ft)	36	35	27
95th Queue (ft)	51	54	40
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	50	50	51
Average Queue (ft)	33	31	23
95th Queue (ft)	47	48	40
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	55	55	52
Average Queue (ft)	33	32	24
95th Queue (ft)	48	50	41
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 2
Network wide Queuing Penalty, Interval #2: 1
Network wide Queuing Penalty, All Intervals: 1



Intersection: 3: Site Access & Bay St , Interval #1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	17	36
Average Queue (ft)	2	15
95th Queue (ft)	20	43
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Site Access & Bay St , Interval #2

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	23	58
Average Queue (ft)	2	14
95th Queue (ft)	14	44
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Site Access & Bay St , All Intervals

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	28	58
Average Queue (ft)	2	14
95th Queue (ft)	16	44
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	23	4	54
Average Queue (ft)	3	1	36
95th Queue (ft)	22	7	56
Link Distance (ft)	106	220	283
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Bay St & Kingwood St , Interval #2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	29	58
Average Queue (ft)	2	34
95th Queue (ft)	15	51
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	35	4	58
Average Queue (ft)	2	0	35
95th Queue (ft)	17	3	52
Link Distance (ft)	106	220	283
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Kingwood St & 2nd st , Interval #1

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	26	37	5
Average Queue (ft)	14	13	1
95th Queue (ft)	30	39	7
Link Distance (ft)	136	145	248
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Kingwood St & 2nd st , Interval #2

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	52	11
Average Queue (ft)	13	14	0
95th Queue (ft)	27	39	6
Link Distance (ft)	136	145	248
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Kingwood St & 2nd st , All Intervals

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	59	11
Average Queue (ft)	13	13	1
95th Queue (ft)	28	39	7
Link Distance (ft)	136	145	248
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Kingwood St & Old Town , Interval #1

Movement	NB	SB
Directions Served	TR	LT
Maximum Queue (ft)	41	51
Average Queue (ft)	30	37
95th Queue (ft)	43	57
Link Distance (ft)	283	180
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Kingwood St & Old Town , Interval #2

Movement	NB	SB
Directions Served	TR	LT
Maximum Queue (ft)	82	64
Average Queue (ft)	32	35
95th Queue (ft)	59	54
Link Distance (ft)	283	180
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Kingwood St & Old Town , All Intervals

Movement	NB	SB
Directions Served	TR	LT
Maximum Queue (ft)	84	65
Average Queue (ft)	31	35
95th Queue (ft)	56	55
Link Distance (ft)	283	180
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Hwy 101 & 2nd st , Interval #1

Movement	EB	WB	WB	SB
Directions Served	LTR	L	TR	L
Maximum Queue (ft)	38	43	44	14
Average Queue (ft)	15	19	16	4
95th Queue (ft)	40	57	45	15
Link Distance (ft)	145		255	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		130		175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Hwy 101 & 2nd st , Interval #2

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	T	L
Maximum Queue (ft)	58	38	62	8	14
Average Queue (ft)	22	7	16	0	3
95th Queue (ft)	53	25	48	6	12
Link Distance (ft)	145		255	183	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		130			175
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 12: Hwy 101 & 2nd st , All Intervals

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	T	L
Maximum Queue (ft)	63	55	62	8	14
Average Queue (ft)	20	10	16	0	3
95th Queue (ft)	50	35	47	6	12
Link Distance (ft)	145		255	183	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		130			175
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 13: Hwy 101 & Old Town , Interval #1

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	69	52	8
Average Queue (ft)	47	28	1
95th Queue (ft)	76	57	7
Link Distance (ft)	63		183
Upstream Blk Time (%)	6		
Queuing Penalty (veh)	7		
Storage Bay Dist (ft)		106	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Hwy 101 & Old Town , Interval #2

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	79	56	4
Average Queue (ft)	44	24	0
95th Queue (ft)	75	53	4
Link Distance (ft)	63		183
Upstream Blk Time (%)	6		
Queuing Penalty (veh)	6		
Storage Bay Dist (ft)		106	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Hwy 101 & Old Town , All Intervals

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	79	60	8
Average Queue (ft)	45	25	0
95th Queue (ft)	76	54	5
Link Distance (ft)	63		183
Upstream Blk Time (%)	6		
Queuing Penalty (veh)	6		
Storage Bay Dist (ft)		106	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	55	55	48
Average Queue (ft)	35	36	29
95th Queue (ft)	50	52	47
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	56	56	49
Average Queue (ft)	35	33	25
95th Queue (ft)	53	52	42
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , All Intervals

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	56	56	50
Average Queue (ft)	35	34	26
95th Queue (ft)	52	52	43
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 7
Network wide Queuing Penalty, Interval #2: 6
Network wide Queuing Penalty, All Intervals: 6

Intersection: 3: Site Access & Bay St , Interval #1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	71
Average Queue (ft)	6	41
95th Queue (ft)	27	72
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Site Access & Bay St , Interval #2

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	6	66
Average Queue (ft)	0	33
95th Queue (ft)	5	59
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Site Access & Bay St , All Intervals

