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Exhibit J

Memorandum

Project# 27502

October 16, 2024

To: Mike Miller
City of Florence
250 Highway 101
Florence, OR 97439

From: Matt Hughart, AICP; Julia Kuhn, P.E. & Karen Phan, AICP

CC: Matt Braun, Braun Hospitality LLC

RE: Quince Street Florence Hotel – HCM 7th Edition Analysis Update

SUMMARY

Kittelson & Associates, Inc. completed a Transportation Impact Analysis (TIA) for a proposed 86-room hotel to be located near the Quince Street/6th Street intersection in Florence, OR. This TIA was dated January 24, 2023 and was submitted to the City of Florence to support the project's formal land use application.

Following an extended delay, the hotel project is moving forward again and a new land use application is being submitted for formal review. Based on discussions with City of Florence planning and engineering staff, it was determined that the original January 24, 2023 TIA is generally still sufficient for addressing the transportation review requirements. However, it was noted that the intersection operations analysis in the TIA was completed using the analysis procedures in the 6th Edition of the *Highway Capacity Manual* (HCM). To address concerns over the use of the older operations procedures, the intersection operations were redone using the HCM 7th Edition. Table 1 compares the intersection operations results using the two methodologies. As shown, there are no significant delay or capacity differences between the two methodologies and none that result in a worsening or degradation of the respective operations standards.

Table 1 – Intersection Operations Comparison between HCM 6th Edition and HCM 7th Edition.

Existing Traffic Conditions (Weekday PM Peak Hour)							
		HCM 6th			HCM 7th		
#	Intersection (critical movement)	LOS	Delay	V/C	LOS	Delay	V/C
1	US 101/ OR 126	B	18.3	0.57	B	18.3	0.57
2	US 101/ 8th St (EB)	D	25.1	0.23	D	25.7	0.24
3	US 101/ 6th St (WB THLT)	E	35.8	0.20	E	36.3	0.21
4	Quince St/ OR 126 (NB THLT)	D	27.2	0.19	D	27.2	0.19
5	-	-	-	-	-	-	-
6	Quince St/ 6th St (EB)	C	15.0	0.07	C	15.1	0.07
Background Traffic Conditions (Weekday PM Peak Hour)							
1	US 101/ OR 126	C	20.5	0.63	C	20.5	0.63
2	US 101/ 8th St (EB)	D	29.3	0.28	D	30.5	0.29
3	US 101/ 6th St (WB THLT)	E	41.8	0.25	E	42.3	0.25
4	Quince St/ OR 126 (NB THLT)	D	30.6	0.23	D	30.6	0.23
5	-	-	-	-	-	-	-
6	Quince St/ 6th St (EB)	C	15.7	0.08	C	15.8	0.08
Total Traffic Conditions (Weekday PM Peak Hour)							
1	US 101/ OR 126	B	19.3	0.59	B	19.3	0.59
2	US 101/ 8th St (EB)	D	29.3	0.28	D	30.4	0.29
3	US 101/ 6th St (WB THLT)	E	44.0	0.27	E	44.2	0.28
4	Quince St/ OR 126 (NB THLT)	D	32.4	0.25	D	32.6	0.26
5	Quince St/Site DW (WB)	B	11.3	0.02	B	11.3	0.02
6	Quince St/ 6th St (EB)	C	18.8	0.12	C	18.6	0.12

Based on the results of this transportation assessment update, we conclude that the original TIA findings and recommendations are still valid. Please let us know if you have any questions.

APPENDIX

A. Existing Traffic Conditions Worksheets and Volumes
B. Background Traffic Conditions Worksheets and Volumes
C. Total Traffic Conditions Worksheets and Volumes

27502 Florence Hotel

Vistro File: H:\...\27502_HCM7th_US 101-OR 126.vistro
Report File: H:\...\Vistro-HCM7_US101-OR126_ExistingPM.pdf

Scenario 1 Existing
10/11/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	US 101 & OR 126	Signalized	HCM 7th Edition	NB Left	0.566	18.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: US 101 & OR 126

Control Type:	Signalized	Delay (sec / veh):	18.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.566

Intersection Setup

Name	US 101			US 101			9th Street			OR 126		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	75.00	150.00	100.00	100.00	100.00	100.00	100.00	400.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 101			US 101			9th Street			OR 126		
Base Volume Input [veh/h]	41	553	148	158	553	44	129	80	39	132	55	127
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	7.00	1.00	3.00	5.00	0.00	1.00	0.00	2.00	4.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	553	148	158	553	44	129	80	39	132	55	127
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	149	40	42	149	12	35	22	10	35	15	34
Total Analysis Volume [veh/h]	44	595	159	170	595	47	139	86	42	142	59	137
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			2		
v_di, Inbound Pedestrian Volume crossing m	2			1			1			2		
v_co, Outbound Pedestrian Volume crossing	2			2			2			1		
v_ci, Inbound Pedestrian Volume crossing mi	2			1			2			2		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	138
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	2	8	8	8	4	4	4
Auxiliary Signal Groups												
Maximum Green [s]	20	60	60	30	60	60	35	35	35	35	35	35
Amber [s]	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All red [s]	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Walk [s]	0	8	8	0	7	7	8	8	8	8	8	8
Pedestrian Clearance [s]	0	25	25	0	11	11	24	24	24	22	22	22
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	6.0	6.0	20.0	6.0	6.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	24	64	64	34	64	64	40	40	40	40	40	40
Lead / Lag	Lead	-	-	Lead	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	4	10	10	4	10	10	6	6	6	6	6	6
Vehicle Extension [s]	1.5	2.0	2.0	1.5	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	49	49	49	49	49	49	49	49	49	49	49
L, Total Lost Time per Cycle [s]	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	2	11	11	6	15	15	7	7	7	7	7
g / C, Green / Cycle	0.04	0.23	0.23	0.12	0.31	0.31	0.14	0.14	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.02	0.17	0.10	0.09	0.18	0.18	0.08	0.07	0.06	0.06	0.09
s, saturation flow rate [veh/h]	1810	3532	1518	1795	1855	1807	1810	1776	1781	1802	1551
c, Capacity [veh/h]	67	806	346	222	584	568	247	242	264	267	230
d1, Uniform Delay [s]	23.51	17.73	16.45	20.99	14.09	14.10	19.99	19.89	19.03	19.02	19.70
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.08	0.08	0.08	0.08	0.08
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.95	0.50	0.35	2.09	0.31	0.32	1.50	1.33	0.67	0.66	1.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.74	0.46	0.77	0.56	0.56	0.56	0.53	0.38	0.38	0.60
d, Delay for Lane Group [s/veh]	27.46	18.23	16.81	23.08	14.40	14.42	21.48	21.21	19.69	19.68	21.54
Lane Group LOS	C	B	B	C	B	B	C	C	B	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.54	2.81	1.40	1.84	2.62	2.55	1.45	1.32	0.98	0.99	1.44
50th-Percentile Queue Length [ft/ln]	13.46	70.20	34.98	46.04	65.42	63.85	36.24	33.08	24.50	24.71	35.94
95th-Percentile Queue Length [veh/ln]	0.97	5.05	2.52	3.32	4.71	4.60	2.61	2.38	1.76	1.78	2.59
95th-Percentile Queue Length [ft/ln]	24.23	126.36	62.96	82.88	117.75	114.92	65.23	59.54	44.10	44.48	64.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.46	18.23	16.81	23.08	14.41	14.42	21.48	21.21	21.21	19.69	19.68	21.54
Movement LOS	C	B	B	C	B	B	C	C	C	B	B	C
d_A, Approach Delay [s/veh]	18.46			16.22			21.35			20.44		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	18.29											
Intersection LOS	B											
Intersection V/C	0.566											

Emissions

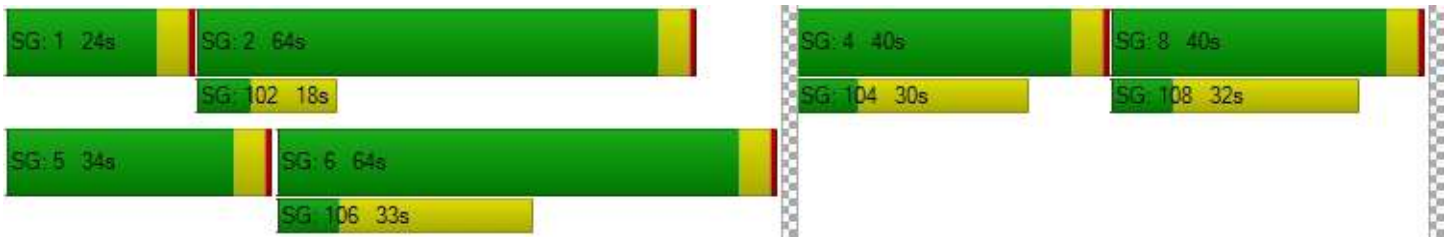
Vehicle Miles Traveled [mph]	3.19	43.14	11.53	29.20	55.83	54.44	19.12	17.60	9.72	9.81	13.31
Stops [stops/h]	39.32	410.09	102.17	134.49	191.08	186.49	105.84	96.63	71.56	72.18	104.97
Fuel consumption [US gal/h]	0.59	6.25	1.58	2.74	4.31	4.20	1.98	1.81	1.20	1.21	1.73
CO [g/h]	41.55	436.80	110.65	191.78	301.04	293.69	138.37	126.60	83.62	84.38	120.81
NOx [g/h]	8.08	84.99	21.53	37.31	58.57	57.14	26.92	24.63	16.27	16.42	23.51
VOC [g/h]	9.63	101.23	25.64	44.45	69.77	68.07	32.07	29.34	19.38	19.56	28.00

