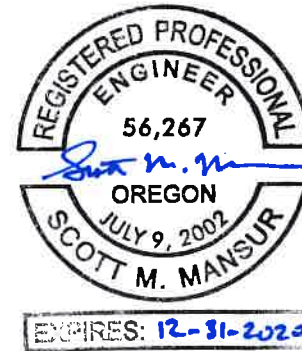




117 Commercial St NE
 #310
 Salem, OR 97301
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MEMORANDUM

DATE: June 17, 2019
 TO: Nick Robertson | OBEC Consulting Engineers
 FROM: Scott Mansur, P.E., PTOE | DKS Associates *sm*
 Jenna Hills, E.I. | DKS Associates



SUBJECT: Wilsonville Boeckman Road Dip Detour – Traffic Study

The City of Wilsonville is currently preparing to construct a bridge on Boeckman Road over Boeckman Creek to replace the existing culvert, widen the road, and improve the vertical profile. Boeckman Road is a decades-old rural road constructed on an embankment with vertical grades that fail to comply with current design criteria. The City's Transportation System Plan (TSP) designates the road as a Minor Arterial. The City completed a design narrative in 2014 evaluating two alignment options to reduce the dip in the road, increase the vertical sight distance, remove the culvert, and re-establish the creek bed. Option A raises the vertical profile the minimum amount necessary to meet design standards and span the dip with a bridge. Option B raises the vertical profile further to accommodate gravity sewer grades. Since that time, it has been determined that the bridge structure and roadway profile does not need to accommodate gravity sewer and the City has moved forward with Option A as the preferred alternative. Both alternatives assumed a full road closure during construction.

The purpose of the traffic study is to evaluate the effect that a full closure of Boeckman Road and the associated traffic diversion would have on the rest of the transportation system, including the I-5/Wilsonville interchanges at Elligsen Road and Wilsonville Road. A map of the study intersections and the location of the anticipated road closure are shown in Figure 1.

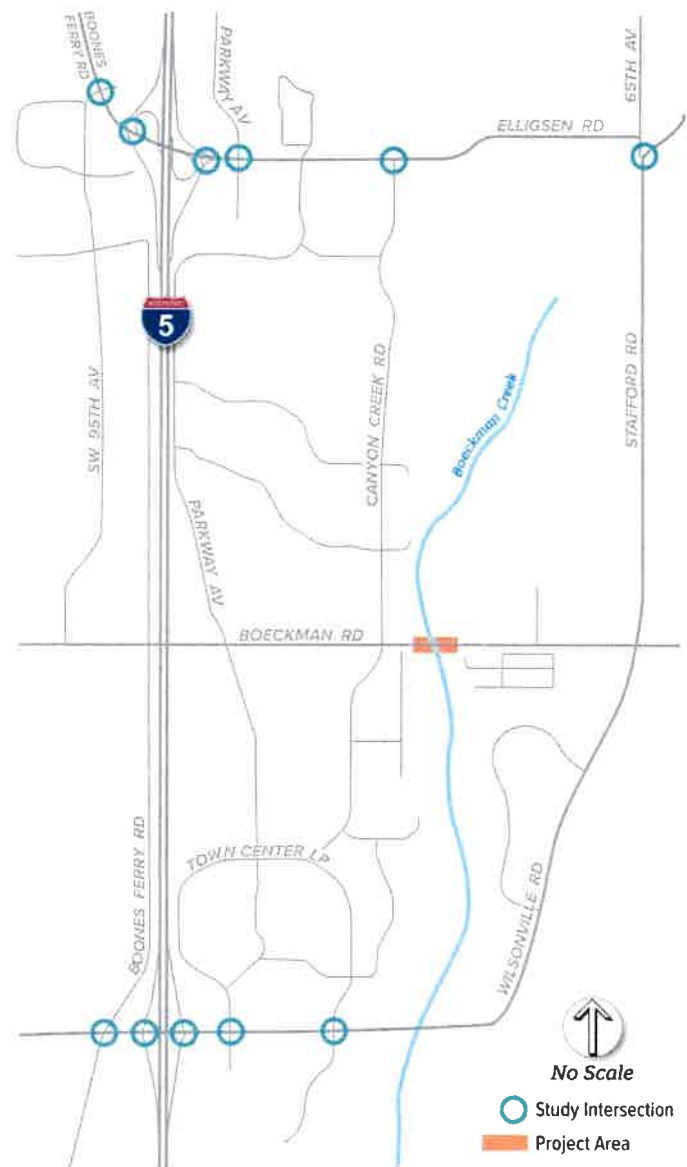


Figure 1: Study Area

EXISTING CONDITIONS

The Existing Conditions section of this report focuses on current traffic conditions within the project study area to use as a comparison to the traffic conditions with traffic diversion from the Boeckman Road closure. Included below is discussion on the existing motor vehicle conditions, existing pedestrian and bicycle impacts, and transit route impacts.

MOTOR VEHICLE CONDITIONS

Existing transportation conditions were evaluated for the study area and are discussed in the sections below.

Roadway Network

The transportation characteristics of the key study area roadways and key cross streets are shown in Table 1 and include functional classification, number of travel lanes, posted speeds, and the presence of sidewalks and/or bike lanes. The functional classification is a key roadway characteristic because it specifies the purpose of the facility and is a determining factor of applicable cross-section, access spacing, and intersection performance standards. The functional classification of the following roadways can be found in the City of Wilsonville Transportation System Plan (TSP)¹ and the Oregon Department of Transportation (ODOT) website.

¹ Figure 3-2, *Wilsonville Transportation System Plan*, Adopted by Council, Amended April 2019



Table 1: Existing Study Area Roadway Characteristics

Roadway	Jurisdiction	Functional Classification	Travel Lanes	Posted Speed (mph)	Sidewalk	Bike Lanes
95 th Avenue	City of Wilsonville	Minor Arterial	3	35	Yes	Yes
Interstate 5	ODOT	Urban Interstate	6	65	No	No
Elligsen Road	ODOT ^a City of Wilsonville	District Highway (ODOT) Major Arterial ^b Minor Arterial ^c (City)	2-4	35	Partial ^d	Partial ^d
Canyon Creek Road	City of Wilsonville	Minor Arterial	3	35	Yes	Yes
65 th Avenue	Clackamas County	Minor Arterial (Urban)	2	45	No	No
SW Stafford Road	City of Wilsonville	Major Arterial	2	45	No	No
SW Wilsonville Road	City of Wilsonville	Major Arterial	4-6	35	Yes	Yes
Boones Ferry Road	City of Wilsonville	Collector	3-4	35	Yes	Yes
Town Center Loop West	City of Wilsonville	Major Arterial	3	35	Yes	Yes
Town Center Loop East	City of Wilsonville	Collector	3	35	Yes	Yes

^a ODOT jurisdiction from Day Road to Northbound Interchange Ramps; elsewhere City jurisdiction.

^b Major Arterial from Day Road to Parkway Center Drive.

^c Minor Arterial from Parkway Center Drive to Stafford Road.

^d No bike lanes or sidewalk present east of Parkway Center Drive.

Existing Intersection Conditions

Existing intersection operations analysis was performed for all study intersections to establish baseline conditions. Intersections are the focus of detailed traffic operations analysis on non-freeway facilities because they are the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is nearly always diminished in their vicinity.

Intersection Performance Measures

Level of service (LOS) and volume-to-capacity (V/C) ratios are two commonly used performance measures that provide a gauge of intersection operations. In addition, they are often incorporated into agency mobility standards. Descriptions are given below:

Level of service (LOS): A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.

Volume-to-capacity (V/C) ratio: A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg,



or intersection. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases, and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and lengthy delays.

Performance Measures

Intersection performance measures vary by jurisdiction of the roadways. The study intersections under ODOT jurisdiction have mobility targets as provided in the Oregon Highway Plan.² The ODOT mobility target for the Wilsonville I-5 interchange ramps is a 0.90 v/c ratio³. The study intersection under the jurisdiction of Clackamas County has a minimum LOS standard of LOS E and study intersections under the jurisdiction of the City of Wilsonville have an operating standard of LOS D.

Intersection Volumes

To determine existing intersection traffic operations, PM peak hour vehicle turn movement counts were collected at the eleven study area intersections during the weekday (4:00 PM to 6:00 PM)⁴. The peak hour counts are shown in Figure 2 and detailed twenty-four-hour traffic counts are included in Appendix A.

² Table 6, Oregon Highway Plan, Oregon Department of Transportation, Updated in August 2005.

³ When the interchange vicinity is fully developed, and adequate storage is available on the interchange ramp to prevent queues from backing up on the main line, then the mobility target can be increased to a 0.90 v/c ratio. This standard has been confirmed with ODOT on past studies.

⁴ Traffic counts were collected on May 9th and May 15th, 2019.