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	79
Average Queue (ft)	2	35
95th Queue (ft)	13	63
Link Distance (ft)	106	217
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Intersection: 5: Bay St & Kingwood St , Interval #1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	58	70
Average Queue (ft)	18	46
95th Queue (ft)	59	72
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , Interval #2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	62
Average Queue (ft)	6	38
95th Queue (ft)	27	59
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Bay St & Kingwood St , All Intervals

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	58	70
Average Queue (ft)	9	40
95th Queue (ft)	37	63
Link Distance (ft)	106	283
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Kingwood St & 2nd st , Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	26	34	6	16
Average Queue (ft)	14	19	0	2
95th Queue (ft)	29	40	0	15
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Kingwood St & 2nd st , Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	37	53	20	5
Average Queue (ft)	13	15	1	0
95th Queue (ft)	29	43	13	4
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Kingwood St & 2nd st , All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	37	53	26	16
Average Queue (ft)	14	16	1	1
95th Queue (ft)	29	42	11	8
Link Distance (ft)	136	145	180	248
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Kingwood St & Old Town , Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	4	109	92
Average Queue (ft)	1	55	49
95th Queue (ft)	6	116	99
Link Distance (ft)	63	283	180
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Kingwood St & Old Town , Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	6	98	100
Average Queue (ft)	1	40	41
95th Queue (ft)	7	83	76
Link Distance (ft)	63	283	180
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Kingwood St & Old Town , All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	10	140	122
Average Queue (ft)	1	44	43
95th Queue (ft)	7	93	83
Link Distance (ft)	63	283	180
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Hwy 101 & 2nd st , Interval #1

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	TR	L
Maximum Queue (ft)	82	35	50	2	11
Average Queue (ft)	37	15	27	0	3
95th Queue (ft)	81	40	53	2	12
Link Distance (ft)	145		255	183	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		130			175
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 12: Hwy 101 & 2nd st , Interval #2

Movement	EB	WB	WB	SB	SB
Directions Served	LTR	L	TR	L	T
Maximum Queue (ft)	72	30	52	18	15
Average Queue (ft)	26	7	17	4	1
95th Queue (ft)	63	24	43	14	12
Link Distance (ft)	145		255		430
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		130		175	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 12: Hwy 101 & 2nd st , All Intervals

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	L	TR	TR	L	T
Maximum Queue (ft)	89	43	58	2	18	15
Average Queue (ft)	28	9	20	0	3	1
95th Queue (ft)	68	29	46	1	14	10
Link Distance (ft)	145		255	183		430
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		130			175	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 13: Hwy 101 & Old Town , Interval #1

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	73	63	4
Average Queue (ft)	56	34	1
95th Queue (ft)	88	63	7
Link Distance (ft)	63		183
Upstream Blk Time (%)	19		
Queuing Penalty (veh)	26		
Storage Bay Dist (ft)		106	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 13: Hwy 101 & Old Town , Interval #2

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	81	67	11	13
Average Queue (ft)	47	29	0	1
95th Queue (ft)	78	59	9	7
Link Distance (ft)	63		183	183
Upstream Blk Time (%)	10			
Queuing Penalty (veh)	12			
Storage Bay Dist (ft)		106		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 13: Hwy 101 & Old Town , All Intervals

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	83	74	11	13
Average Queue (ft)	49	30	0	1
95th Queue (ft)	81	60	8	7
Link Distance (ft)	63		183	183
Upstream Blk Time (%)	13			
Queuing Penalty (veh)	15			
Storage Bay Dist (ft)		106		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 17: Bay St & Laurel St , Interval #1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	51	56	42
Average Queue (ft)	39	39	24
95th Queue (ft)	56	57	36
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , Interval #2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	64	56	64
Average Queue (ft)	36	35	26
95th Queue (ft)	57	50	48
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Bay St & Laurel St , All Intervals


Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	65	57	64
Average Queue (ft)	37	36	26
95th Queue (ft)	57	52	46
Link Distance (ft)	282	212	349
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