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	12.0	11.0	12.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	14.11	14.11	14.88	14.11
l_p,int, Pedestrian LOS Score for Intersectio	2.777	2.591	2.041	2.410
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2414	2414	1440	1440
d_b, Bicycle Delay [s]	1.06	1.06	1.93	1.93
l_b,int, Bicycle LOS Score for Intersection	2.218	2.230	2.000	2.117
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	34	13	3	76	27	663	24	68	612	44
Future Vol, veh/h	13	1	34	13	3	76	27	663	24	68	612	44
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	2	2	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1	0	4	5	2	2	0
Mvmt Flow	14	1	38	14	3	84	30	737	27	76	680	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1291	1686	369	1304	1697	384	734	0	0	765	0	0
Stage 1	861	861	-	812	812	-	-	-	-	-	-	-
Stage 2	430	825	-	492	885	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.92	4.1	-	-	4.14	-	-
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	3.31	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	123	95	633	120	93	617	880	-	-	844	-	-
Stage 1	321	375	-	343	395	-	-	-	-	-	-	-
Stage 2	579	390	-	533	366	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	89	83	630	98	82	616	876	-	-	842	-	-
Mov Cap-2 Maneuver	89	83	-	98	82	-	-	-	-	-	-	-
Stage 1	291	340	-	331	381	-	-	-	-	-	-	-
Stage 2	478	376	-	454	331	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.68	21.9	0.35	0.91
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	227	314	842	-	-
HCM Lane V/C Ratio	0.034	-	-	0.235	0.326	0.09	-	-
HCM Control Delay (s/veh)	9.3	-	-	25.7	21.9	9.7	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	1.4	0.3	-	-

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	11	0	15	27	0	23	15	678	18	8	641	9
Future Vol, veh/h	11	0	15	27	0	23	15	678	18	8	641	9
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	250	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	3	0
Mvmt Flow	12	0	16	30	0	25	16	745	20	9	704	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1134	1528	357	1161	1523	387	714	0	0	768	0	0
Stage 1	727	727	-	791	791	-	-	-	-	-	-	-
Stage 2	407	801	-	370	732	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	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	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	160	119	645	153	119	617	895	-	-	855	-	-
Stage 1	386	432	-	353	404	-	-	-	-	-	-	-
Stage 2	597	400	-	628	430	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	149	115	645	144	116	614	895	-	-	853	-	-
Mov Cap-2 Maneuver	149	115	-	144	116	-	-	-	-	-	-	-
Stage 1	382	428	-	346	395	-	-	-	-	-	-	-
Stage 2	561	391	-	606	425	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.08	24.71	0.19	0.11
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	895	-	-	267	144	614	853	-	-
HCM Lane V/C Ratio	0.018	-	-	0.107	0.206	0.041	0.01	-	-
HCM Control Delay (s/veh)	9.1	-	-	20.1	36.3	11.1	9.3	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.7	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	350	17	99	290	19	19	16	108	9	3	10
Future Vol, veh/h	17	350	17	99	290	19	19	16	108	9	3	10
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	4	0	2	4	12	0	0	2	0	0	0
Mvmt Flow	19	389	19	110	322	21	21	18	120	10	3	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	344	0	0	408	0	0	980	1000	205	796	999	334
Stage 1	-	-	-	-	-	-	436	436	-	554	554	-
Stage 2	-	-	-	-	-	-	544	564	-	242	446	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.3	6.5	6.93	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.219	-	-	3.5	4	3.319	3.5	4	3.3
Pot Cap-1 Maneuver	1226	-	-	1149	-	-	219	245	802	294	245	713
Stage 1	-	-	-	-	-	-	574	583	-	520	517	-
Stage 2	-	-	-	-	-	-	527	512	-	746	578	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1225	-	-	1149	-	-	189	217	802	206	218	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	189	217	-	206	218	-
Stage 1	-	-	-	-	-	-	564	573	-	470	467	-
Stage 2	-	-	-	-	-	-	466	462	-	603	568	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.47	2.05	14.42	17.73
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	201	802	150	-	-	1149	-	-	307
HCM Lane V/C Ratio	0.194	0.15	0.015	-	-	0.096	-	-	0.08
HCM Control Delay (s/veh)	27.2	10.3	8	0.1	-	8.5	-	-	17.7
HCM Lane LOS	D	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0.5	0	-	-	0.3	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	109	0	0	83
Future Vol, veh/h	0	0	109	0	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	436	0	0	332

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	768	436	0	0	436	0
Stage 1	436	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	373	625	-	-	1134	-
Stage 1	656	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	373	625	-	-	1134	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1134	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	2	0	0	0	2	104	0	0	78	5
Future Vol, veh/h	5	0	2	0	0	0	2	104	0	0	78	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	0	8	0	0	0	8	416	0	0	312	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	754	754	322	744	764	416	332	0	0	416	0	0
Stage 1	322	322	-	432	432	-	-	-	-	-	-	-
Stage 2	432	432	-	312	332	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	328	341	724	333	336	641	1239	-	-	1154	-	-
Stage 1	694	655	-	606	586	-	-	-	-	-	-	-
Stage 2	606	586	-	703	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	325	338	724	327	333	641	1239	-	-	1154	-	-
Mov Cap-2 Maneuver	325	338	-	327	333	-	-	-	-	-	-	-
Stage 1	694	655	-	601	581	-	-	-	-	-	-	-
Stage 2	601	581	-	695	648	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.06	0	0.15	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	34	-	-	386	-	1154	-	-
HCM Lane V/C Ratio	0.006	-	-	0.073	-	-	-	-
HCM Control Delay (s/veh)	7.9	0	-	15.1	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

27502 Florence Hotel

Vistro File: H:\...\27502_HCM7th_US 101-OR 126.vistro
Report File: H:\...\Vistro-HCM7_US101-OR126_BG.pdf

Scenario 2 2 Background 2024
10/11/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	US 101 & OR 126	Signalized	HCM 7th Edition	NB Left	0.627	20.5	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: US 101 & OR 126

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

Intersection Setup

Name	US 101			US 101			9th Street			OR 126		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	75.00	150.00	100.00	100.00	100.00	100.00	100.00	400.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 101			US 101			9th Street			OR 126		
Base Volume Input [veh/h]	43	587	157	168	587	47	137	85	41	140	58	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	7.00	1.00	3.00	5.00	0.00	1.00	0.00	2.00	4.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	587	157	168	587	47	137	85	41	140	58	135
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	158	42	45	158	13	37	23	11	38	16	36
Total Analysis Volume [veh/h]	46	631	169	181	631	51	147	91	44	151	62	145
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			2		
v_di, Inbound Pedestrian Volume crossing m	2			1			1			2		
v_co, Outbound Pedestrian Volume crossing	2			2			2			1		
v_ci, Inbound Pedestrian Volume crossing mi	2			1			2			2		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	138
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	2	8	8	8	4	4	4
Auxiliary Signal Groups												
Maximum Green [s]	20	60	60	30	60	60	35	35	35	35	35	35
Amber [s]	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All red [s]	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Walk [s]	0	8	8	0	7	7	8	8	8	8	8	8
Pedestrian Clearance [s]	0	25	25	0	11	11	24	24	24	22	22	22
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	6.0	6.0	20.0	6.0	6.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	24	64	64	34	64	64	40	40	40	40	40	40
Lead / Lag	Lead	-	-	Lead	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	4	10	10	4	10	10	6	6	6	6	6	6
Vehicle Extension [s]	1.5	2.0	2.0	1.5	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	56	56	56	56	56	56	56	56	56	56	56
L, Total Lost Time per Cycle [s]	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	2	14	14	8	19	19	8	8	9	9	9
g / C, Green / Cycle	0.04	0.25	0.25	0.14	0.35	0.35	0.14	0.14	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.03	0.19	0.12	0.11	0.20	0.20	0.09	0.08	0.06	0.06	0.10
s, saturation flow rate [veh/h]	1667	3253	1398	1654	1709	1663	1667	1637	1640	1660	1429
c, Capacity [veh/h]	61	799	343	226	591	575	237	233	254	257	221
d1, Uniform Delay [s]	26.82	19.84	18.18	23.51	15.08	15.08	22.67	22.53	21.45	21.45	22.34
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.08	0.08	0.08	0.08	0.08
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.70	0.67	0.41	2.47	0.34	0.35	1.96	1.69	0.81	0.80	2.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.79	0.49	0.80	0.58	0.59	0.62	0.58	0.42	0.42	0.65
d, Delay for Lane Group [s/veh]	33.52	20.52	18.59	25.98	15.42	15.44	24.64	24.23	22.26	22.25	24.77
Lane Group LOS	C	C	B	C	B	B	C	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.69	3.55	1.74	2.30	3.22	3.14	1.82	1.65	1.22	1.23	1.81
50th-Percentile Queue Length [ft/ln]	17.18	88.65	43.56	57.54	80.56	78.54	45.45	41.27	30.54	30.82	45.21
95th-Percentile Queue Length [veh/ln]	1.24	6.38	3.14	4.14	5.80	5.66	3.27	2.97	2.20	2.22	3.25
95th-Percentile Queue Length [ft/ln]	30.92	159.58	78.41	103.58	145.01	141.38	81.81	74.29	54.97	55.47	81.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.52	20.52	18.59	25.98	15.43	15.44	24.64	24.23	24.23	22.26	22.25	24.77
Movement LOS	C	C	B	C	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	20.84			17.64			24.44			23.27		
Approach LOS	C			B			C			C		
d_I, Intersection Delay [s/veh]	20.47											
Intersection LOS	C											
Intersection V/C	0.627											