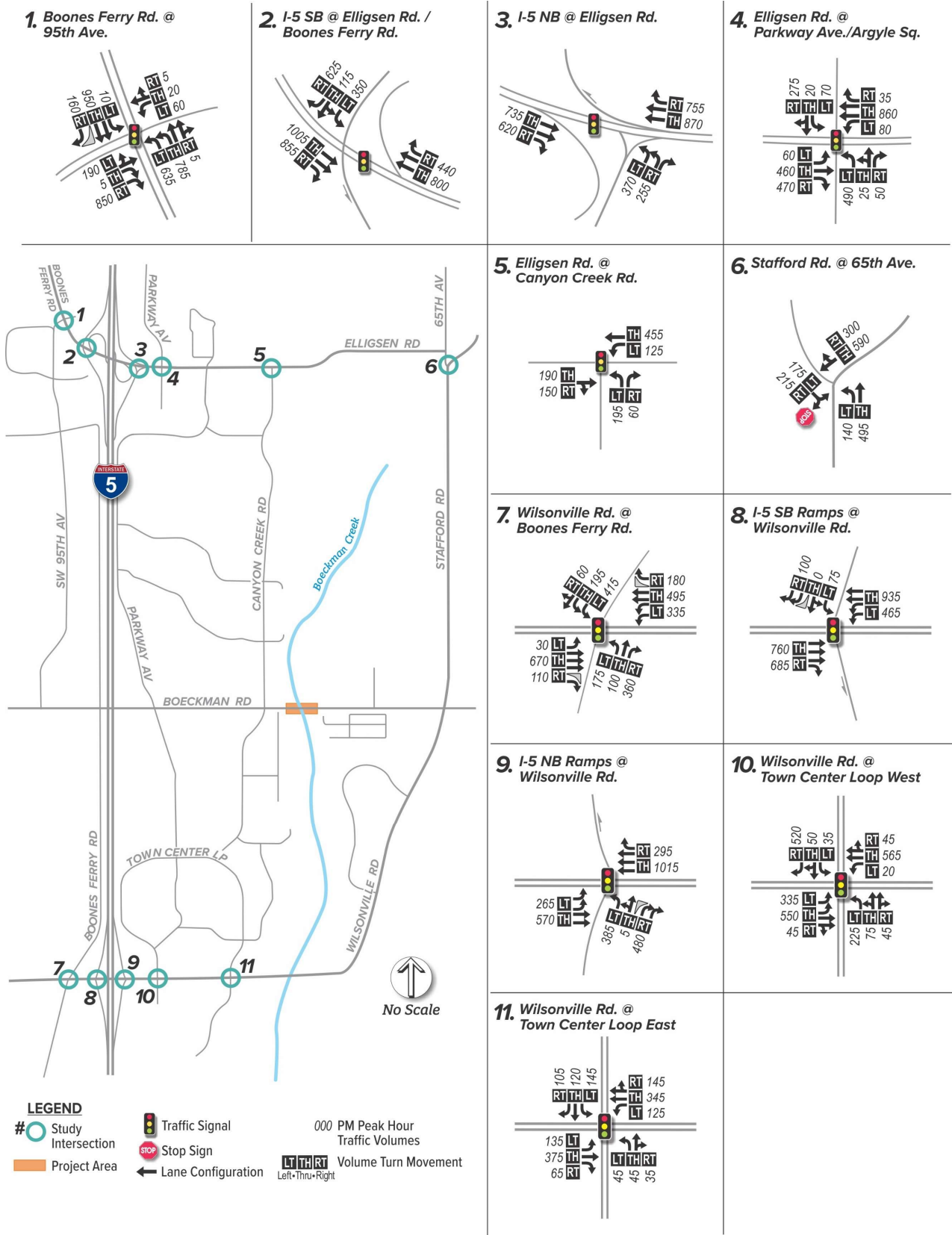


Figure 2: 2019 Existing Conditions Traffic Volumes



Intersection Operations

The existing traffic operating conditions at the study intersections was determined for the 2019 weekday PM peak hour (shown in Table 2). Detailed HCM results are provided in Appendix B.

Table 2: 2019 PM Peak Hour Intersection Operations

	Intersection	Jurisdiction	Operating Standard	Traffic Control	P.M. Peak Hour		
					LOS	Delay	V/C
1	Elligsen Rd/95th Ave	City	LOS D	Signalized	C	25.8	0.78
2	Elligsen Rd/I-5 SB Ramp	ODOT	V/C < 0.90	Signalized	B	16.2	0.78
3	Elligsen Rd/I-5 NB Ramp	ODOT	V/C < 0.90	Signalized	C	24.3	0.56
4	Elligsen Rd/Argyle Square-Parkway Ave	City	LOS D	Signalized	C	34.0	0.60
5	Elligsen Rd/Canyon Creek Rd	City	LOS D	Signalized	A	9.0	0.47
6	Stafford Rd/ 65th Ave	County	LOS E	TWSC	B/F	>100	>1.0
7	Wilsonville Rd/Boones Ferry Rd	City	LOS D	Signalized	D	36.8	0.66
8	Wilsonville Rd/I-5 SB Ramp	ODOT	V/C < 0.90	Signalized	D	47.9	0.42
9	Wilsonville Rd/I-5 NB Ramp	ODOT	V/C < 0.90	Signalized	C	25.4	0.49
10	Wilsonville Rd/Town Center Loop W	City	LOS D	Signalized	D	35.4	0.54
11	Wilsonville Rd/Town Center Loop E	City	LOS D	Signalized	C	21.9	0.42

Signalized Intersections:

Delay = Average Stopped Delay per Vehicle (sec)
 LOS = Level of Service of Intersection
 v/c = Volume-to-capacity Ratio of Intersection

Unsignalized intersection:

Delay = Critical Movement Approach Delay (sec.)
 LOS = Major Street LOS/Minor Street LOS
 V/C = Critical Movement Volume-to-Capacity Ratio

During the 2019 weekday PM peak hour, all of the study intersections meet the jurisdictional operating standards with the exception of Stafford Road/65th Avenue intersection that currently operates at LOS F. The long delays at this intersection were confirmed based on recent field observations and are shown in the pictures on the next page.



Southbound queues on 65th Avenue during the PM peak hour can reach up to 2,500 feet at the Stafford Road intersection. This picture shows southbound traffic at the Elligsen Road intersection.



Eastbound queues on Elligsen at 65th Avenue intersection can reach up to 1,500 feet during the PM peak hour. This picture shows the queue on Elligsen Road at the 65th Road intersection.

PEDESTRIAN AND BICYCLE IMPACTS

At the intersection of Boeckman Road/Canyon Creek Road, pedestrian and bicycle counts were collected. The counts indicate that up to 5 bicycles and up to 10 pedestrians use Boeckman Road in the vicinity of the Boeckman dip during the PM peak hour (likely more usage throughout the day). Due to a lack of pedestrian and bicycle facilities to the north along Elligsen Road and Stafford Road, Wilsonville Road would be the recommended route for diverted pedestrian and bicycle travel.

TRANSIT ROUTES IMPACTS

The Wilsonville SMART Transit System provides transit service within the City of Wilsonville and outlying areas. There are no SMART routes that utilize Boeckman Road at the closure point of the Boeckman dip project, and therefore, no transit route impacts are expected. SMART Transit Route 4 provides service east of the Boeckman Road dip, along Wilsonville Road and Advance Road, and service to Meridian Creek Middle School.

FUTURE CONDITIONS

This chapter reviews the impacts that the Boeckman Road closure and the associated traffic diversion will have on the study area transportation system. This analysis includes discussion on the future year traffic volumes, traffic modeling, and intersection operating conditions.

FUTURE TRAFFIC VOLUMES

Future operating conditions were analyzed at the study intersections for the following future traffic scenarios. The comparison of the following scenarios enables the assessment of road closure impacts:

- 2021 Background
- 2021 Background + Boeckman Road Closure and Traffic Diversion

The Background volumes include the future growth expected from 2019 to 2021 as indicated in the Wilsonville Visum Small Community Model (discussed further below). The Background volumes also include trips associated with the Frog Pond Stafford Meadows and Morgan Farm developments, which are expected to contain 194 homes by 2021. Future traffic volumes were estimated at the study intersections for both scenarios and are shown in Figure 3 and Figure 4 on the following pages.

TRAFFIC MODELING

To estimate the growth that is expected to occur between the existing year volumes (2019) and the estimated construction year (2021), growth assumptions along key roadways were estimated using the Wilsonville Visum Small Community Model. Growth assumptions that were applied to the existing year volumes ranged between 1% and 6% (streets in the vicinity of Frog Pond had higher growth assumptions due to the level of development expected).



The Wilsonville Visum Small Community Model was also used to determine the traffic diversion onto other city, county and ODOT streets due to the Boeckman Road closure. A select link matrix of Boeckman Road provided an estimate of origin-destination pairs for existing traffic patterns. These patterns were used to reduce turning movement volumes along routes impacted by the closure and also increase turning movement volumes along new desired routes as indicated by the Visum Small Community Model. Appendix C contains the Visum model plots.