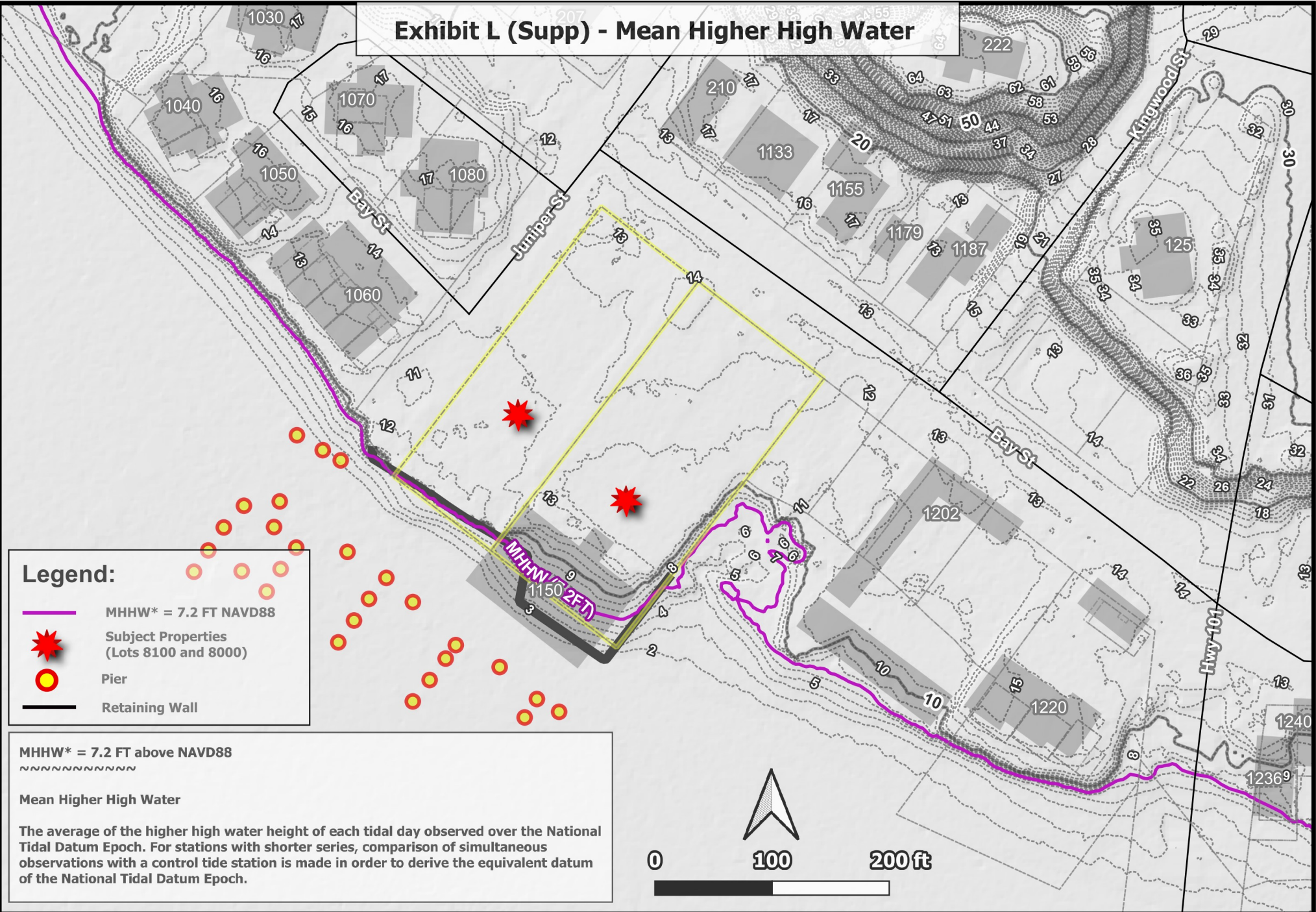
Network wide Queuing Penalty, Interval #1: 26
Network wide Queuing Penalty, Interval #2: 12
Network wide Queuing Penalty, All Intervals: 15

# SANDOW ENGINEERING





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541.513.3376  
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# Exhibit L (Supp) - Mean Higher High Water



## Legend:

-  MHHW\* = 7.2 FT NAVD88
-  Subject Properties (Lots 8100 and 8000)
-  Pier
-  Retaining Wall