Emissions

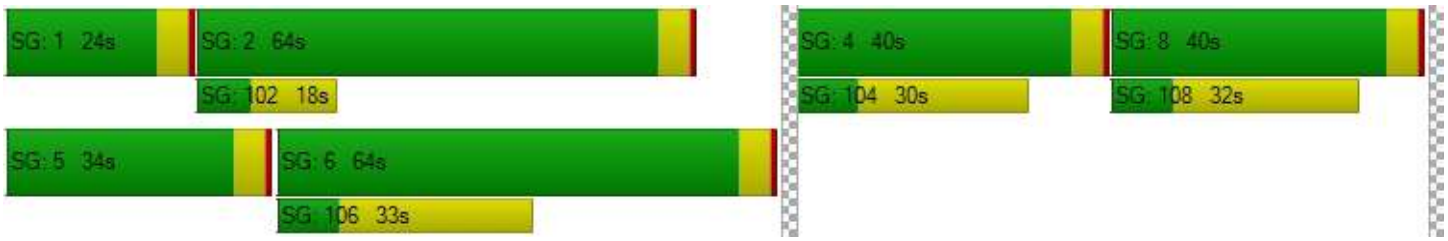
Vehicle Miles Traveled [mph]	3.33	45.75	12.25	31.09	59.33	57.81	20.22	18.57	10.30	10.40	14.09
Stops [stops/h]	44.13	455.43	111.89	147.81	206.93	201.75	116.74	106.00	78.44	79.16	116.12
Fuel consumption [US gal/h]	0.69	7.03	1.76	3.05	4.67	4.55	2.21	2.02	1.34	1.35	1.95
CO [g/h]	48.57	491.71	123.16	213.43	326.44	318.16	154.78	140.89	93.48	94.37	136.47
NOx [g/h]	9.45	95.67	23.96	41.53	63.51	61.90	30.11	27.41	18.19	18.36	26.55
VOC [g/h]	11.26	113.96	28.54	49.46	75.66	73.74	35.87	32.65	21.67	21.87	31.63

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	12.0	11.0	12.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	17.32	17.32	18.11	17.32
l_p,int, Pedestrian LOS Score for Intersectio	2.798	2.620	2.057	2.427
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2123	2123	1266	1266
d_b, Bicycle Delay [s]	0.11	0.11	3.77	3.77
l_b,int, Bicycle LOS Score for Intersection	2.258	2.272	2.025	2.150
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	1	36	14	3	81	29	703	25	72	649	47
Future Vol, veh/h	14	1	36	14	3	81	29	703	25	72	649	47
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	2	2	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1	0	4	5	2	2	0
Mvmt Flow	16	1	40	16	3	90	32	781	28	80	721	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1369	1788	392	1383	1800	406	778	0	0	811	0	0
Stage 1	912	912	-	861	861	-	-	-	-	-	-	-
Stage 2	457	875	-	521	938	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.92	4.1	-	-	4.14	-	-
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	3.31	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	107	82	613	105	81	597	847	-	-	811	-	-
Stage 1	299	355	-	321	375	-	-	-	-	-	-	-
Stage 2	558	370	-	512	346	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	75	71	610	84	70	596	843	-	-	809	-	-
Mov Cap-2 Maneuver	75	71	-	84	70	-	-	-	-	-	-	-
Stage 1	268	319	-	308	360	-	-	-	-	-	-	-
Stage 2	452	355	-	429	310	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	30.49	25.48	0.36	0.93
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	843	-	-	197	283	809	-	-
HCM Lane V/C Ratio	0.038	-	-	0.288	0.385	0.099	-	-
HCM Control Delay (s/veh)	9.4	-	-	30.5	25.5	9.9	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	1.7	0.3	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	16	29	0	24	16	719	19	8	680	10
Future Vol, veh/h	12	0	16	29	0	24	16	719	19	8	680	10
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	250	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	3	0
Mvmt Flow	13	0	18	32	0	26	18	790	21	9	747	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1203	1619	379	1230	1615	410	758	0	0	814	0	0
Stage 1	770	770	-	839	839	-	-	-	-	-	-	-
Stage 2	432	849	-	391	776	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	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	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	142	104	624	136	105	596	862	-	-	822	-	-
Stage 1	364	413	-	331	384	-	-	-	-	-	-	-
Stage 2	577	380	-	610	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	132	101	624	128	101	593	862	-	-	820	-	-
Mov Cap-2 Maneuver	132	101	-	128	101	-	-	-	-	-	-	-
Stage 1	360	408	-	323	375	-	-	-	-	-	-	-
Stage 2	539	371	-	587	406	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.21	28.29	0.2	0.11
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	240	128	593	820	-	-
HCM Lane V/C Ratio	0.02	-	-	0.128	0.25	0.044	0.011	-	-
HCM Control Delay (s/veh)	9.3	-	-	22.2	42.3	11.4	9.4	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.9	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	371	18	105	308	20	20	17	115	10	3	11
Future Vol, veh/h	18	371	18	105	308	20	20	17	115	10	3	11
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	4	0	2	4	12	0	0	2	0	0	0
Mvmt Flow	20	412	20	117	342	22	22	19	128	11	3	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	365	0	0	432	0	0	1039	1061	217	844	1060	354
Stage 1	-	-	-	-	-	-	462	462	-	588	588	-
Stage 2	-	-	-	-	-	-	577	599	-	257	472	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.3	6.5	6.93	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.219	-	-	3.5	4	3.319	3.5	4	3.3
Pot Cap-1 Maneuver	1204	-	-	1126	-	-	199	226	788	272	226	694
Stage 1	-	-	-	-	-	-	554	568	-	499	499	-
Stage 2	-	-	-	-	-	-	505	494	-	731	562	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1203	-	-	1126	-	-	169	198	787	183	199	693
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	198	-	183	199	-
Stage 1	-	-	-	-	-	-	544	557	-	447	447	-
Stage 2	-	-	-	-	-	-	442	442	-	580	552	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.48	2.08	15.36	19.18
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	181	787	150	-	-	1126	-	-	280
HCM Lane V/C Ratio	0.227	0.162	0.017	-	-	0.104	-	-	0.095
HCM Control Delay (s/veh)	30.6	10.5	8	0.1	-	8.6	-	-	19.2
HCM Lane LOS	D	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.6	0.1	-	-	0.3	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	116	0	0	88
Future Vol, veh/h	0	0	116	0	0	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	464	0	0	352

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	816	464	0	0	464	0
Stage 1	464	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	349	602	-	-	1108	-
Stage 1	637	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	349	602	-	-	1108	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1108	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	2	0	0	0	2	110	0	0	83	5
Future Vol, veh/h	5	0	2	0	0	0	2	110	0	0	83	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	0	8	0	0	0	8	440	0	0	332	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	798	798	342	788	808	440	352	0	0	440	0	0
Stage 1	342	342	-	456	456	-	-	-	-	-	-	-
Stage 2	456	456	-	332	352	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	306	321	705	311	317	621	1218	-	-	1131	-	-
Stage 1	677	642	-	588	572	-	-	-	-	-	-	-
Stage 2	588	572	-	686	635	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	318	705	305	314	621	1218	-	-	1131	-	-
Mov Cap-2 Maneuver	304	318	-	305	314	-	-	-	-	-	-	-
Stage 1	677	642	-	583	567	-	-	-	-	-	-	-
Stage 2	583	567	-	678	635	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.75	0	0.14	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	32	-	-	363	-	1131	-	-
HCM Lane V/C Ratio	0.007	-	-	0.077	-	-	-	-
HCM Control Delay (s/veh)	8	0	-	15.8	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

27502 Florence Hotel

Vistro File: H:\...\27502_HCM7th_US 101-OR 126.vistro
Report File: H:\...\Vistro-HCM7_US101-OR126_BuildYear.pdf