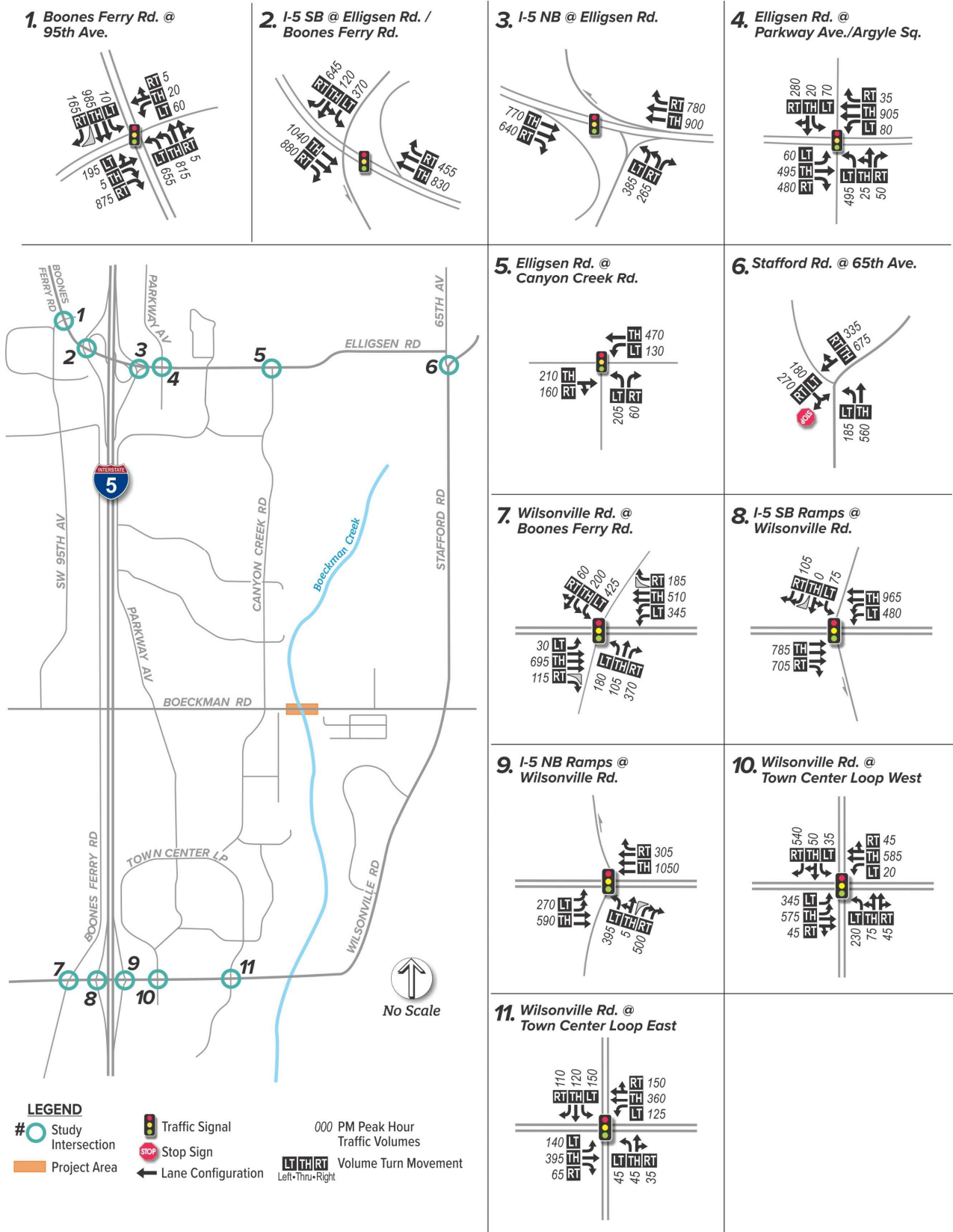


Figure 3: 2021 PM Peak Hour Traffic Volumes – Background Volumes

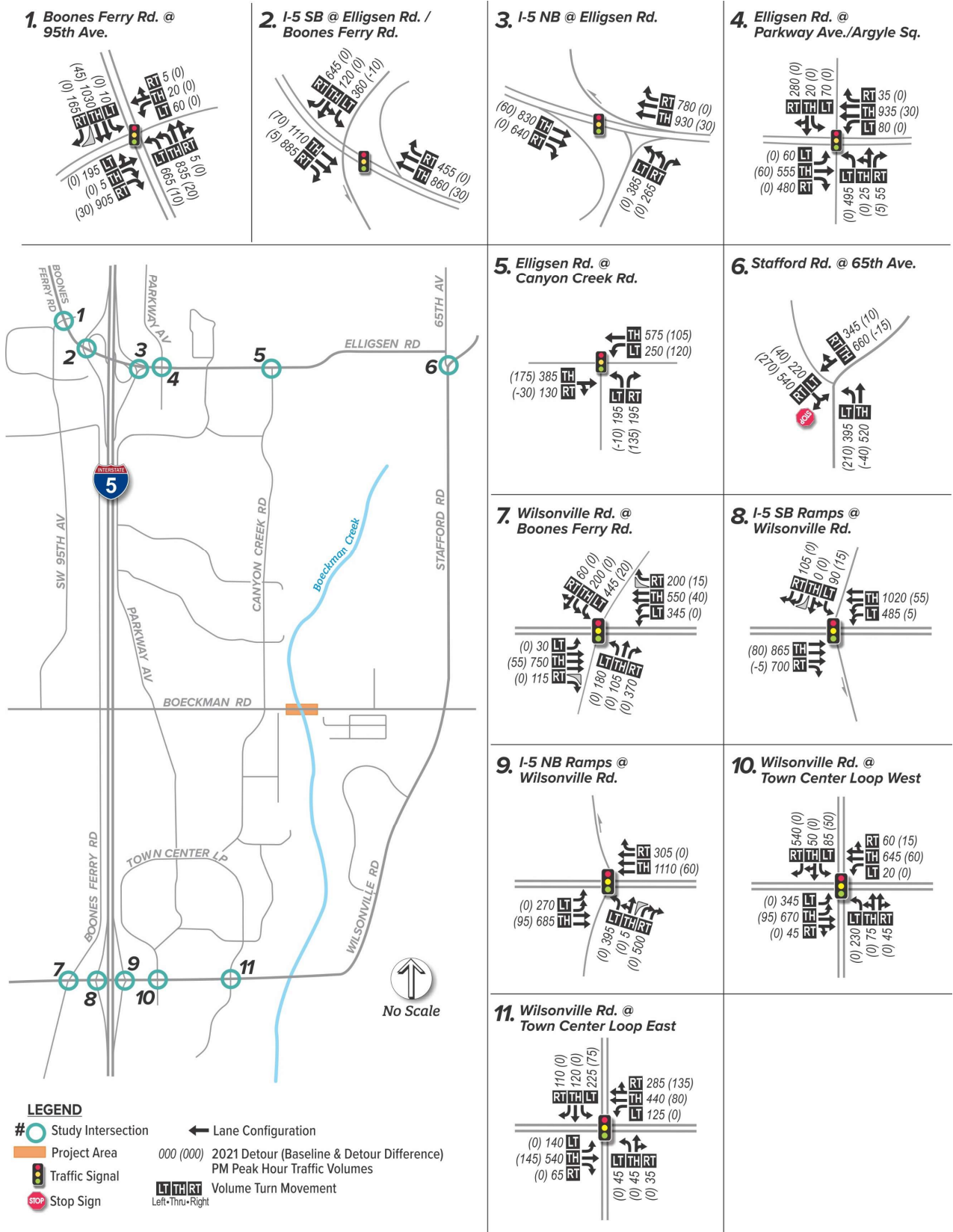


Figure 4: 2021 PM Peak Hour – Background + Traffic Diversion/Detour Traffic Volumes

FUTURE INTERSECTION OPERATIONS

Future analysis scenarios represent the additional traffic that is generated by 2021 background growth and the traffic rerouting generated by the closure of Boeckman Road. Detailed HCM results are provided in Appendix D and Appendix E.

The study intersection operating conditions with the 2021 background traffic and the traffic that is redistributed after the detour is in place are listed in Table 3. The stop-controlled intersection of Stafford Road/65th Avenue does not meet minimum operational standards under future conditions due to the lengthy delays experienced by left-turning vehicles from 65th Avenue onto Stafford Road.

Table 3: 2021 PM Peak Hour Intersection Operations

	Intersection	Jurisdiction	Operating Standard	2021 Background			2021 Background + Detour		
				LOS	Delay	V/C	LOS	Delay	V/C
1	Elligsen Rd/95th Ave	City	LOS D	C	26.5	0.81	C	27.0	0.83
2	Elligsen Rd/I-5 SB Ramp	ODOT	V/C < 0.90	B	17.0	0.80	B	17.0	0.80
3	Elligsen Rd/I-5 NB Ramp	ODOT	V/C < 0.90	C	25.4	0.58	C	24.4	0.58
4	Elligsen Rd/Argyle Sq-Parkway Ave	City	LOS D	C	33.9	0.62	C	33.2	0.63
5	Elligsen Rd/Canyon Creek Rd	City	LOS D	A	9.7	0.49	B	12.1	0.62
6	Stafford Rd/ 65th Ave	County	LOS E	B/F	>100	>1.0	C/F	>100	>1.0
7	Wilsonville Rd/Boones Ferry Rd	City	LOS D	D	37.0	0.66	D	37.3	0.68
8	Wilsonville Rd/I-5 SB Ramp	ODOT	V/C < 0.90	D	48.7	0.42	D	48.0	0.43
9	Wilsonville Rd/I-5 NB Ramp	ODOT	V/C < 0.90	C	25.0	0.50	C	24.0	0.51
10	Wilsonville Rd/Town Center Loop W	City	LOS D	D	35.4	0.56	C	33.2	0.59
11	Wilsonville Rd/Town Center Loop E	City	LOS D	C	21.9	0.43	C	25.2	0.60

Signalized Intersections:

Delay = Average Stopped Delay per Vehicle (sec)
 LOS = Level of Service of Intersection
 v/c = Volume-to-capacity Ratio of Intersection

Unsignalized intersection:

Delay = Critical Movement Approach Delay (sec.)
 LOS = Major Street LOS/Minor Street LOS
 V/C = Critical Movement Volume-to-Capacity Ratio

Bold and highlighted: Intersection fails to meet jurisdictional operating standard.

During the PM peak hour, a total of 980 vehicles are estimated to be rerouted throughout the city due to the Boeckman Road closure in 2021. As shown in Table 4 below, the vehicle-miles traveled (VMT) increases by 465 VMT during the PM peak hour with the road closure.

Table 4: 2021 Vehicle Miles Traveled (VMT)

Time Period	Without Boeckman Road Closure	With Boeckman Road Closure	Difference
PM Peak Hour	100,690	101,155	465
Daily	1,006,900	1,011,550	4,650



The PM peak hour VMT is calculated by the Wilsonville Visum Model. The daily VMT is based on a typical 1:10 ratio of PM peak volumes to daily volumes, making the estimated daily VMT difference 4,650 VMT.

SUMMARY

As discussed in this report, the impacts to the majority of the study intersections are minor and are able to support the temporary diversion of PM peak hour traffic volumes on Boeckman Road with the exception of the Stafford Road/65th Avenue intersection. This intersection fails under existing year (2019) conditions as well as under future year (2021) detour conditions. Considerations for a temporary traffic signal to relieve congestion at this intersection would help mitigate the impacts of the Boeckman Road closure. As shown in Table 5 below, the delay and operations would significantly improve with a temporary traffic signal installed. Since this intersection is under Clackamas County jurisdiction, coordination and approval from the county would be required.

Table 5: 2021 PM Peak Hour Intersection Operations – With Temporary Traffic Signal

	Intersection	Jurisdiction	Operating Standard	2021 Background + Detour			2021 With Temporary Signal		
				LOS	Delay	V/C	LOS	Delay	V/C
6	Stafford Rd/ 65th Ave	County	LOS E	C/F	>100	>1.0	D	48.2	0.99

Signalized Intersections:

Delay = Average Stopped Delay per Vehicle (sec)
 LOS = Level of Service of Intersection
 v/c = Volume-to-capacity Ratio of Intersection

Unsignalized intersection:

Delay = Critical Movement Approach Delay (sec.)
 LOS = Major Street LOS/Minor Street LOS
 V/C = Critical Movement Volume-to-Capacity Ratio

Bold and highlighted: Intersection fails to meet jurisdictional operating standard.

Temporary Traffic Signal Estimate

A temporary traffic signal was identified at the Stafford Road/65th Avenue intersection to improve delay, safety and operations during the Boeckman Road closure. Due to the high speeds on Stafford Road, additional budget was included for supplemental traffic signal signage and warning signs to alert drivers to the temporary traffic signal. Table 6 provides the planning level cost estimates for design and construction. It should be noted that once Boeckman Road is opened, the temporary traffic signal would need to be removed. Details of the installation and removal logistics would be subject to coordination and approval with Clackamas County.

Table 6: Temporary Traffic Signal Cost Estimate

Location	Improvement	Planning Level Cost Estimate
Stafford Rd/ 65th Ave	Temporary Traffic Signal	\$200,000 ⁵

⁵ Assumes \$170,000 for construction and \$30,000 for design and construction engineering.