MHHW\* = 7.2 FT above NAVD88

~~~~~

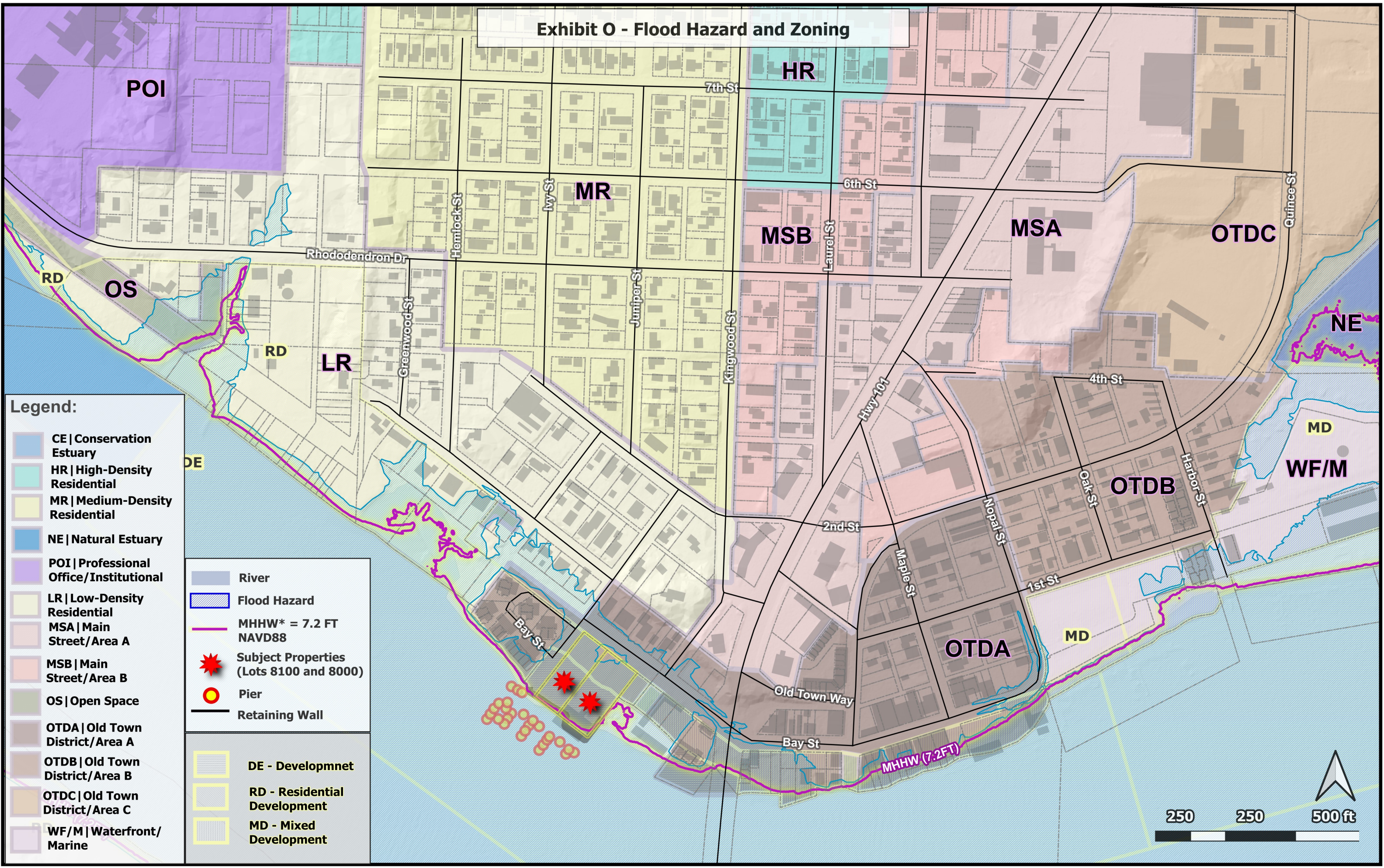
## Mean Higher High Water

The average of the higher high water height of each tidal day observed over the National Tidal Datum Epoch. For stations with shorter series, comparison of simultaneous observations with a control tide station is made in order to derive the equivalent datum of the National Tidal Datum Epoch.





# Exhibit O - Flood Hazard and Zoning



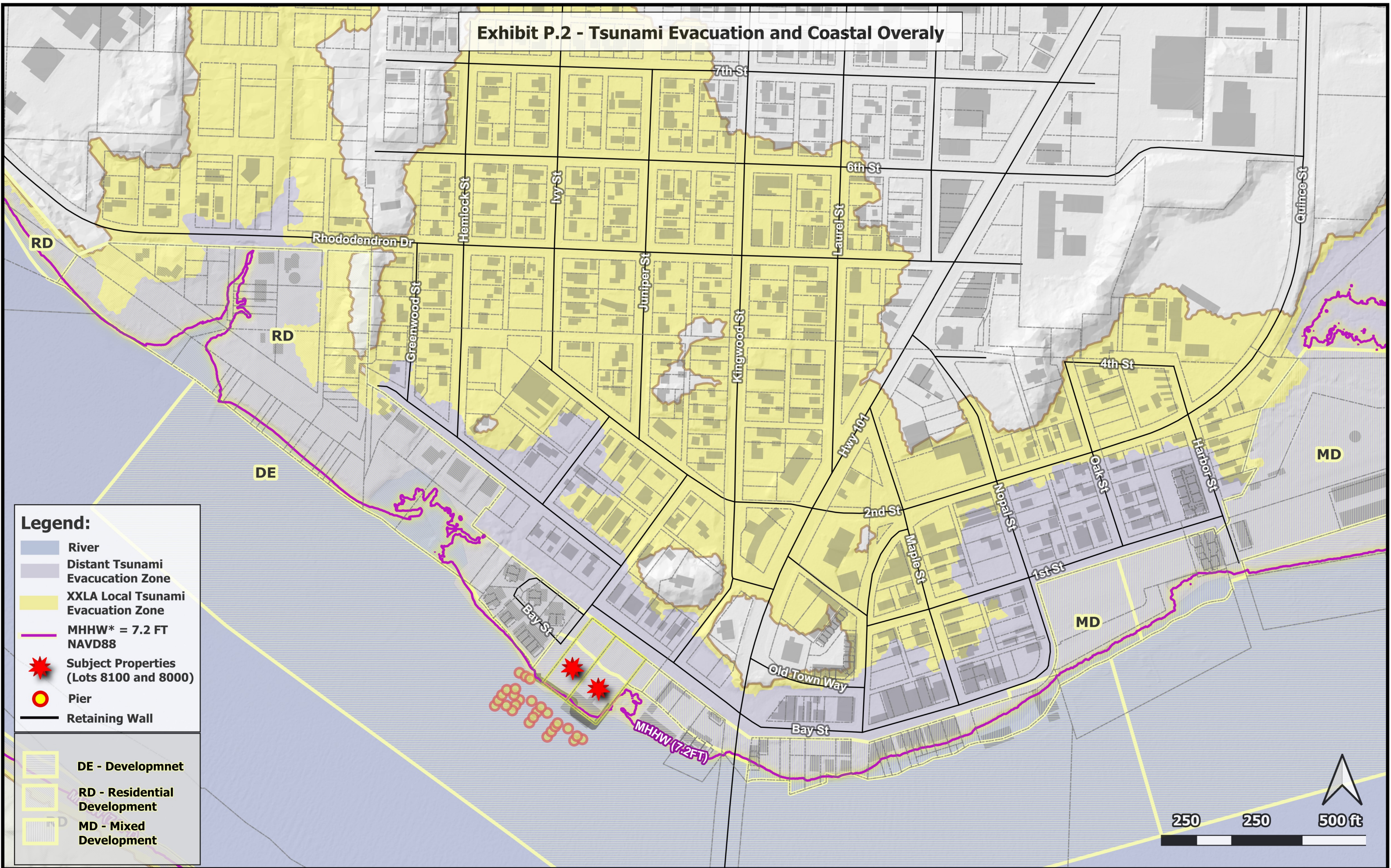
**Legend:**

- CE | Conservation Estuary
- HR | High-Density Residential
- MR | Medium-Density Residential
- NE | Natural Estuary
- POI | Professional Office/Institutional
- LR | Low-Density Residential