Scenario 3 3 Build Year 2024
10/11/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	US 101 & OR 126	Signalized	HCM 7th Edition	NB Left	0.594	19.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: US 101 & OR 126

Control Type:	Signalized	Delay (sec / veh):	19.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name	US 101			US 101			9th Street			OR 126		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	125.00	100.00	75.00	150.00	100.00	100.00	100.00	100.00	100.00	400.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	US 101			US 101			9th Street			OR 126		
Base Volume Input [veh/h]	43	589	157	171	589	47	137	85	41	140	58	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	7.00	1.00	3.00	5.00	0.00	1.00	0.00	2.00	4.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	589	157	171	589	47	137	85	41	140	58	138
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	158	42	46	158	13	37	23	11	38	16	37
Total Analysis Volume [veh/h]	46	633	169	184	633	51	147	91	44	151	62	148
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			1			1			2		
v_di, Inbound Pedestrian Volume crossing m	2			1			1			2		
v_co, Outbound Pedestrian Volume crossing	2			2			2			1		
v_ci, Inbound Pedestrian Volume crossing mi	2			1			2			2		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	138
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	2	8	8	8	4	4	4
Auxiliary Signal Groups												
Maximum Green [s]	20	60	60	30	60	60	35	35	35	35	35	35
Amber [s]	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All red [s]	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Walk [s]	0	8	8	0	7	7	8	8	8	8	8	8
Pedestrian Clearance [s]	0	25	25	0	11	11	24	24	24	22	22	22
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	6.0	6.0	20.0	6.0	6.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	24	64	64	34	64	64	40	40	40	40	40	40
Lead / Lag	Lead	-	-	Lead	-	-	Lag	-	-	Lag	-	-
Minimum Green [s]	4	10	10	4	10	10	6	6	6	6	6	6
Vehicle Extension [s]	1.5	2.0	2.0	1.5	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Minimum Recall	No	Yes		No	Yes			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	53	53	53	53	53	53	53	53	53	53	53
L, Total Lost Time per Cycle [s]	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	2	12	12	7	17	17	7	7	8	8	8
g / C, Green / Cycle	0.04	0.24	0.24	0.13	0.33	0.33	0.14	0.14	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.03	0.18	0.11	0.10	0.19	0.19	0.08	0.08	0.06	0.06	0.10
s, saturation flow rate [veh/h]	1810	3532	1518	1795	1855	1806	1810	1777	1781	1802	1551
c, Capacity [veh/h]	68	831	357	237	612	595	251	246	272	275	237
d1, Uniform Delay [s]	25.04	18.77	17.32	22.13	14.56	14.56	21.28	21.15	20.12	20.12	20.92
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.08	0.08	0.08	0.08	0.08
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.31	0.55	0.36	2.08	0.31	0.32	1.61	1.41	0.68	0.67	2.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.76	0.47	0.78	0.57	0.57	0.59	0.55	0.39	0.39	0.63
d, Delay for Lane Group [s/veh]	29.35	19.32	17.68	24.21	14.87	14.88	22.89	22.57	20.80	20.78	22.93
Lane Group LOS	C	B	B	C	B	B	C	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.61	3.26	1.61	2.14	2.99	2.92	1.66	1.51	1.12	1.13	1.68
50th-Percentile Queue Length [ft/ln]	15.21	81.40	40.23	53.60	74.87	72.99	41.56	37.80	28.00	28.26	42.10
95th-Percentile Queue Length [veh/ln]	1.09	5.86	2.90	3.86	5.39	5.26	2.99	2.72	2.02	2.03	3.03
95th-Percentile Queue Length [ft/ln]	27.37	146.52	72.42	96.48	134.76	131.39	74.82	68.04	50.39	50.86	75.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.35	19.32	17.68	24.21	14.87	14.88	22.89	22.57	22.57	20.79	20.78	22.93
Movement LOS	C	B	B	C	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	19.54			16.85			22.73			21.67		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	19.26											
Intersection LOS	B											
Intersection V/C	0.594											

Emissions

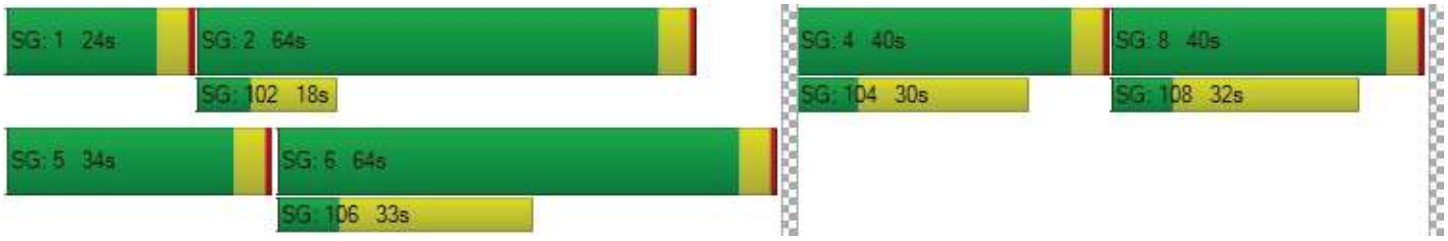
Vehicle Miles Traveled [mph]	3.33	45.89	12.25	31.60	59.51	57.98	20.22	18.57	10.30	10.40	14.38
Stops [stops/h]	41.68	446.24	110.28	146.92	205.21	200.08	113.93	103.61	76.74	77.46	115.41
Fuel consumption [US gal/h]	0.64	6.84	1.72	3.02	4.63	4.51	2.15	1.96	1.30	1.31	1.92
CO [g/h]	44.90	478.34	120.36	211.04	323.75	315.55	150.04	136.78	90.61	91.48	134.22
NOx [g/h]	8.74	93.07	23.42	41.06	62.99	61.39	29.19	26.61	17.63	17.80	26.12
VOC [g/h]	10.41	110.86	27.89	48.91	75.03	73.13	34.77	31.70	21.00	21.20	31.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	12.0	11.0	12.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	15.64	15.64	16.42	15.64
l_p,int, Pedestrian LOS Score for Intersectio	2.795	2.618	2.053	2.424
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2265	2265	1351	1351
d_b, Bicycle Delay [s]	0.46	0.46	2.76	2.76
l_b,int, Bicycle LOS Score for Intersection	2.259	2.276	2.025	2.155
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	1	36	14	3	83	29	703	25	74	649	47
Future Vol, veh/h	14	1	36	14	3	83	29	703	25	74	649	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1	0	4	5	2	2	0
Mvmt Flow	16	1	40	16	3	92	32	781	28	82	721	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1368	1785	387	1385	1797	404	773	0	0	809	0	0
Stage 1	912	912	-	859	859	-	-	-	-	-	-	-
Stage 2	457	873	-	526	938	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.92	4.1	-	-	4.14	-	-
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	3.31	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	108	82	617	105	81	599	851	-	-	812	-	-
Stage 1	299	356	-	322	376	-	-	-	-	-	-	-
Stage 2	558	370	-	509	346	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	75	71	617	83	70	599	851	-	-	812	-	-
Mov Cap-2 Maneuver	75	71	-	83	70	-	-	-	-	-	-	-
Stage 1	269	320	-	309	362	-	-	-	-	-	-	-
Stage 2	450	356	-	426	311	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	30.37	25.34	0.36	0.95
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	851	-	-	198	286	812	-	-
HCM Lane V/C Ratio	0.038	-	-	0.287	0.388	0.101	-	-
HCM Control Delay (s/veh)	9.4	-	-	30.4	25.3	9.9	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	1.8	0.3	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	16	31	0	24	16	719	21	8	680	10
Future Vol, veh/h	12	0	16	31	0	24	16	719	21	8	680	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	-	-	-	-	-	0	250	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	3	0
Mvmt Flow	13	0	18	34	0	27	18	799	23	9	756	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1214	1637	383	1242	1631	411	767	0	0	822	0	0
Stage 1	779	779	-	846	846	-	-	-	-	-	-	-
Stage 2	435	858	-	396	784	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	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	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	140	102	621	133	103	595	856	-	-	816	-	-
Stage 1	359	409	-	328	381	-	-	-	-	-	-	-
Stage 2	575	376	-	607	407	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	129	99	621	125	99	595	856	-	-	816	-	-
Mov Cap-2 Maneuver	129	99	-	125	99	-	-	-	-	-	-	-
Stage 1	355	405	-	321	373	-	-	-	-	-	-	-
Stage 2	538	369	-	583	402	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.55	29.87	0.2	0.11
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	856	-	-	236	125	595	816	-	-
HCM Lane V/C Ratio	0.021	-	-	0.132	0.275	0.045	0.011	-	-
HCM Control Delay (s/veh)	9.3	-	-	22.6	44.2	11.3	9.5	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	371	21	110	308	20	23	17	120	10	3	11
Future Vol, veh/h	18	371	21	110	308	20	23	17	120	10	3	11
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	125	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	4	0	2	4	12	0	0	2	0	0	0
Mvmt Flow	20	412	23	122	342	22	26	19	133	11	3	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	364	0	0	438	0	0	1056	1075	220	853	1075	355
Stage 1	-	-	-	-	-	-	466	466	-	598	598	-
Stage 2	-	-	-	-	-	-	590	609	-	256	478	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.3	6.5	6.93	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.219	-	-	3.5	4	3.319	3.5	4	3.3
Pot Cap-1 Maneuver	1205	-	-	1120	-	-	193	221	785	268	221	693
Stage 1	-	-	-	-	-	-	552	566	-	493	494	-
Stage 2	-	-	-	-	-	-	497	489	-	732	559	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1205	-	-	1118	-	-	163	193	783	178	193	692
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	193	-	178	193	-
Stage 1	-	-	-	-	-	-	540	554	-	439	440	-
Stage 2	-	-	-	-	-	-	431	435	-	576	548	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.48	2.16	16.04	19.58
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	174	783	147	-	-	1118	-	-	274
HCM Lane V/C Ratio	0.255	0.17	0.017	-	-	0.109	-	-	0.097
HCM Control Delay (s/veh)	32.6	10.5	8	0.1	-	8.6	-	-	19.6
HCM Lane LOS	D	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0.6	0.1	-	-	0.4	-	-	0.3