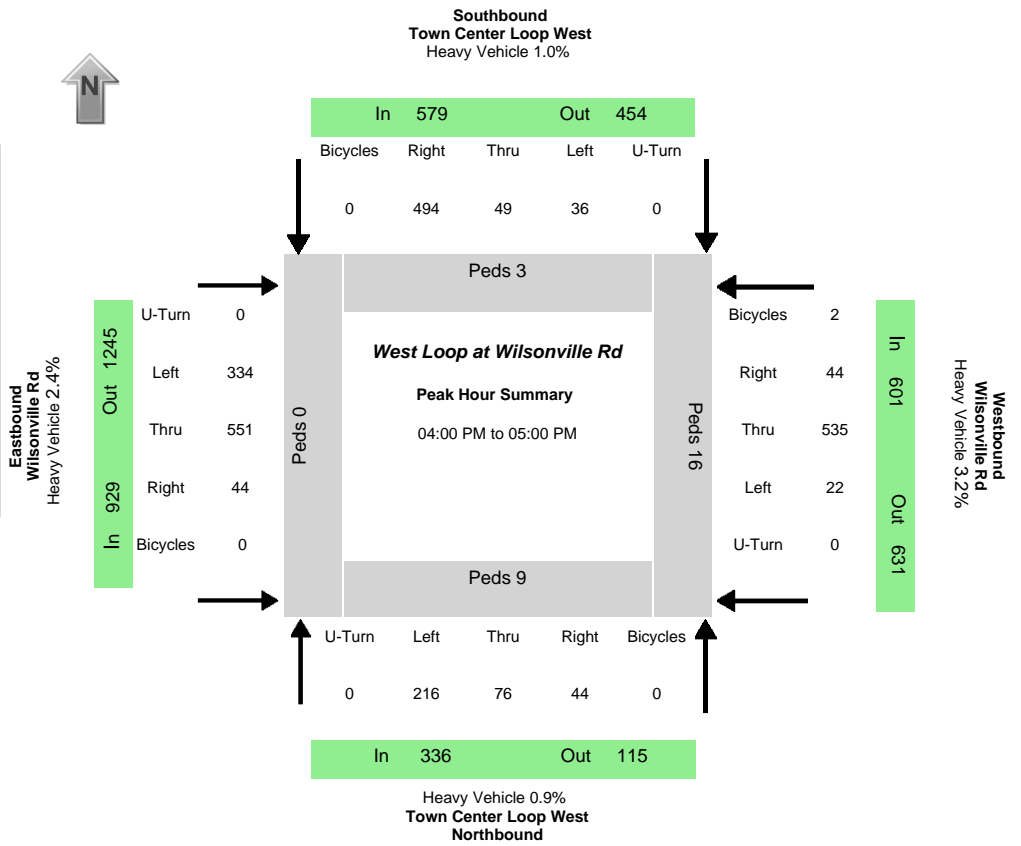


APPENDICES

Appendix A – Traffic Count Data

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

N/S street	Town Center Loop West
E/W street	Wilsonville Rd
City, State	Wilsonville OR
Site Notes	
Location	45.302863 - -122.765813
Start Date	Thursday, May 09, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:00:00 PM
Peak 15 Min Start	04:15:00 PM
PHF (15-Min Int)	0.93



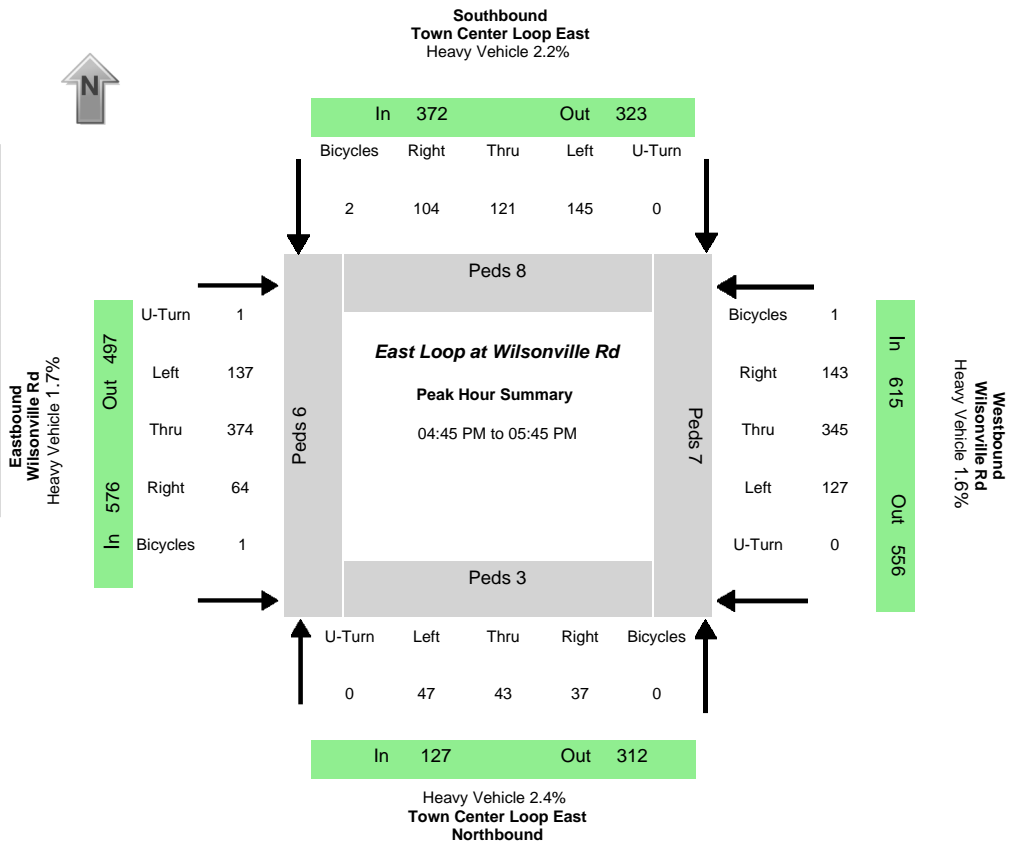
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
216	76	44	0	36	49	494	0	334	551	44	0	22	535	44	0	336	579	929	601	115	454	1245	631
Percent Heavy Vehicles																							
1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	3.0%	2.0%	2.3%	0.0%	0.0%	3.6%	0.0%	0.0%	0.9%	1.0%	2.4%	3.2%	0.9%	2.2%	2.2%	1.7%

PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	9	3	0	16	28

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR
	Town Center Loop West				Town Center Loop West				Wilsonville Rd				Wilsonville Rd					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	26	5	4	0	3	3	42	0	37	54	2	0	1	49	5	0		
04:05:00 PM	20	3	6	0	4	5	55	0	27	29	1	0	2	54	4	0		
04:10:00 PM	27	4	5	0	3	9	52	0	21	37	3	0	1	39	3	0	645	
04:15:00 PM	21	8	3	0	3	2	48	0	23	52	3	0	3	52	5	0	637	
04:20:00 PM	14	5	1	0	6	3	45	0	29	51	5	0	0	53	5	0	644	
04:25:00 PM	14	5	4	0	4	8	44	0	34	45	7	0	4	45	2	0	656	
04:30:00 PM	9	6	2	0	2	0	43	0	16	37	6	0	1	35	0	0	590	
04:35:00 PM	22	7	2	0	2	2	32	0	33	53	1	0	1	38	3	0	569	
04:40:00 PM	8	10	3	0	0	3	30	0	33	59	4	0	3	48	4	0	558	
04:45:00 PM	19	11	3	0	5	7	32	0	28	47	4	0	2	27	2	0	588	
04:50:00 PM	22	6	9	0	2	5	19	0	16	40	3	0	2	45	3	0	564	
04:55:00 PM	14	6	2	0	2	2	52	0	37	47	5	0	2	50	8	0	586	2445
05:00:00 PM	22	4	0	0	4	5	37	0	36	44	6	0	0	52	0	0	609	2424
05:05:00 PM	16	10	4	0	5	5	33	0	24	46	6	0	1	36	4	0	627	2404
05:10:00 PM	18	9	1	0	3	1	40	0	18	45	6	0	0	34	6	0	581	2381
05:15:00 PM	9	6	5	0	3	2	49	0	25	57	2	0	1	42	0	0	572	2359
05:20:00 PM	16	4	4	0	3	4	46	0	37	43	1	0	1	29	2	0	572	2332
05:25:00 PM	22	9	6	0	1	2	44	0	22	37	5	0	0	36	4	0	579	2304
05:30:00 PM	14	5	4	0	1	0	35	0	32	52	4	0	0	26	3	0	554	2323
05:35:00 PM	9	3	1	0	2	0	54	0	30	57	4	0	1	40	5	0	570	2333
05:40:00 PM	12	10	1	0	7	5	39	0	30	40	5	0	0	28	1	0	560	2306
05:45:00 PM	12	5	3	0	6	1	35	0	27	33	2	0	0	38	2	0	548	2283
05:50:00 PM	14	8	2	0	4	3	37	0	24	55	5	0	1	57	3	0	555	2324
05:55:00 PM	10	10	3	0	4	3	37	0	23	38	7	0	1	48	3	0	564	2284

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

N/S street	Town Center Loop East
E/W street	Wilsonville Rd
City, State	Wilsonville OR
Site Notes	
Location	45.30295 - -122.760307
Start Date	Thursday, May 09, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:45:00 PM
Peak 15 Min Start	04:45:00 PM
PHF (15-Min Int)	0.93



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
47	43	37	0	145	121	104	0	137	374	64	1	127	345	143	0	127	370	576	615	312	323	497	556
Percent Heavy Vehicles																							
2.1%	2.3%	2.7%	0.0%	1.4%	0.0%	5.8%	0.0%	2.9%	1.6%	0.0%	0.0%	0.8%	1.7%	2.1%	0.0%	2.4%	2.2%	1.7%	1.6%	0.3%	2.5%	2.6%	1.6%

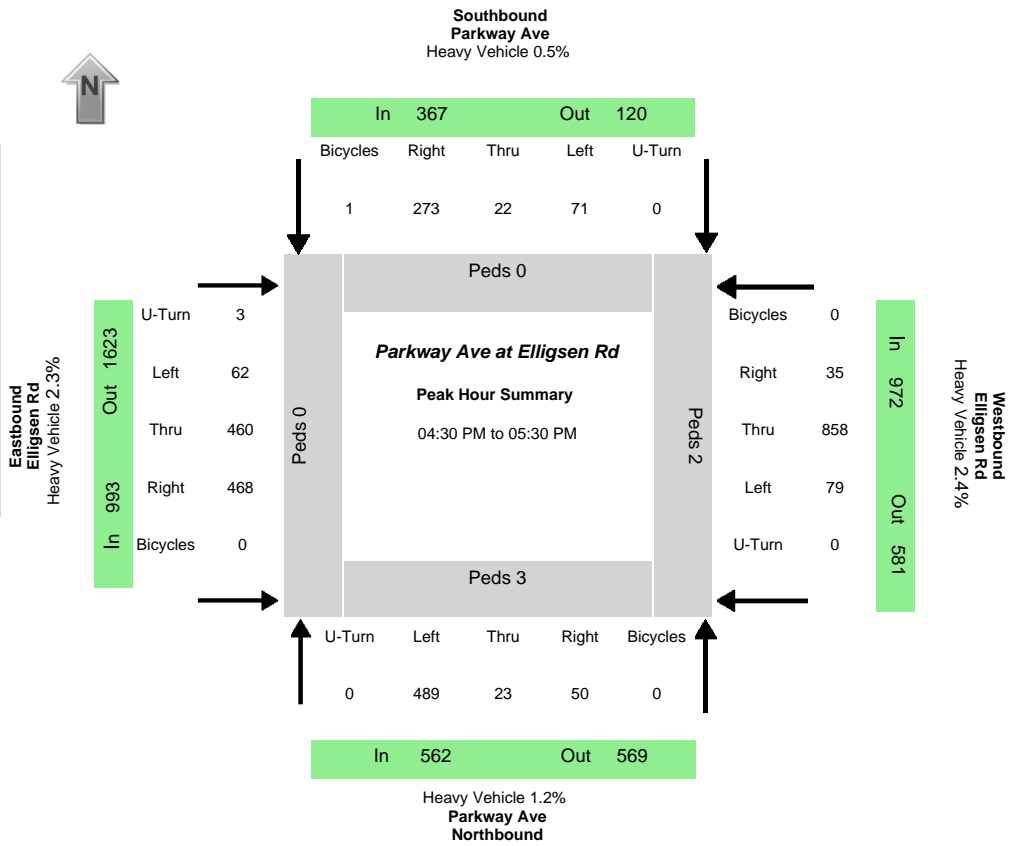
PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	0	4	3	8	6	7	24