- MSA | Main Street/Area A
- MSB | Main Street/Area B
- OS | Open Space
- OTDA | Old Town District/Area A
- OTDB | Old Town District/Area B
- OTDC | Old Town District/Area C
- WF/M | Waterfront/Marine

- River
- Flood Hazard
- MHHW\* = 7.2 FT NAVD88
- ★ Subject Properties (Lots 8100 and 8000)
- Pier
- Retaining Wall

- DE - Developmnet
- RD - Residential Development
- MD - Mixed Development

# Exhibit P.2 - Tsunami Evacuation and Coastal Overaly

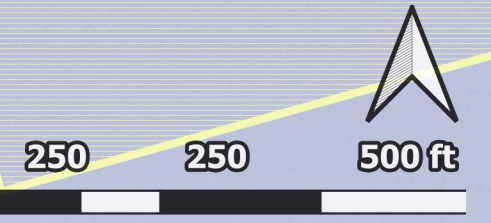


**Legend:**

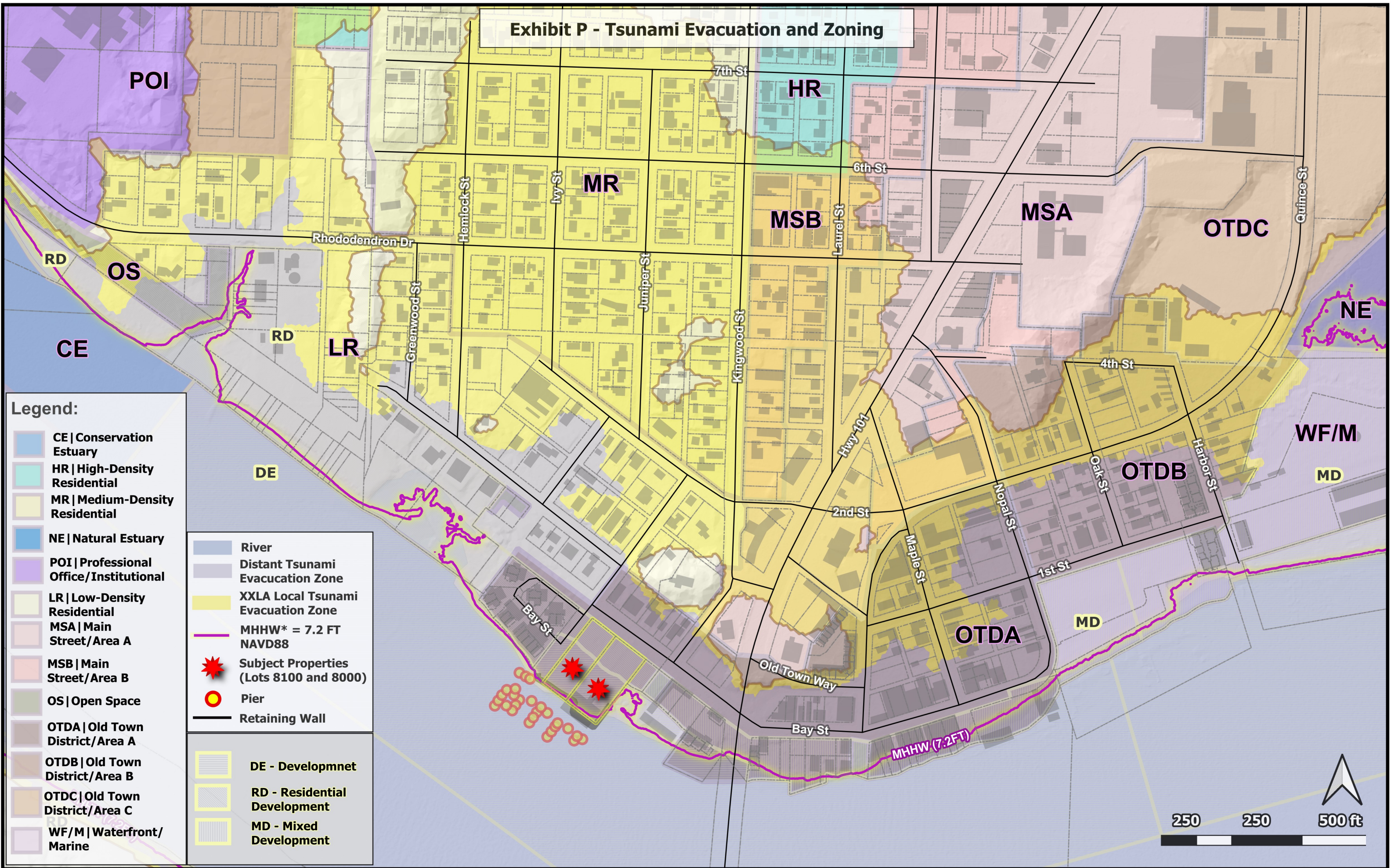
- River
- Distant Tsunami Evacuation Zone
- XXLA Local Tsunami Evacuation Zone
- MHHW\* = 7.2 FT NAVD88
- Subject Properties (Lots 8100 and 8000)
- Pier