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	123	0	3	95
Future Vol, veh/h	0	3	123	0	3	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	12	492	0	12	380

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	896	492	0	0	492	0
Stage 1	492	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	313	581	-	-	1082	-
Stage 1	619	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	309	581	-	-	1082	-
Mov Cap-2 Maneuver	309	-	-	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.33	0	0.26
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	581	55	-
HCM Lane V/C Ratio	-	-	0.021	0.011	-
HCM Control Delay (s/veh)	-	-	11.3	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	2	2	4	2	7	2	110	3	7	83	5
Future Vol, veh/h	5	2	2	4	2	7	2	110	3	7	83	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	8	8	16	8	28	8	440	12	28	332	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	858	866	342	854	870	446	352	0	0	452	0	0
Stage 1	398	398	-	462	462	-	-	-	-	-	-	-
Stage 2	460	468	-	392	408	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	279	293	705	281	292	617	1218	-	-	1119	-	-
Stage 1	632	606	-	584	568	-	-	-	-	-	-	-
Stage 2	585	565	-	637	600	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	249	282	705	259	280	617	1218	-	-	1119	-	-
Mov Cap-2 Maneuver	249	282	-	259	280	-	-	-	-	-	-	-
Stage 1	612	587	-	579	563	-	-	-	-	-	-	-
Stage 2	546	560	-	601	581	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.64	15.86	0.14	0.61
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	31	-	-	300	383	131	-	-
HCM Lane V/C Ratio	0.007	-	-	0.12	0.136	0.025	-	-
HCM Control Delay (s/veh)	8	0	-	18.6	15.9	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.5	0.1	-	-

Exhibit J1

Southern Oregon Transportation Engineering, LLC

319 Eastwood Drive | Medford, Oregon 97504 | 541.941.4148 | Kim.parducci@gmail.com

Date: January 29, 2025

To: Wendy Farley-Cambell, Planning Director
City of Florence
250 Highway 101
Florence, Oregon 97439

Re: Microtel Hotel Development (Florence, OR) – TIA Review Comments

Southern Oregon Transportation Engineering reviewed a memorandum (dated October 16, 2024) for a proposed 86-room hotel development on Quince Street. The memorandum was provided as an update to a previous traffic impact analysis (TIA) dated January 24, 2023. It is our understanding that the proposed hotel development is moving forward after an extended delay and will require a new land use application. As such, the memorandum update provided for review is not sufficient as a standalone analysis to address the City's transportation criteria. A new TIA is, therefore, required for the application.

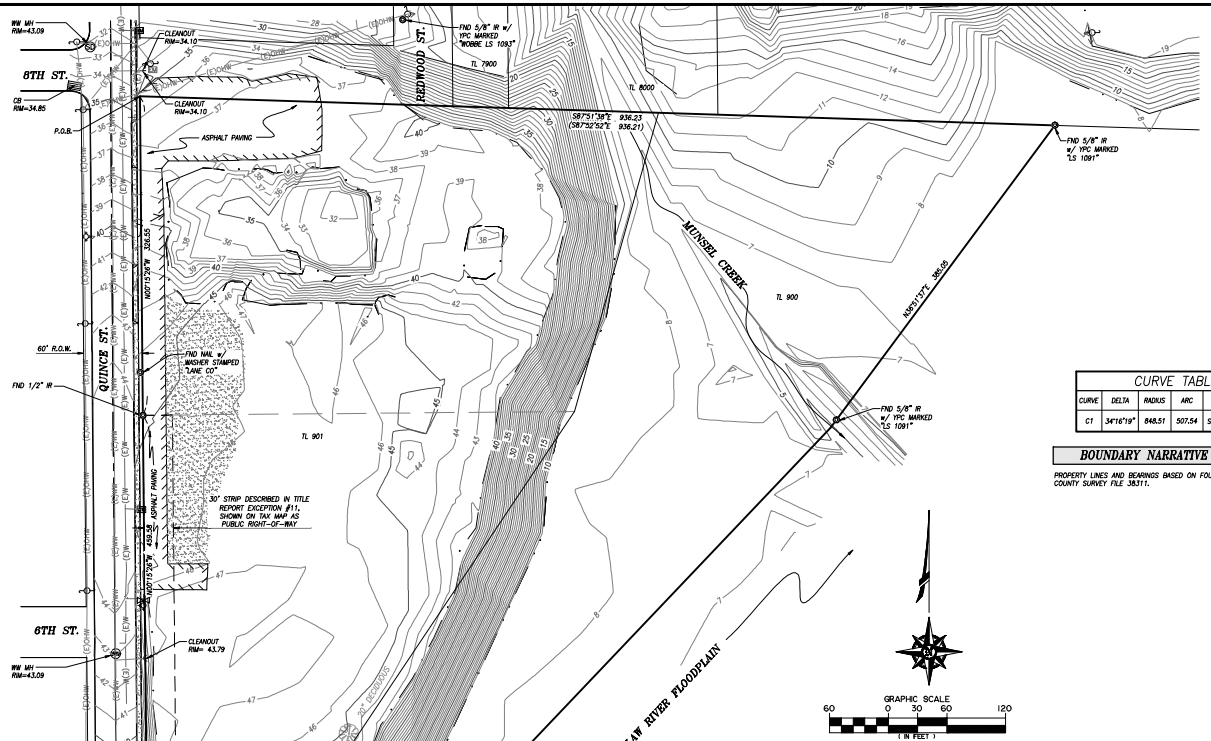
The original scope of work dated February 25, 2022 is generally sufficient to address development impacts for the new TIA but will require some updates. A list of updates is provided below.

1. Provide a new baseline year 2025 and updated build year in the analysis. Traffic counts from 2022 can continue to be used with added growth.
2. Evaluate study area intersection operations using procedures outlined in the 7th Edition of the *Highway Capacity Manual* (HCM).
3. Provide an exhibit showing existing and proposed access locations on both sides of Quince Street with an access spacing discussion.
4. Include count data in the report appendix for all study area intersections and site driveways. If a proposed development access will be directly across from an existing access, then count data should be gathered at the existing driveway.
5. Provide an updated crash analysis using the most recent data.

This completes our review. Please let us know if you have any questions.

Sincerely,

Kimberly Parducci, PE PTOE
Southern Oregon Transportation Engineering, LLC



CURVE TABLE				
CURVE	DELTA	RADIUS	ARC	CHORD
C1	34°16'19"	848.51	507.54	S17°01'20"W 500.01

LEGEND

- PROPERTY LINE
- CURB
- EDGE OF ASPHALT
- ADJOINER
- EASEMENT LINE
- CONTOUR
- TOP OF BANK
- TOE OF SLOPE
- WM WATER METER
- WATER VALVE
- FIRE HYDRANT
- TELEPHONE BOX
- EM ELECTRIC METER
- POWER POLE
- GUY WIRE
- SIGN
- FOUND MONUMENT
- CLEANOUT
- WASTEWATER MANHOLE
- STORM DRAIN MANHOLE
- CATCH BASIN
- CURB INLET
- CONCRETE
- GRAVEL
- TL TAX LOT NUMBER
- P.O.B. POINT OF BEGINNING
- ( ) DIMENSIONS IN LEGAL DESCRIPTION