Time	Northbound Town Center Loop East				Southbound Town Center Loop East				Eastbound Wilsonville Rd				Westbound Wilsonville Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	5	0	2	0	5	5	8	0	11	45	2	0	2	34	3	0		
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04:45:00 PM	5	0	2	0	11	7	9	0	15	34	12	0	4	45	6	0	409	
04:50:00 PM	6	4	4	0	6	14	9	0	10	38	4	0	9	49	12	0	439	
04:55:00 PM	5	5	4	0	8	13	9	0	6	33	5	0	10	28	11	0	452	1537
05:00:00 PM	2	6	5	0	12	10	15	0	7	27	4	0	10	22	13	0	435	1548
05:05:00 PM	3	5	2	0	8	6	13	0	9	26	6	0	15	30	10	0	403	1564
05:10:00 PM	7	3	3	0	19	10	13	0	18	33	3	0	12	22	15	0	424	1601
05:15:00 PM	3	6	1	0	14	13	8	0	6	36	5	0	9	27	14	0	433	1625
05:20:00 PM	2	2	6	0	13	9	7	0	13	29	3	1	6	24	13	0	428	1629
05:25:00 PM	5	4	1	0	6	8	5	0	8	36	9	0	10	27	2	0	391	1640
05:30:00 PM	2	3	3	0	15	17	3	0	10	24	7	0	15	30	13	0	391	1668
05:35:00 PM	5	3	2	0	18	7	8	0	21	30	3	0	11	19	14	0	404	1674
05:40:00 PM	2	2	4	0	15	7	5	0	14	28	3	0	16	22	20	0	421	1688
05:45:00 PM	0	1	4	0	10	12	11	0	9	23	14	0	9	35	13	0	420	1679
05:50:00 PM	5	3	5	0	11	13	5	0	10	31	5	0	16	28	5	0	416	1651
05:55:00 PM	8	2	4	0	11	7	10	0	6	33	4	0	8	36	6	0	413	1649



KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	Parkway Ave
E/W street	Elligsen Rd
City, State	Wilsonville OR
Site Notes	
Location	45.335516 - -122.76539
Start Date	Wednesday, May 15, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	04:55:00 PM
PHF (15-Min Int)	0.91



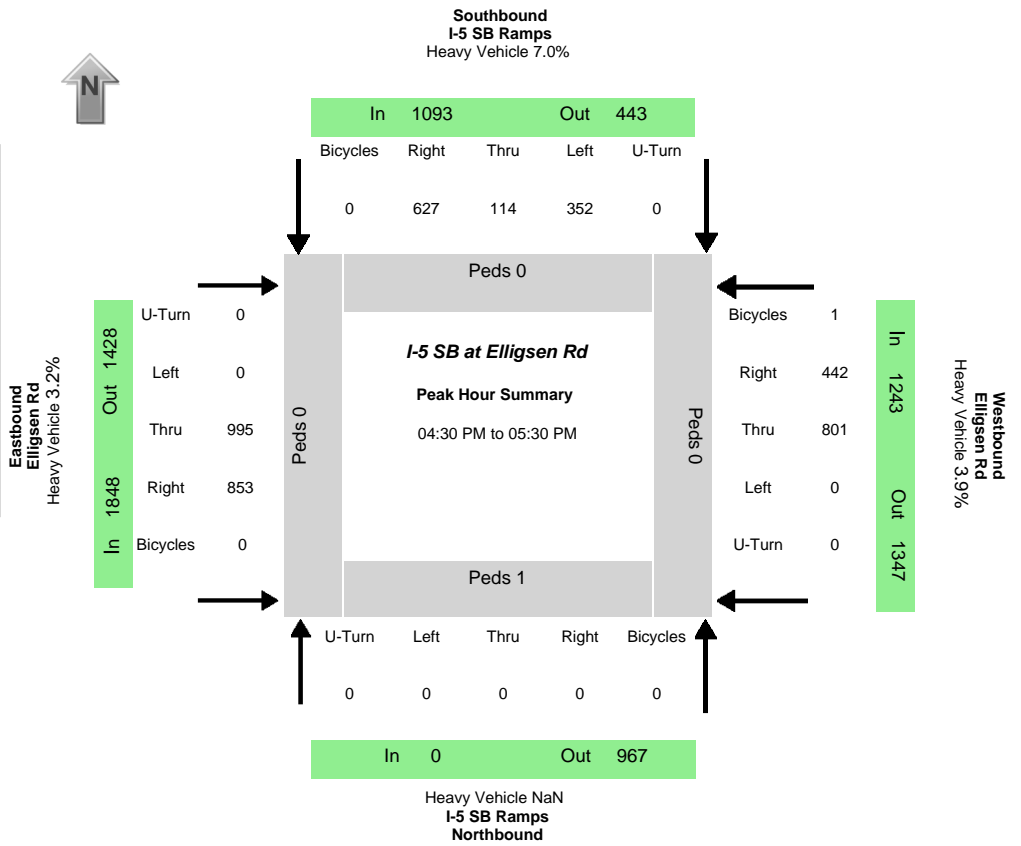
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
489	23	50	0	71	22	273	0	62	460	468	3	79	858	35	0	562	366	993	972	569	120	1623	581
Percent Heavy Vehicles																							
1.0%	4.3%	2.0%	0.0%	2.8%	0.0%	0.0%	0.0%	3.2%	3.7%	0.9%	0.0%	2.5%	2.3%	2.9%	0.0%	1.2%	0.5%	2.3%	2.4%	1.1%	3.3%	1.5%	3.4%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk				Sum	
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0	2	5

Time	Northbound Parkway Ave				Southbound Parkway Ave				Eastbound Elligsen Rd				Westbound Elligsen Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	30	2	5	0	8	3	18	0	12	42	24	0	2	54	4	0		
04:05:00 PM	42	0	3	0	2	0	25	0	9	37	40	1	7	75	3	0		
04:10:00 PM	44	0	4	0	7	4	17	0	8	35	40	0	5	54	5	0	671	
04:15:00 PM	38	3	4	0	2	2	9	0	6	27	48	1	4	62	4	0	677	
04:20:00 PM	44	0	5	0	11	1	21	0	5	40	36	0	3	42	5	0	646	
04:25:00 PM	33	4	3	0	3	0	11	0	7	59	40	0	5	67	4	0	659	
04:30:00 PM	38	1	2	0	7	5	27	0	8	26	40	0	6	54	2	0	665	
04:35:00 PM	49	1	5	0	4	1	23	0	6	34	32	0	3	53	2	0	665	
04:40:00 PM	33	4	4	0	5	3	18	0	7	44	36	0	4	86	4	0	677	
04:45:00 PM	46	5	4	0	9	2	22	0	5	34	40	0	7	65	2	0	702	
04:50:00 PM	44	1	4	0	4	2	18	0	7	31	34	0	12	51	2	0	699	
04:55:00 PM	32	3	5	0	5	2	22	0	2	54	39	0	9	84	1	0	709	2716
05:00:00 PM	35	2	7	0	9	0	36	0	4	47	42	0	7	78	3	0	738	2782
05:05:00 PM	38	1	10	0	10	2	27	0	7	30	37	1	6	95	5	0	797	2807
05:10:00 PM	65	1	4	0	4	1	18	0	4	41	38	0	6	72	3	0	796	2841
05:15:00 PM	24	0	2	0	9	1	36	0	4	31	36	1	7	71	2	0	750	2855
05:20:00 PM	42	1	2	0	2	1	15	0	6	47	42	0	1	82	3	0	725	2886
05:25:00 PM	43	3	1	0	3	2	11	0	2	41	52	1	11	67	6	0	711	2893
05:30:00 PM	37	3	2	0	7	0	12	0	2	47	46	0	5	54	1	0	703	2893
05:35:00 PM	36	3	6	0	6	3	8	0	1	34	47	0	5	52	5	0	665	2886
05:40:00 PM	32	1	3	0	5	3	11	0	2	41	41	1	6	64	2	0	634	2850
05:45:00 PM	32	3	5	0	1	2	17	0	7	49	46	0	3	42	7	0	632	2823
05:50:00 PM	57	4	6	0	5	2	20	0	4	37	38	0	4	43	3	0	649	2836
05:55:00 PM	26	3	2	0	4	4	14	0	7	33	34	0	4	60	2	0	630	2771

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

N/S street	I-5 SB Ramps
E/W street	Elligsen Rd
City, State	Wilsonville OR
Site Notes	
Location	45.336719 - -122.771538
Start Date	Wednesday, May 15, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:05:00 PM
PHF (15-Min Int)	0.96



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	352	114	627	0	0	995	853	0	0	801	442	0	0	1093	1848	1243	967	442	1428	1347
0.0%				4.0%				0.0%				0.0%				NaN				2.7%			
0.0%				4.4%				3.9%				5.0%				7.0%				2.0%			
0.0%				9.3%				2.5%				2.0%				3.2%				6.9%			
0.0%				0.0%				0.0%				0.0%				NaN				3.9%			