- Retaining Wall

- DE - Developmnet
- RD - Residential Development
- MD - Mixed Development



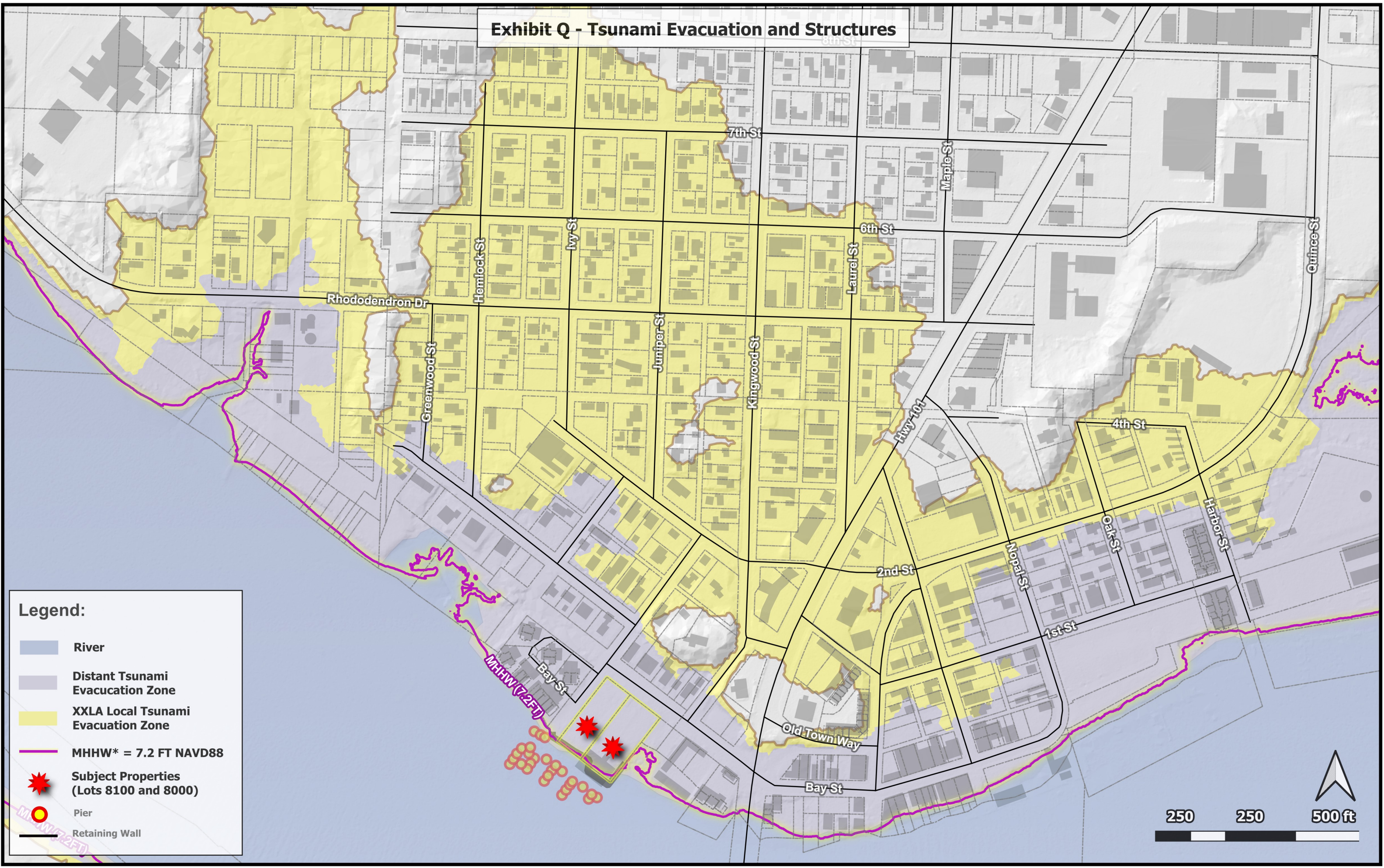
# Exhibit P - Tsunami Evacuation and Zoning



**Legend:**

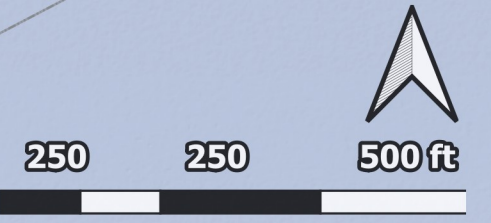
- CE | Conservation Estuary
- HR | High-Density Residential
- MR | Medium-Density Residential
- NE | Natural Estuary
- POI | Professional Office/Institutional
- LR | Low-Density Residential
- MSA | Main Street/Area A
- MSB | Main Street/Area B
- OS | Open Space
- OTDA | Old Town District/Area A
- OTDB | Old Town District/Area B
- OTDC | Old Town District/Area C
- WF/M | Waterfront/Marine
- River
- Distant Tsunami Evacuation Zone
- XXLA Local Tsunami Evacuation Zone