GENERAL NOTES

1. A DESCRIPTION OF THE MONUMENTS FOUND AT THE CORNERS OF THE SUBJECT PROPERTY IS SHOWN ON THE SURVEY.
2. THE PLAT CORRECTLY SHOWS THE SUBJECT PROPERTY OF 525,931 SQUARE FEET AND/OR 12.07 ACRES IN LANE COUNTY, OREGON.
3. ELEVATIONS ARE GPS DERIVED. NAVD 88 (GEOID 12A) CONTOUR INTERVAL = 1 FOOT.
4. NO BUILDINGS OBSERVED ON SITE.
5. THERE ARE NO MARKED PARKING SPACES ON THE SUBJECT PROPERTY.
6. THE LOCATION OF EACH EASEMENT, RIGHT OF WAY, SERVITUDE, AND OTHER MATTER AFFECTING THE SUBJECT PROPERTY AND LISTED IN THE PRELIMINARY TITLE REPORT ORDER NO. 7193-3043583, DATED APRIL 18, 2018, ISSUED BY AMERICAN TITLE WITH RESPECT TO THE SUBJECT PROPERTY, HAS BEEN SHOWN ON THE SURVEY, TOGETHER WITH APPROPRIATE RECORDING REFERENCES, TO THE EXTENT THAT SUCH MATTERS CAN BE LOCATED. THE PROPERTY SHOWN ON THE SURVEY IS THE PROPERTY DESCRIBED IN THAT TITLE REPORT.
7. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO AND FROM QUINCE STREET, DEDICATED PUBLIC RIGHT-OF-WAY.
8. THE SUBJECT PROPERTY IS INTERNALLY CONTIGUOUS WITHOUT BREAK, GAP OR INTERRUPTION.
9. THE SURVEY WAS MADE ON THE GROUND ON MARCH 22, 2012, AND CORRECTLY SHOWS THE AREA OF THE SUBJECT PROPERTIES, THE LOCATION AND TYPE OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE SUBJECT PROPERTY, AND ANY OTHER MATTERS SITUATED ON THE SUBJECT PROPERTY.
10. EXCEPT AS SHOWN ON THE SURVEY, THERE ARE NO VISIBLE EASEMENTS OR RIGHTS-OF-WAY OF WHICH THE UNDERSIGNED HAS BEEN ADVISED.

BOUNDARY NARRATIVE

PROPERTY LINES AND BEARINGS BASED ON FOUND MONUMENTS FROM COUNTY SURVEY FILE 38311.

EXCEPTIONS FROM PRELIMINARY TITLE REPORT ORDER NO. 7193-3043583 ISSUED BY FIRST AMERICAN TITLE COMPANY OF OREGON, DATED APRIL 18, 2018

GENERAL EXCEPTIONS:

1. TAXES OR ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE RECORDS OF ANY TAXING AUTHORITY THAT LEVIES TAXES OR ASSESSMENTS ON REAL PROPERTY OR BY THE PUBLIC RECORDS; PROCEEDINGS BY A PUBLIC AGENCY WHICH MAY RESULT IN TAXES OR ASSESSMENTS, OR NOTICES OF SUCH PROCEEDINGS, WHETHER OR NOT SHOWN BY THE RECORDS OF SUCH AGENCY OR BY THE PUBLIC RECORDS.
   – NOT PLOTTABLE, NOT SURVEY RELATED
2. FACTS, RIGHTS, INTERESTS OR CLAIMS WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS BUT WHICH COULD BE ASCERTAINED BY AN INSPECTION OF THE LAND OR BY MAKING INQUIRY OF PERSONS IN POSSESSION THEREOF.
   – NOT PLOTTABLE, NOT SURVEY RELATED
3. EASEMENTS, OR CLAIMS OF EASEMENT, NOT SHOWN BY THE PUBLIC RECORDS; RESERVATIONS OR EXCEPTIONS IN PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF; WATER RIGHTS, CLAIMS OR TITLE TO WATER.
   – NOT PLOTTABLE, NOT SURVEY RELATED
4. ANY ENCROACHMENT (OF EXISTING IMPROVEMENTS LOCATED ON THE SUBJECT LAND ONTO ADJOINING LAND OR OF EXISTING IMPROVEMENTS LOCATED ON ADJOINING LAND ONTO THE SUBJECT LAND), ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE SUBJECT LAND.
   – CIRCULAR REFERENCE TO THIS SURVEY
5. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, MATERIAL, EQUIPMENT RENTAL OR WORKERS COMPENSATION HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.
   – NOT PLOTTABLE, NOT SURVEY RELATED

THE EXCEPTIONS TO COVERAGE 1-5 INCLUSIVE AS SET FORTH ABOVE WILL REMAIN ON ANY SUBSEQUENTLY ISSUED STANDARD COVERAGE TITLE INSURANCE POLICY.
IN ORDER TO REMOVE THESE EXCEPTIONS TO COVERAGE IN THE ISSUANCE OF AN EXTENDED COVERAGE POLICY THE FOLLOWING ITEMS ARE REQUIRED TO BE FURNISHED TO THE COMPANY; ADDITIONAL EXCEPTIONS TO COVERAGE MAY BE ADDED UPON REVIEW OF SUCH INFORMATION:

A. SURVEY OR ALTERNATIVE ACCEPTABLE TO THE COMPANY
B. AFFIDAVIT REGARDING POSSESSION
C. PROOF THAT THERE IS NO NEW CONSTRUCTION OR REMODELING OF ANY IMPROVEMENT LOCATED ON THE PREMISES. IN THE EVENT OF NEW CONSTRUCTION OR REMODELING THE FOLLOWING IS REQUIRED:
   I. SATISFACTORY EVIDENCE THAT NO CONSTRUCTION LIENS WILL BE FILED; OR
   II. ADEQUATE SECURITY TO PROTECT AGAINST ACTUAL OR POTENTIAL CONSTRUCTION LIENS; OR
   III. PAYMENT OF ADDITIONAL PREMIUMS AS REQUIRED BY THE INDUSTRY RATE FILING APPROVED BY THE INSURANCE DIVISION OF THE STATE OF OREGON

6. WATER RIGHTS, CLAIMS TO WATER OR TITLE TO WATER, WHETHER OR NOT SUCH RIGHTS ARE A MATTER OF PUBLIC RECORD.
   – NOT PLOTTABLE, NOT SURVEY RELATED
7. CITY LIENS, IF ANY, OF THE CITY OF FLORENCE.
   NOTE: AN INQUIRY HAS BEEN DIRECTED TO THE CITY CLERK AND SUBSEQUENT ADVICE WILL FOLLOW CONCERNING THE ACTUAL STATUS OF SUCH LIENS.
   – NOT PLOTTABLE, NOT SURVEY RELATED
8. RIGHTS OF THE PUBLIC AND OF GOVERNMENTAL BODIES IN AND TO THAT PORTION OF THE PREMISES HEREIN DESCRIBED LYING BELOW THE MEAN HIGH WATER MARK OF SIUSLAW RIVER AND/OR MUNSEL CREEK AND THE OWNERSHIP OF THE STATE OF OREGON IN THAT PORTION LYING BELOW THE HIGH WATER MARK OF SIUSLAW RIVER AND/OR MUNSEL CREEK. HIGH WATER MARK NOT OBSERVED.
9. ANY ADVERSE CLAIM BASED UPON THE ASSERTION THAT SOME PORTION OF SAID LAND HAS BEEN REMOVED FROM OR BROUGHT WITHIN THE BOUNDARIES THEREOF BY AN AVULSIVE MOVEMENT OF THE SIUSLAW RIVER AND/OR MUNSEL CREEK OR HAS BEEN FORMED BY THE PROCESS OF ACCRETION OR RELICTION OR HAS BEEN CREATED BY ARTIFICIAL MEANS OR HAS ACCRETED TO SUCH PORTION SO CREATED.
   – NOT PLOTTABLE, NOT SURVEY RELATED
10. THE RIGHTS OF THE PUBLIC IN AND TO THAT PORTION OF THE PREMISES HEREIN DESCRIBED LYING WITHIN THE LIMITS OF STREETS, ROADS AND HIGHWAYS.
11. AN EASEMENT RESERVED IN A DEED, INCLUDING THE TERMS AND PROVISIONS THEREOF;
    RECORDED: FEBRUARY 17, 1954, RECEPTION NO. 23405
    FROM: LANE COUNTY
    TO: SCHOOL DISTRICT NO. 97-J, FLORENCE, OREGON
    FOR: PUBLIC UTILITIES
    AFFECTS: PORTION
    – PLOTTED HEREON
12. LICENSE AGREEMENT AND THE TERMS AND CONDITIONS THEREOF;
    BETWEEN: ASPEN FLO, LLC
    AND: SEABROOK HOMES, INC.
    RECORDING INFORMATION: SEPTEMBER 24, 2008 AS INSTRUMENT NO. 2008-053686
    – PLOTTED HEREON
13. ANY CONVEYANCE OR ENCUMBRANCE BY ASPEN FLO LLC SHOULD BE EXECUTED PURSUANT TO THEIR OPERATING AGREEMENT, A COPY OF WHICH SHOULD BE SUBMITTED TO THIS OFFICE FOR INSPECTION.
    – NOT PLOTTABLE, NOT SURVEY RELATED
14. UNRECORDED LEASES OR PERIODIC TENANCIES, IF ANY.
    – NOT PLOTTABLE, NOT SURVEY RELATED