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

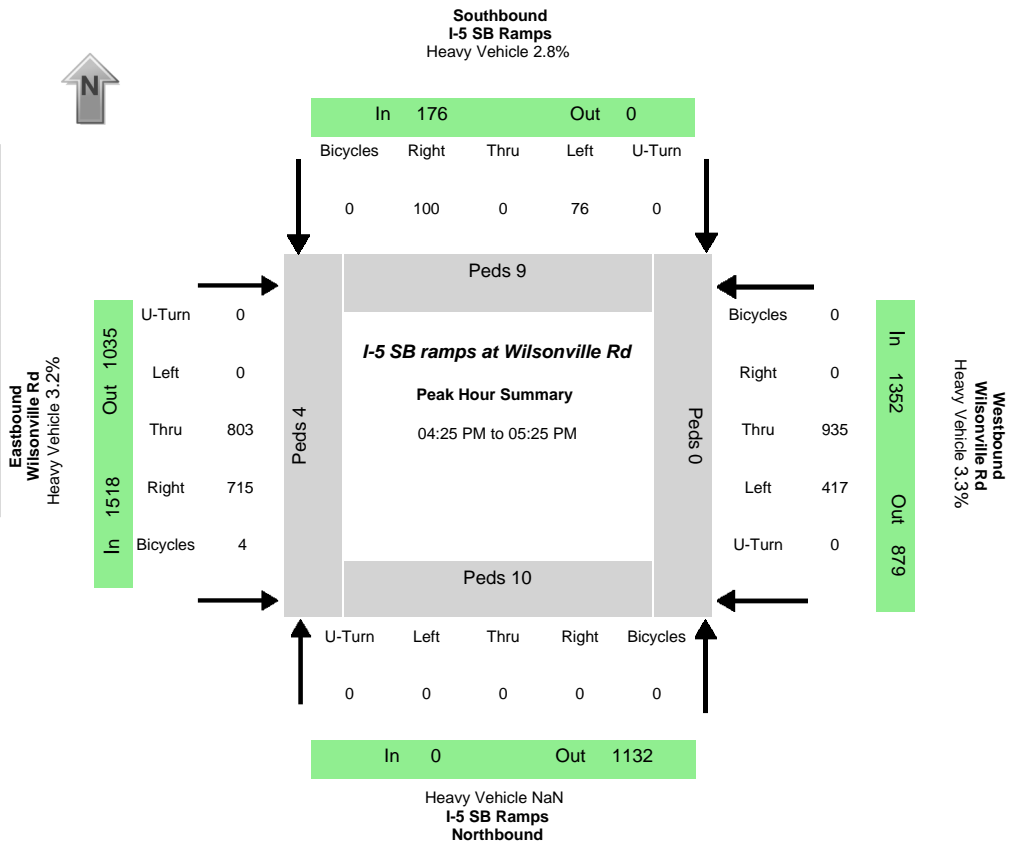
All Vehicle Volumes

Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Elligsen Rd				Westbound Elligsen Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	0	0	0	25	9	57	0	0	87	69	0	0	45	32	0		
04:05:00 PM	0	0	0	0	28	5	43	0	0	107	75	0	0	54	21	0		
04:10:00 PM	0	0	0	0	30	16	63	0	0	91	80	0	0	51	34	0	1022	
04:15:00 PM	0	0	0	0	35	11	58	0	0	99	73	0	0	48	22	0	1044	
04:20:00 PM	0	0	0	0	35	4	39	0	0	93	67	0	0	71	22	0	1042	
04:25:00 PM	0	0	0	0	23	9	47	0	0	79	68	0	0	42	20	0	965	
04:30:00 PM	0	0	0	0	19	8	56	0	0	89	73	0	0	64	39	0	967	
04:35:00 PM	0	0	0	0	24	7	39	0	0	85	85	0	0	63	35	0	974	
04:40:00 PM	0	0	0	0	32	7	68	0	0	90	64	0	0	54	47	0	1048	
04:45:00 PM	0	0	0	0	31	13	50	0	0	76	80	0	0	70	41	0	1061	
04:50:00 PM	0	0	0	0	26	15	45	0	0	77	68	0	0	72	14	0	1040	
04:55:00 PM	0	0	0	0	27	7	52	0	0	89	68	0	0	64	43	0	1028	4063
05:00:00 PM	0	0	0	0	28	10	52	0	0	94	50	0	0	79	41	0	1021	4093
05:05:00 PM	0	0	0	0	33	9	62	0	0	77	61	0	0	65	52	0	1063	4119
05:10:00 PM	0	0	0	0	26	7	43	0	0	99	75	0	0	62	39	0	1064	4105
05:15:00 PM	0	0	0	0	27	10	59	0	0	91	83	0	0	68	47	0	1095	4144
05:20:00 PM	0	0	0	0	33	10	52	0	0	73	73	0	0	65	32	0	1074	4151
05:25:00 PM	0	0	0	0	46	11	49	0	0	55	73	0	0	75	12	0	1044	4184
05:30:00 PM	0	0	0	0	29	7	56	0	0	79	67	0	0	54	27	0	978	4155
05:35:00 PM	0	0	0	0	35	14	43	0	0	88	63	0	0	61	28	0	972	4149
05:40:00 PM	0	0	0	0	40	15	72	0	0	65	59	0	0	48	28	0	978	4114
05:45:00 PM	0	0	0	0	45	9	60	0	0	73	59	0	0	42	22	0	969	4063
05:50:00 PM	0	0	0	0	38	4	50	0	0	43	57	0	0	39	43	0	911	4020
05:55:00 PM	0	0	0	0	52	6	60	0	0	53	34	0	0	63	12	0	864	3950



KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	I-5 SB Ramps
E/W street	Wilsonville Rd
City, State	Wilsonville OR
Site Notes	
Location	45.30299 - -122.770351
Start Date	Thursday, May 09, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:25:00 PM
Peak 15 Min Start	04:55:00 PM
PHF (15-Min Int)	0.94

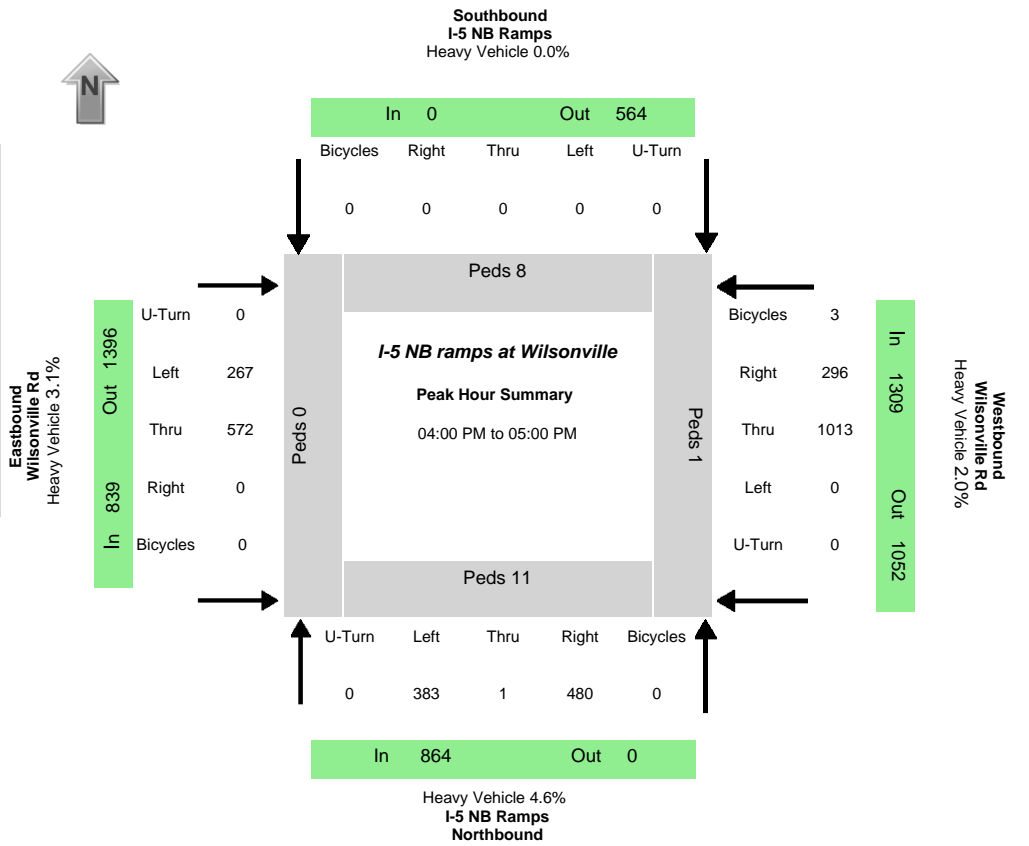


Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	76	0	100	0	0	803	715	0	417	935	0	0	0	176	1518	1352	1132	0	1035	879
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	4.0%	0.0%	0.0%	2.2%	4.2%	0.0%	1.7%	4.0%	0.0%	0.0%	NaN	2.8%	3.2%	3.3%	3.3%	0.0%	4.0%	2.2%

PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	10	9	4	0	23

Time	Northbound I-5 SB Ramps				Southbound I-5 SB Ramps				Eastbound Wilsonville Rd				Westbound Wilsonville Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	0	0	0	7	0	7	0	0	68	61	0	44	73	0	0		
04:05:00 PM	0	0	0	0	2	0	10	0	0	72	68	0	52	81	0	0		
04:10:00 PM	0	0	0	0	2	0	13	0	0	61	55	0	55	75	0	0	806	
04:15:00 PM	0	0	0	0	11	0	4	0	0	43	50	0	44	73	0	0	771	
04:20:00 PM	0	0	0	0	4	0	7	0	0	71	63	0	34	63	0	0	728	
04:25:00 PM	0	0	0	0	6	0	12	0	0	66	43	0	49	92	0	0	735	
04:30:00 PM	0	0	0	0	8	0	6	0	0	56	69	0	35	64	0	0	748	
04:35:00 PM	0	0	0	0	6	0	11	0	0	66	67	0	16	68	0	0	740	
04:40:00 PM	0	0	0	0	4	0	11	0	0	75	67	0	32	83	0	0	744	
04:45:00 PM	0	0	0	0	4	0	7	0	0	75	42	0	34	74	0	0	742	
04:50:00 PM	0	0	0	0	2	0	7	0	0	52	55	0	37	71	0	0	732	
04:55:00 PM	0	0	0	0	11	0	5	0	0	62	50	0	33	93	0	0	714	2999
05:00:00 PM	0	0	0	0	11	0	7	0	0	64	76	0	34	100	0	0	770	3031
05:05:00 PM	0	0	0	0	3	0	8	0	0	76	57	0	44	79	0	0	813	3013
05:10:00 PM	0	0	0	0	6	0	6	0	0	56	69	0	36	50	0	0	782	2975
05:15:00 PM	0	0	0	0	7	0	12	0	0	74	59	0	27	70	0	0	739	2999
05:20:00 PM	0	0	0	0	8	0	8	0	0	81	61	0	40	91	0	0	761	3046
05:25:00 PM	0	0	0	0	8	0	8	0	0	64	55	0	37	67	0	0	777	3017
05:30:00 PM	0	0	0	0	3	0	12	0	0	44	56	0	30	71	0	0	744	2995
05:35:00 PM	0	0	0	0	9	0	7	0	0	72	67	0	32	68	0	0	710	3016
05:40:00 PM	0	0	0	0	5	0	11	0	0	56	51	0	38	81	0	0	713	2986
05:45:00 PM	0	0	0	0	8	0	7	0	0	54	44	0	40	84	0	0	734	2987
05:50:00 PM	0	0	0	0	7	0	10	0	0	58	46	0	42	63	0	0	705	2989
05:55:00 PM	0	0	0	0	7	0	15	0	0	75	49	0	65	84	0	0	758	3030

Data Provided by K-D-N.com 503-594-4224	
N/S street	I-5 NB Ramps
E/W street	Wilsonville Rd
City, State	Wilsonville OR
Site Notes	
Location	45.302952 - -122.768422
Start Date	Thursday, May 09, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:00:00 PM
Peak 15 Min Start	04:00:00 PM
PHF (15-Min Int)	0.95



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
383	1	480	0	0	0	0	0	267	572	0	0	0	1013	296	0	864	0	839	1309	0	564	1396	1052
Percent Heavy Vehicles																							
8.1%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	2.4%	0.0%	0.0%	0.0%	2.2%	1.4%	0.0%	4.6%	0.0%	3.1%	2.0%	NaN	2.8%	3.8%	2.2%