- MHHW\* = 7.2 FT NAVD88
- Subject Properties (Lots 8100 and 8000)
- Pier
- Retaining Wall
- DE - Development
- RD - Residential Development
- MD - Mixed Development

# Exhibit Q - Tsunami Evacuation and Structures

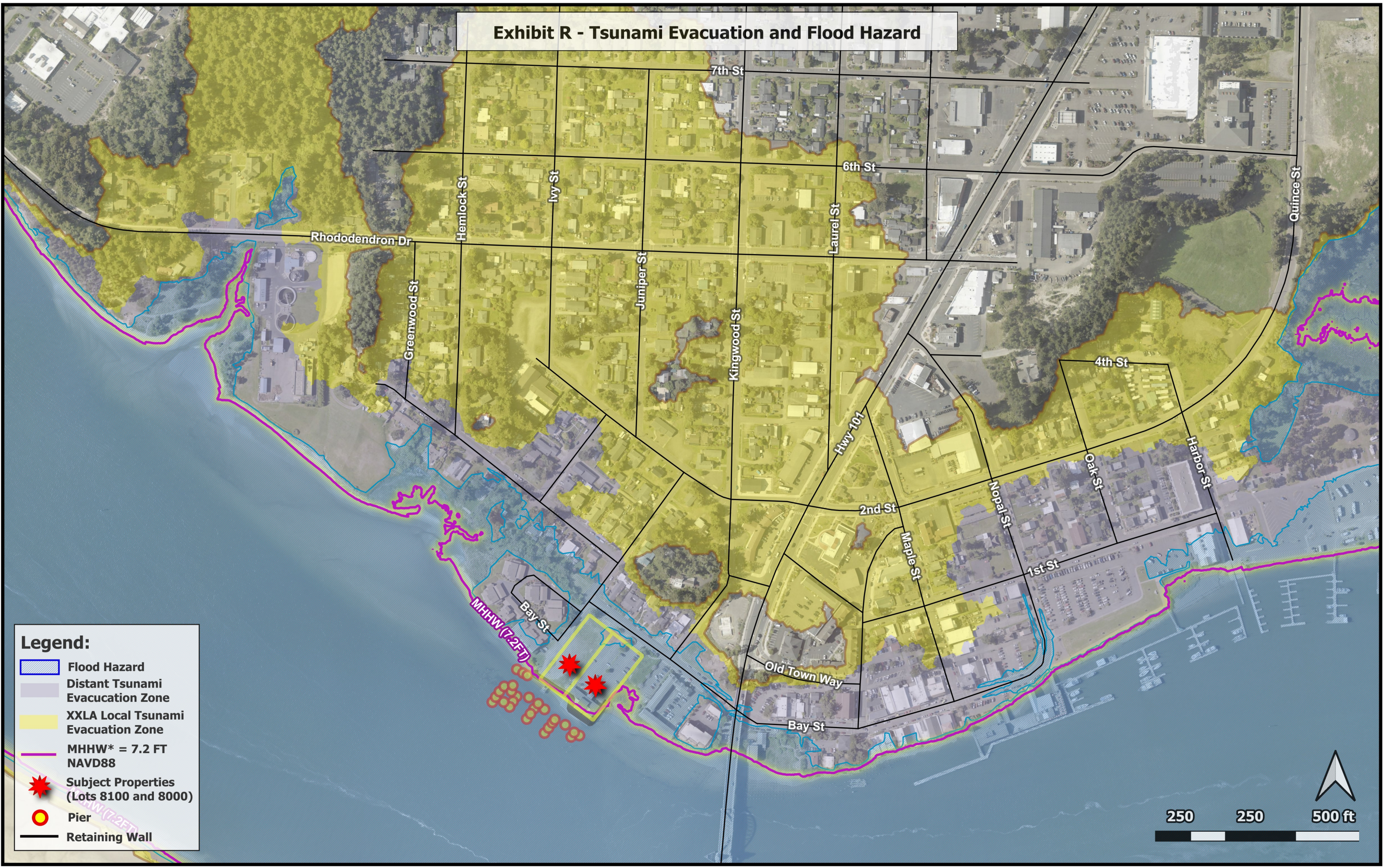


**Legend:**

- River
- Distant Tsunami Evacuation Zone
- XXLA Local Tsunami Evacuation Zone
- MHHW\* = 7.2 FT NAVD88
- Subject Properties (Lots 8100 and 8000)
- Pier
- Retaining Wall



# Exhibit R - Tsunami Evacuation and Flood Hazard



**Legend:**

- Flood Hazard
- Distant Tsunami Evacuation Zone
- XXLA Local Tsunami Evacuation Zone
- MHHW\* = 7.2 FT NAVD88
- Subject Properties (Lots 8100 and 8000)
- Pier
- Retaining Wall