RECORD DESCRIPTION

BEGINNING AT THE NORTHWEST CORNER OF LOT 4, SECTION 26, TOWNSHIP 18 SOUTH, RANGE 12 WEST, WILLAMETTE MERIDIAN, THENCE SOUTH 87°52'52" EAST, 693.96 FEET TO THE TRUE POINT OF BEGINNING, SAID POINT BEING ON THE EASTERLY RIGHT-OF-WAY MARGIN OF THE OLD ROOSEVELT HIGHWAY, NOW COMMONLY KNOWN AS QUINCE STREET, SAID TRUE POINT OF BEGINNING BEING MONUMENTED BY A SURVEY MARKER NAIL WITH BRASS WASHER STAMPED "LS 1091"; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY MARGIN SOUTH 00°15'26" EAST, 326.55 FEET TO A POINT MONUMENTED BY A SURVEY MARKER NAIL WITH BRASS WASHER STAMPED "LS 1091"; SAID POINT ALSO BEING 30 FEET EAST OF OREGON STATE HIGHWAY SURVEY STATION 32+00; THENCE SOUTH 00°15'26" EAST, 459.54 FEET TO A POINT MONUMENTED BY A 5/8" REBAR WITH CAP STAMPED "LS 1091", SAID POINT BEING 30 FEET EAST OF OREGON STATE HIGHWAY SURVEY STATION 27+40.5; THENCE ALONG A 848.51 FOOT RADIUS CURVE TO THE RIGHT (CHORD BEARS SOUTH 17°01'20" WEST, 500.01 FEET) AN ARC LENGTH OF 507.55 FEET, SAID POINT BEING 30.00 FEET NORTHERLY OF THE SOUTH BOUNDARY OF SAID LOT 4; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY MARGIN, NORTH 89° 51' 36" EAST, 60.88 FEET TO A POINT OF INTERSECTION WITH THE U.S. GOVERNMENT MEANDER LINE AS SURVEYED IN 1879, ALSO AS REPRESENTED ON LANE COUNTY SURVEY #38311, SAID POINT MONUMENTED BY A 5/8" REBAR WITH CAP STAMPED "LS 1091", SAID POINT BEING 30.00 FEET NORTHERLY OF THE SOUTH BOUNDARY OF SAID LOT 4; THENCE ALONG SAID U.S. GOVERNMENT MEANDER LINE NORTH 25°51'37" EAST, 230.62 FEET TO A POINT MONUMENTED BY A 5/8" REBAR WITH CAP STAMPED "LS 1091"; THENCE NORTH 43°51'37" EAST, 990.00 FEET; THENCE NORTH 36°51'37" EAST, 385.05 FEET TO A POINT MONUMENTED BY A 5/8" REBAR WITH CAP STAMPED "LS 1091", SAID POINT ALSO BEING ON THE NORTHERLY BOUNDARY OF SAID LOT 4; THENCE ALONG SAID NORTHERLY BOUNDARY NORTH 87°52'52" WEST, 936.21 FEET TO THE TRUE POINT OF BEGINNING. ALL IN THE CITY OF FLORENCE, LANE COUNTY, OREGON.

BEARINGS AND DISTANCES FOR THIS DESCRIPTION ARE BASED ON A SURVEY PERFORMED BY WARD NORTHWEST INC., LANE COUNTY SURVEY FILE NO. 38311. ALSO REPRESENTS THE FINAL JUDGMENT OF CIRCUIT COURT CASE NO. 16-06-02162, DATED MARCH 18, 2008, LANE COUNTY, OREGON.

NOTE: THIS LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 01, 2008.

SURVEYOR'S CERTIFICATE

TO QUADRANT INVESTMENTS LLC, AN OREGON LIMITED LIABILITY COMPANY, WFG NATIONAL TITLE INSURANCE COMPANY, AND AMERITITLE:

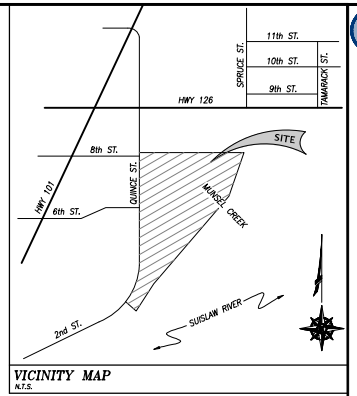
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 5 AND 8 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED MARCH 22, 2021.

DATE OF PLAT OR MAP: _____

SURVEYOR SIGNATURE _____ Daniel A Nelson Digitally signed by Daniel A Nelson Date: 2021.04.29 09:49:53 -07'00'

SURVEYOR NAME: DANIEL ADAM NELSON

REGISTRATION/LICENSE NUMBER 84832 PLS



VICINITY MAP
N.T.S.

Branch ENGINEERING Inc. Since 1997
civil • transportation
structural • geotechnical
SURVEYING
310 5th Street
Springfield, OR 97477
p: 541.746.0637
www.BranchEngineering.com
Springfield OR | Albany OR

REGISTERED PROFESSIONAL LAND SURVEYOR

DIGITALLY SIGNED

OREGON
MAY 12, 2011
DANIEL ADAM NELSON
84832PLS

EXPIRES: December 31, 2022

project title:

ALTA/NSPS LAND TITLE SURVEY FOR SYCAN B

QUINCE STREET
FLORENCE, OREGON 97439

revisions:

date: APRIL 15, 2021
drawn by: JLB
designer: DAN
project no: 21-143

ALTA/NSPS LAND TITLE SURVEY MAP

sheet: 1

Exhibit L

From: Mike Miller
To: Wendy Farley-Campbell; Tony Miller; Delle, Troy
Cc: Roxanne Johnston; WRIGHT Deanna M
Subject: RE: Microtel--30-day completeness review
Date: Thursday, March 31, 2022 12:04:34 PM

Sorry, one other comment. This one is regarding the fish cleaning station. In talking with other municipalities and special service districts, we really would advise against having a fish cleaning station. Several issues, ranging from odor control to cleanliness, managing seagulls and other vector control issues. There is a fish cleaning station at the Port of Siuslaw and that would be a preferable solution instead of installing one at the hotel.

Thank you,

Mike

From: Mike Miller
Sent: Thursday, March 31, 2022 11:49 AM
To: Wendy Farley-Campbell <wendy.farleycampbell@ci.florence.or.us>; Tony Miller <tony@wlfea.org>; Delle, Troy <TDelle@cencoast.com>
Cc: Roxanne Johnston <Roxanne.Johnston@ci.florence.or.us>; WRIGHT Deanna M <DWRIGHT@lcog.org>
Subject: RE: Microtel--30-day completeness review

Good morning,

Attached are the civil plans with our comments. Two main items. First is the stormwater outfall towards the eastern property line and over the embankment towards the estuary and Munsel Creek. We would really like to avoid an outfall in this area, even though it is for emergency overflow, best practice is not to discharge over an embankment with potential of harming or damaging property downstream of the outfall. If possible, the developer needs to route the overflow towards Quince Street to the existing curb/gutter. The discharge can later be adjusted when the roadway is widened to the future design with dedicated on-street parking, bike lanes, buffer area (between the bike lane and vehicle traffic) and travel lanes.

The other item is the domestic water and fire system design. The plans do not indicate how the system is to be metered, placement of the fire system double detector check valve assembly, fire department connection (FDC), irrigation meter, etc. Once the water system is on private property it is considered private, therefore the need to place the water meter(s) and fire vault at the property line. AS noted on the marked up plans, the existing fire hydrant does need to be located within the right-of-way. The proposed fire hydrant to the east of the building will be private and isolated from the public water system by the double detector check valve assembly. Plans also lack pipe sizes as well as meter sizes.

Sanitary sewer connection. The cleanout will need to be removed and reinstalled at the property line.

I will also forward a memo from RH2 Engineering who has completed a peer review of the plans as soon as it is available regarding the civil design.

Thank you,

Mike

Mike Miller
Public Works Director
mike.miller@ci.florence.or.us
(541) 997-4106

Mailing Address:
City of Florence
250 Hwy 101
Florence, OR 97439

Physical Address:
Florence Public Works
2675 Kingwood Street
Florence, OR 97439

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---

From: Wendy Farley-Campbell <wendy.farleycampbell@ci.florence.or.us>
Sent: Tuesday, March 29, 2022 8:49 AM
To: Mike Miller <mike.miller@ci.florence.or.us>; Tony Miller <tony@wlfea.org>; Delle, Troy <TDelle@cencoast.com>
Cc: Roxanne Johnston <Roxanne.Johnston@ci.florence.or.us>; WRIGHT Deanna M <DWRIGHT@lcog.org>
Subject: RE: Microtel--30-day completeness review

Hi just a friendly reminder about this coming April 1st date. Thank you! Happy Tuesday!

Regards,
Wendy

From: Wendy Farley-Campbell
Sent: Wednesday, March 9, 2022 12:09 PM
To: Mike Miller <mike.miller@ci.florence.or.us>; Tony Miller <tony@wlfea.org>; 'Delle, Troy' <TDelle@cencoast.com>
Cc: Roxanne Johnston <Roxanne.Johnston@ci.florence.or.us>; WRIGHT Deanna M <DWRIGHT@lcog.org>
Subject: Microtel--30-day completeness review

Mike, Tony and Troy,

Greetings. We have received the plan set for the Microtel on Quince St. for the land use permit.