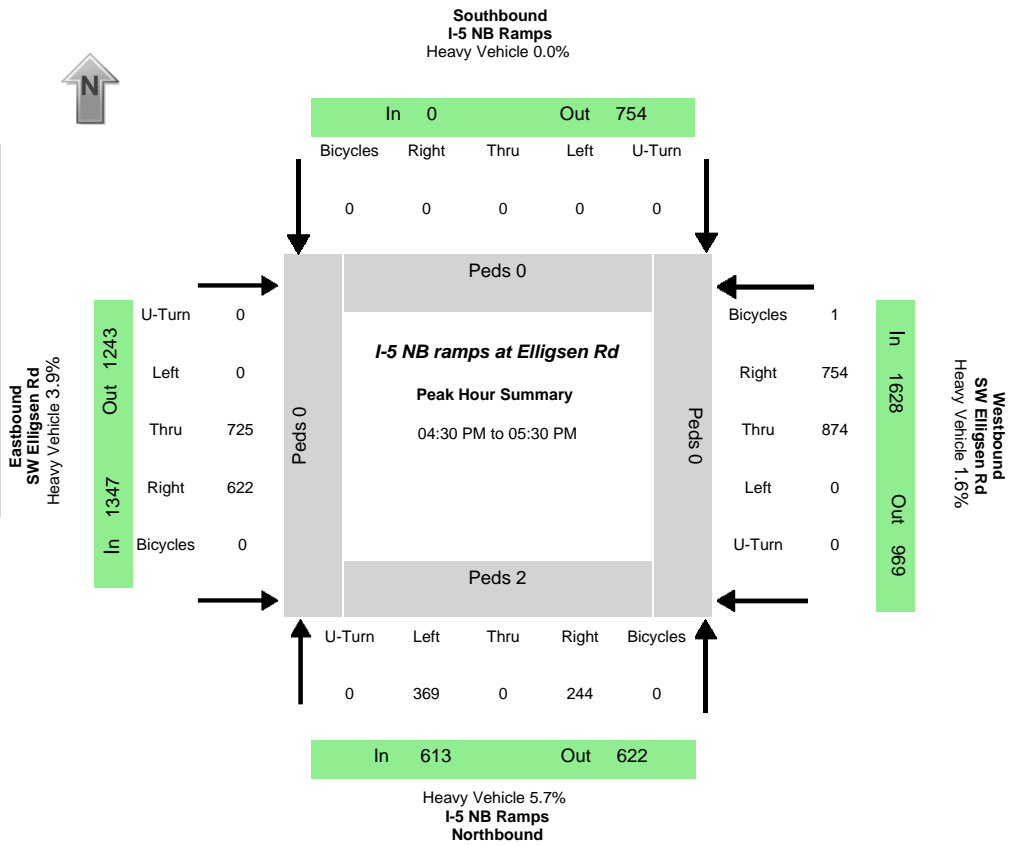
PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB	
0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	11	8	0	1	20

Time	Northbound I-5 NB Ramps				Southbound I-5 NB Ramps				Eastbound Wilsonville Rd				Westbound Wilsonville Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	30	0	36	0	0	0	0	0	29	56	0	0	0	93	35	0		
04:05:00 PM	26	0	30	0	0	0	0	0	31	43	0	0	0	111	32	0		
04:10:00 PM	31	0	34	0	0	0	0	0	13	45	0	0	0	95	23	0	793	
04:15:00 PM	26	0	36	0	0	0	0	0	10	48	0	0	0	86	22	0	742	
04:20:00 PM	28	0	38	0	0	0	0	0	27	47	0	0	0	85	28	0	722	
04:25:00 PM	43	0	45	0	0	0	0	0	13	57	0	0	0	96	26	0	761	
04:30:00 PM	35	0	47	0	0	0	0	0	21	37	0	0	0	70	15	0	758	
04:35:00 PM	24	0	41	0	0	0	0	0	37	42	0	0	0	53	25	0	727	
04:40:00 PM	41	0	40	0	0	0	0	0	21	58	0	0	0	82	25	0	714	
04:45:00 PM	31	0	50	0	0	0	0	0	23	44	0	0	0	82	24	0	743	
04:50:00 PM	39	1	37	0	0	0	0	0	25	31	0	0	0	65	14	0	733	
04:55:00 PM	29	0	46	0	0	0	0	0	17	64	0	0	0	95	27	0	744	3012
05:00:00 PM	37	0	31	0	0	0	0	0	15	53	0	0	0	99	17	0	742	2985
05:05:00 PM	39	0	46	0	0	0	0	0	21	43	0	0	0	83	22	0	784	2966
05:10:00 PM	33	0	43	0	0	0	0	0	29	49	0	0	0	47	16	0	723	2942
05:15:00 PM	18	1	43	0	0	0	0	0	27	54	0	0	0	89	28	0	731	2974
05:20:00 PM	42	0	33	0	0	0	0	0	20	58	0	0	0	93	15	0	738	2982
05:25:00 PM	30	0	49	0	0	0	0	0	24	44	0	0	0	73	17	0	758	2939
05:30:00 PM	33	0	47	0	0	0	0	0	18	44	0	0	0	60	17	0	717	2933
05:35:00 PM	25	0	50	0	0	0	0	0	31	51	0	0	0	85	25	0	723	2978
05:40:00 PM	40	0	44	0	0	0	0	0	12	41	0	0	0	75	12	0	710	2935
05:45:00 PM	50	0	41	0	0	0	0	0	21	43	0	0	0	68	17	0	731	2921
05:50:00 PM	27	0	40	0	0	0	0	0	28	45	0	0	0	87	21	0	712	2957
05:55:00 PM	39	0	37	0	0	0	0	0	32	47	0	0	0	109	10	0	762	2953



KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	I-5 NB Ramps
E/W street	SW Elligsen Rd
City, State	Wilsonville OR
Site Notes	
Location	45.335571 - -122.767312
Start Date	Wednesday, May 15, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	05:00:00 PM
PHF (15-Min Int)	0.93



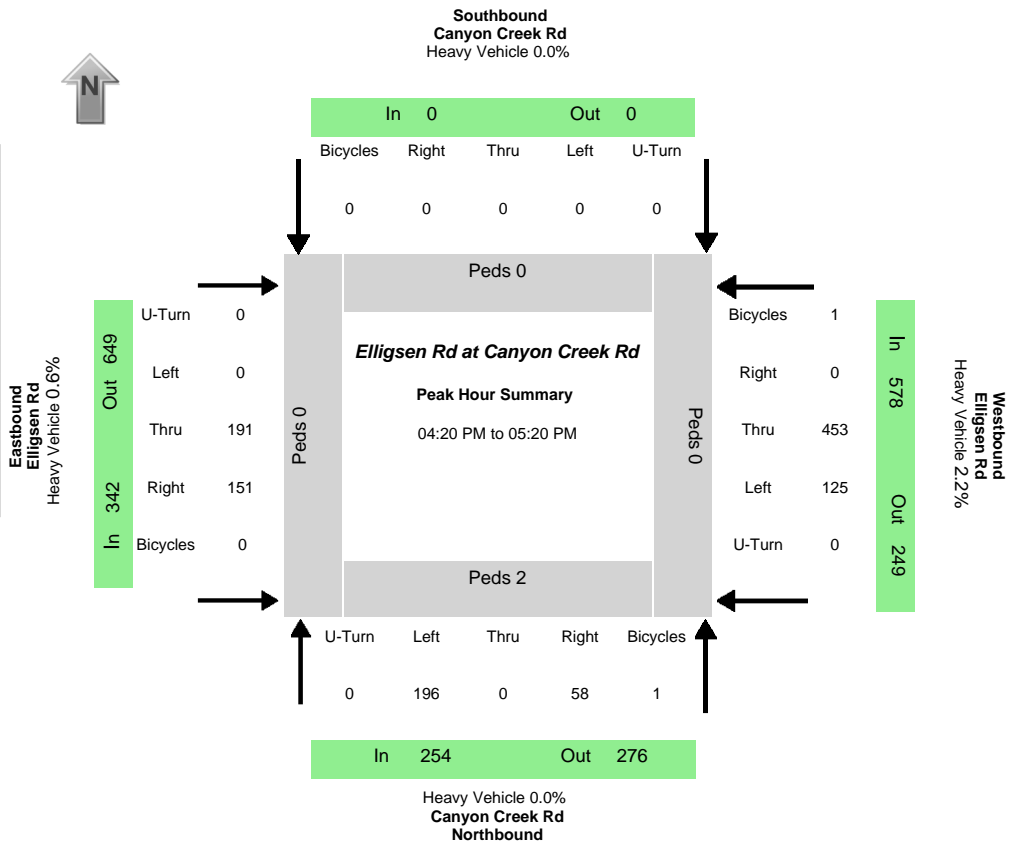
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
369	0	244	0	0	0	0	0	0	725	622	0	0	874	754	0	613	0	1347	1628	622	754	1243	969
Percent Heavy Vehicles																							
7.9%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	5.5%	0.0%	0.0%	2.3%	0.8%	0.0%	5.7%	0.0%	3.9%	1.6%	5.5%	0.8%	3.9%	2.6%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	1	NB	SB	EB	WB	2
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2

All Vehicle Volumes																		
Time	Northbound I-5 NB Ramps				Southbound				Eastbound SW Elligsen Rd				Westbound SW Elligsen Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	30	0	14	0					0	53	59	0	0	47	55	0		
04:05:00 PM	20	0	23	0					0	69	66	0	0	55	90	0		
04:10:00 PM	29	0	19	0					0	59	62	0	0	56	63	0	869	
04:15:00 PM	15	0	13	0					0	77	57	0	0	55	57	0	885	
04:20:00 PM	34	0	22	0					0	80	48	0	0	59	51	0	856	
04:25:00 PM	14	0	21	0					0	59	43	0	0	48	65	0	818	
04:30:00 PM	34	0	20	0					0	54	54	0	0	69	52	0	827	
04:35:00 PM	34	0	19	0					0	63	46	0	0	64	61	0	820	
04:40:00 PM	32	0	31	0					0	51	71	0	0	69	68	0	892	
04:45:00 PM	33	0	21	0					0	63	44	0	0	78	59	0	907	
04:50:00 PM	27	0	11	0					0	64	39	0	0	59	58	0	878	
04:55:00 PM	26	0	14	0					0	74	42	0	0	81	58	0	851	3430
05:00:00 PM	34	0	23	0					0	69	53	0	0	86	64	0	882	3501
05:05:00 PM	24	0	18	0					0	55	55	0	0	93	66	0	935	3489
05:10:00 PM	21	0	20	0					0	59	66	0	0	80	74	0	960	3521
05:15:00 PM	51	0	25	0					0	41	77	0	0	64	64	0	953	3569
05:20:00 PM	26	0	23	0					0	63	43	0	0	71	67	0	935	3568
05:25:00 PM	27	0	19	0					0	69	32	0	0	60	63	0	885	3588
05:30:00 PM	29	0	18	0					0	73	35	0	0	52	51	0	821	3563
05:35:00 PM	31	0	18	0					0	78	45	0	0	58	38	0	796	3544
05:40:00 PM	20	0	15	0					0	69	36	0	0	56	55	0	777	3473
05:45:00 PM	23	0	24	0					0	80	38	0	0	41	50	0	775	3431
05:50:00 PM	27	0	12	0					0	51	30	0	0	55	58	0	740	3406
05:55:00 PM	25	0	12	0					0	61	44	0	0	50	55	0	736	3358