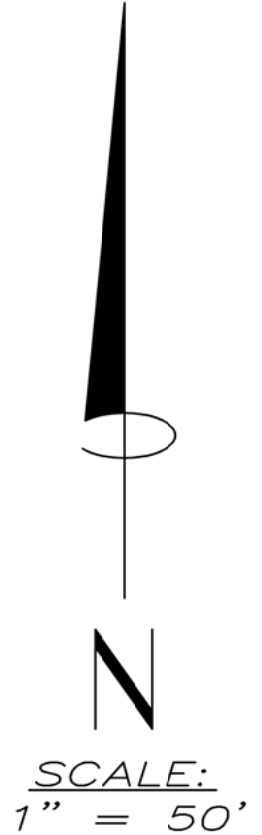
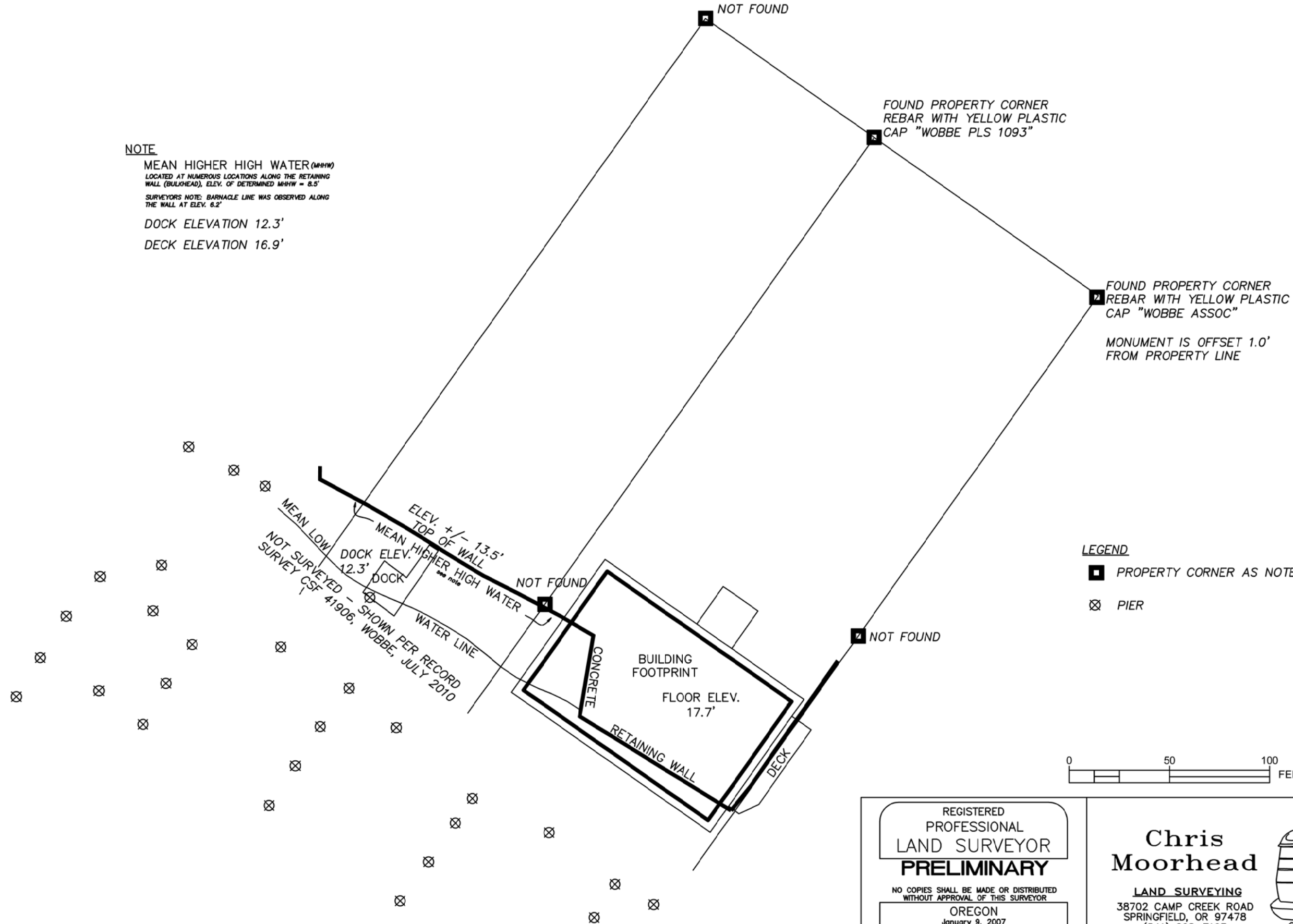


**NOTE**

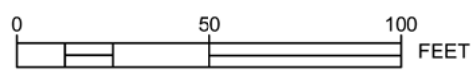
MEAN HIGHER HIGH WATER (MHHW)  
LOCATED AT NUMEROUS LOCATIONS ALONG THE RETAINING  
WALL (BULKHEAD), ELEV. OF DETERMINED MHHW = 8.5'  
SURVEYORS NOTE: BARNACLE LINE WAS OBSERVED ALONG  
THE WALL AT ELEV. 8.2'

DOCK ELEVATION 12.3'

DECK ELEVATION 16.9'



**LEGEND**  
■ PROPERTY CORNER AS NOTED  
⊗ PIER



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OREGON  
January 9, 2007  
CHRISTOPHER JAY MOORHEAD  
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RENEWAL DATE: DECEMBER 31, 2024

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