The first process is an application completeness review. Please take a look at the attached (and the civils in the next email) and let me know what additional information you need or anything that needs clarification on the plans. What information is missing for you to be able to evaluate the proposal for compliance within your respective roles. **Please plan to provide your comments no later than April 1st.**

The next step will be for you to provide your comments on anything that needs to change on the plans to meet code, policy or procedure requirements. You will receive the typical referral email when we are looking for those comments.

Thank you.

Wendy FarleyCampbell, AICP
Planning Director | City of Florence
O: 541.997.8237
250 Highway 101, Florence OR 97439
Follow Us! City Website | Vimeo | Facebook | Twitter

Exhibit M

Southern Oregon Transportation Engineering, LLC

319 Eastwood Drive | Medford, Oregon 97504 | 541.941.4148 | Kim.parducci@gmail.com

Date: October 5, 2023

To: Wendy Farley-Cambell, Planning Director
City of Florence
250 Highway 101
Florence, Oregon 97439

Re: Microtel Development (Florence, OR) – TIA Review Comments

Southern Oregon Transportation Engineering reviewed a traffic impact analysis (TIA) dated January 24, 2023 for a proposed 86-room hotel development in Florence, Oregon. The proposed development is located on the northeast corner of Quince Street and 6th Street. Access is proposed on Quince Street across from 6th Street and 170 feet to the north. Our comments are provided below.

1. The design year or build out is proposed in 2024. This may not be feasible given the time frame left for construction. Verify this still works.
2. The TIA does not include an access location or spacing discussion. There is reference to access on Quince Street across from 6th Street and another 170 feet to the north but it's difficult to determine from Figures 1 and 2 whether the 170 feet is accurate or not. The northern access on Figure 2 appears to be at the north property line, but the north property line on Figure 1 looks like it would be in line with the Florence Events Center access, which is 250 feet north of 6th Street. A discussion would be helpful to ensure that access spacing is met and proposed access points are not in conflict with existing access points on the west side of Quince Street.
3. We concur with the recommendation to re-evaluate sight distance at the time of development. In addition to potential changes after grading and embankment work, sight distance could be impacted by on-street parking when events are occurring at the Florence Events Center. It may be necessary to restrict parking on either side of proposed access points along Quince Street to maintain adequate sight distance.
4. Count data at the intersection of Quince Street / 6th Street is not provided in Appendix B.

This completes our review. Please let us know if you have any questions.

Sincerely,

Kimberly Parducci, PE PTOE
Southern Oregon Transportation Engineering, LLC


Exhibit N
902
DIRECTIONAL ARROW PER ODOT TM607-5A, TYP.
DESIGNATED FIRE LANE
STORM FACILITY
EV CHARGING SPACES
ACCESSIBLE PARKING SIGNAGE
OUTDOOR PARK

Exhibit O

Jacob Foutz

From: Michael Schick <chief@wlfea.org>
Sent: Thursday, February 6, 2025 3:17 PM
To: Jacob Foutz
Cc: Nancy Ervin
Subject: RE: 18-12-26-33, Tax Lots 0902 and 0903, Microtel Referral request

Awesome! I see the hydrant in the rear which is perfect. It still doesn't look like they've moved the FDC and a Hydrant to the same side of the entrance yet and I will still be asking for that.

Michael R Schick, EFO, PhD
Fire & EMS Chief
Western Lane Fire and EMS Authority
2625 Hwy 101
Florence, OR 97439
(541) 997-3212 (office)
(541) 999-9098 (cell)
chief@wlfea.org

From: Jacob Foutz <Jacob.Foutz@ci.florence.or.us>
Sent: Thursday, February 6, 2025 3:05 PM
To: Michael Schick <chief@wlfea.org>
Cc: Nancy Ervin <nancy.ervin@ci.florence.or.us>
Subject: RE: 18-12-26-33, Tax Lots 0902 and 0903, Microtel Referral request

Chief,

I hope the attached civil plan set will have what you are looking for. Please let me know if there is something else you need me to request for this.

Thanks,

Jacob Foutz (he/him)

Planning Manager

From: Michael Schick <chief@wlfea.org>
Sent: Wednesday, February 5, 2025 10:50 AM
To: Jacob Foutz <Jacob.Foutz@ci.florence.or.us>
Cc: Nancy Ervin <nancy.ervin@ci.florence.or.us>
Subject: RE: 18-12-26-33, Tax Lots 0902 and 0903, Microtel Referral request

Jacob,

1) Can you confirm if that is a fire hydrant at the rear of the hotel within the island in the parking lot, looks to be at D3 on the Architectural Site Plan. I think we had talked before about a hydrant at the

rear of the building.

2) I would like to see details of the standpipe system.
3) I would like to see the turn radius distances to ensure clearance for our aerial apparatus.
4) Is there a code summary available, I want to confirm inclusion of fire alarm system and sprinklers.
5) The Fire Department Connection (FDC) to support the sprinkler system is on the opposite side from the hydrant at the entrance. In order for us to supply water to the FDC we would connect to the hydrant which would result in a hose line across the entrance. In addition, our access to the FDC looks to be difficult at best. I suggest relocating the FDC to the same side as the entrance.

2022 Oregon Fire Code
SECTION 912
FIRE DEPARTMENT CONNECTIONS
912.1 Installation. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design and shall comply with Sections 912.2 through 912.7.
912.2 Location. With respect to hydrants, driveways, buildings and landscaping, fire department connections shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire apparatus. The location of fire department connections shall be *approved* by the *fire code official*.

Michael R Schick, EFO, PhD
Fire & EMS Chief
Western Lane Fire and EMS Authority
2625 Hwy 101
Florence, OR 97439
(541) 997-3212 (office)
(541) 999-9098 (cell)
chief@wlfea.org

From: Jacob Foutz <Jacob.Foutz@ci.florence.or.us>
Sent: Tuesday, February 4, 2025 4:12 PM
To: Jacob Foutz <Jacob.Foutz@ci.florence.or.us>
Cc: Nancy Ervin <nancy.ervin@ci.florence.or.us>
Subject: 18-12-26-33, Tax Lots 0902 and 0903, Microtel Referral request

Dear Agency Partners,

The City of Florence Planning Department has received a Design review request for a property on Assessor's Map Ref 18-12-26-33, Tax Lots 0902 and 0903. In accordance with the Florence City Code, we are distributing this application for your review, comments, and recommendations.

Please find the Notice of hearing materials attached for your reference. To ensure timely processing, we kindly request your written response no later than February 18, 2025. If no response is received by that date, we will assume your agency approves of the application as submitted unless an extension is requested.

Should you have any questions or require additional information, please do not hesitate to contact me directly at Jacob.Foutz@ci.florence.or.us or 541-902-5929.

We appreciate your collaboration and value your input on this application.
Thanks,

Jacob Foutz (he/him)

Planning Manager

Jacob.Foutz@ci.florence.or.us

Direct: 541-902-5929

City of Florence

250 Hwy 101

Florence, OR 97439

Follow Us! [ci.florence.or.us]City Website | Facebook | Twitter | Instagram | Vimeo

Exhibit P

From: Wendy Farley-Campbell
Sent: Friday, February 21, 2025 5:55 PM
To: 'Matt Braun' <matt@braundevco.com>
Cc: Erin Reynolds <erin.reynolds@ci.florence.or.us>; Megan Messmer <megan.messmer@ci.florence.or.us>; Jesse Winterowd <jesse@winterbrookplanning.com>; Steve Anderson <Steve@oregoncoastalgroup.com>; Keava Campbell <keava@winterbrookplanning.com>; Matt Hughart <MHUGHART@kittelson.com>
Subject: RE: Florence tIA

Matt,

Thank you for your patience. Below summarizes staff's and peer reviewer's conclusions on the Traffic Impact Analysis. A new TIA is not required. The peer reviewer misunderstood the proposal. In her assessment the below items would not take more than around three hours.

- Crash Data: Please pull the 2018-2022 from the ODOT website and address the data.
- Access Safety: The north driveway does not meet the driveway separation standards from the FEC driveway. This is being addressed with a condition of approval to shift the driveway north to align with the FEC. This can be accomplished via an easement with the Urban Renewal. Keeping the driveway where proposed would require a variance and assuming it could meet variance criteria would require an engineer's evaluation of safety concerns and their stamp on driveway design and its close proximity to the FEC's northern driveway. It was excluded from the site plan's in the TIA.
- Access South: The traffic counts for the "6th" and Quince St. intersection are referenced but are not in the appendices. Please have the engineer respond to the count origin and distribution. Also, what is the offset if any between the FEC southern driveway (6th) and the hotel driveway?
- Vehicle Counts—Okay to use the original data but would be helpful to add two years to the base year to reflect the actual build out year.
- Pedestrian Crossing—Please have the engineer respond to the proximity of the crossing with the southern driveway location.

Please let us know of any questions you or your team have.

Regards,

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