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

N/S street	Canyon Creek Rd
E/W street	Elligsen Rd
City, State	Wilsonville OR
Site Notes	
Location	45.33553 - -122.757058
Start Date	Thursday, May 09, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:20:00 PM
Peak 15 Min Start	04:30:00 PM
PHF (15-Min Int)	0.91



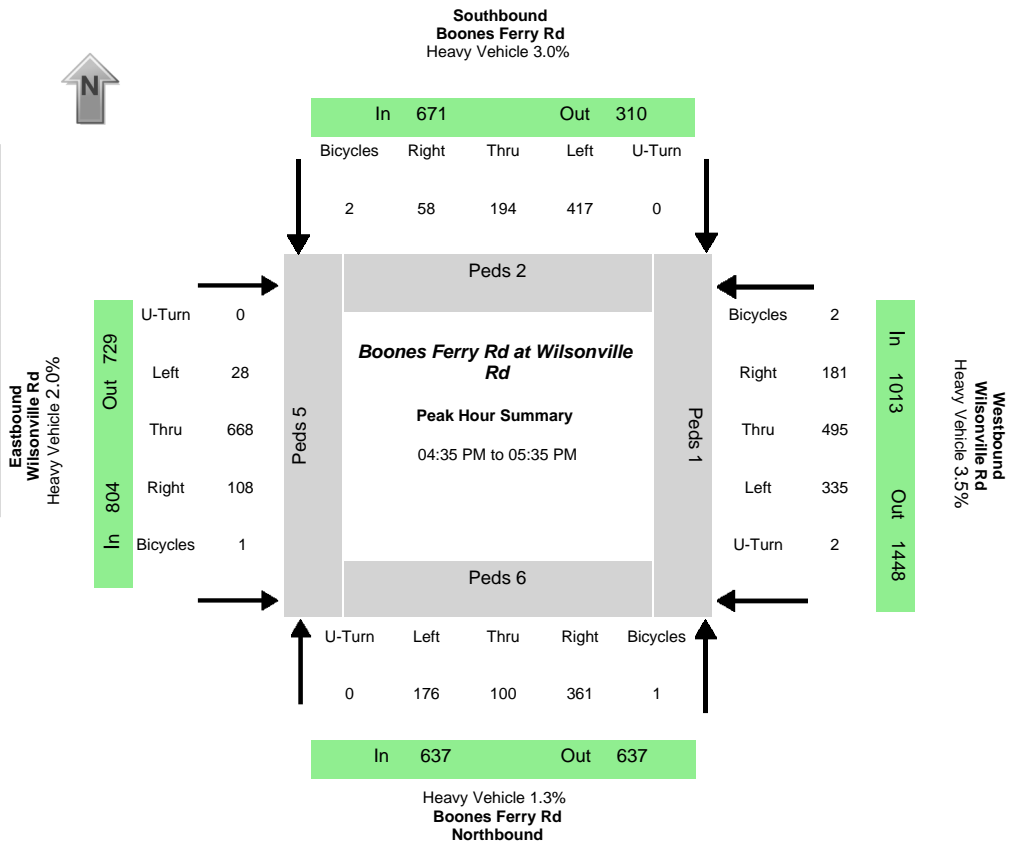
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
196	0	58	0	0	0	0	0	0	191	151	0	125	453	0	0	254	0	342	578	276	0	649	249
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.6%	2.2%	0.7%	0.0%	2.0%	0.0%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0	0	0	2

Time	Northbound Canyon Creek Rd				Southbound Canyon Creek Rd				Eastbound Elligsen Rd				Westbound Elligsen Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	15	0	6	0	0	0	0	0	0	18	8	0	5	30	0	0		
04:05:00 PM	10	0	3	0	0	0	0	0	0	26	8	0	7	38	0	0		
04:10:00 PM	14	0	4	0	0	0	0	0	0	23	6	0	9	34	0	0	264	
04:15:00 PM	11	0	5	0	0	0	0	0	0	24	13	0	5	27	0	0	267	
04:20:00 PM	12	0	4	0	0	0	0	0	0	22	10	0	12	34	0	0	269	
04:25:00 PM	14	0	9	0	0	0	0	0	0	7	10	0	6	31	0	0	256	
04:30:00 PM	20	0	9	0	0	0	0	0	0	22	12	0	21	49	0	0	304	
04:35:00 PM	17	0	3	0	0	0	0	0	0	11	13	0	7	35	0	0	296	
04:40:00 PM	19	0	1	0	0	0	0	0	0	14	8	0	8	55	0	0	324	
04:45:00 PM	11	0	2	0	0	0	0	0	0	22	14	0	11	26	0	0	277	
04:50:00 PM	17	0	2	0	0	0	0	0	0	11	11	0	8	37	0	0	277	
04:55:00 PM	9	0	1	0	0	0	0	0	0	17	14	0	14	35	0	0	262	1106
05:00:00 PM	21	0	2	0	0	0	0	0	0	13	13	0	9	37	0	0	271	1119
05:05:00 PM	20	0	13	0	0	0	0	0	0	16	16	0	9	36	0	0	295	1137
05:10:00 PM	18	0	7	0	0	0	0	0	0	17	17	0	12	29	0	0	305	1147
05:15:00 PM	18	0	5	0	0	0	0	0	0	19	13	0	8	49	0	0	322	1174
05:20:00 PM	12	0	2	0	0	0	0	0	0	10	6	0	13	23	0	0	278	1146
05:25:00 PM	14	0	1	0	0	0	0	0	0	10	11	0	16	27	0	0	257	1148
05:30:00 PM	10	0	5	0	0	0	0	0	0	12	15	0	7	32	0	0	226	1096
05:35:00 PM	8	0	2	0	0	0	0	0	0	17	9	0	12	27	0	0	235	1085
05:40:00 PM	13	0	3	0	0	0	0	0	0	20	12	0	7	29	0	0	240	1064
05:45:00 PM	9	0	6	0	0	0	0	0	0	15	13	0	8	34	0	0	244	1063
05:50:00 PM	13	0	1	0	0	0	0	0	0	15	11	0	7	22	0	0	238	1046
05:55:00 PM	22	0	4	0	0	0	0	0	0	18	22	0	7	21	0	0	248	1050

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

N/S street	Boones Ferry Rd
E/W street	Wilsonville Rd
City, State	Wilsonville OR
Site Notes	
Location	45.302915 - -122.772598
Start Date	Thursday, May 09, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:35:00 PM
Peak 15 Min Start	04:55:00 PM
PHF (15-Min Int)	0.95



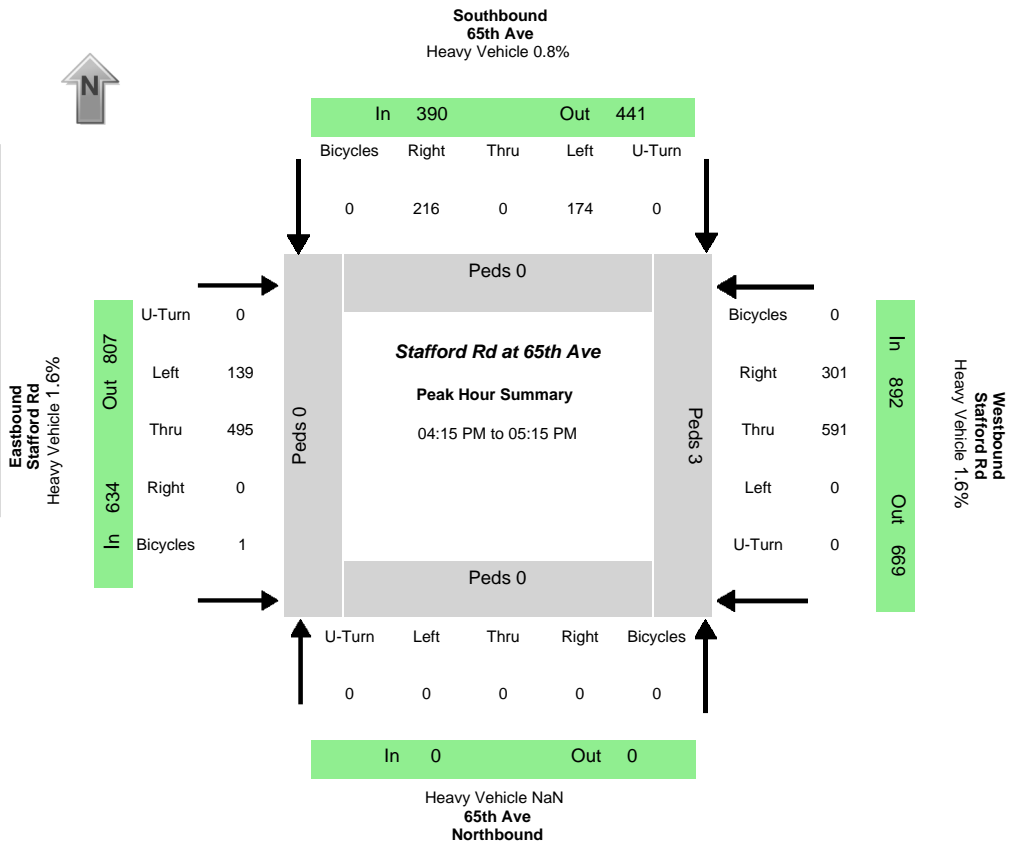
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
176	100	361	0	417	194	58	0	28	668	108	0	335	495	181	2	637	669	804	1013	637	309	729	1448
Percent Heavy Vehicles																							
0.0%	2.0%	1.7%	0.0%	3.4%	2.1%	3.4%	0.0%	3.6%	2.1%	0.9%	0.0%	1.5%	2.2%	11.0%	0.0%	1.3%	3.0%	2.0%	3.6%	1.6%	7.4%	1.8%	2.3%

PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
1	0	0	0	0	1	1	0	0	1	0	0	0	1	1	0	6	6	2	5	1	14

Time	Northbound Boones Ferry Rd				Southbound Boones Ferry Rd				Eastbound Wilsonville Rd				Westbound Wilsonville Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	14	8	34	0	39	15	8	0	3	65	8	0	26	34	22	0		
04:05:00 PM	12	9	31	0	47	14	14	0	2	54	8	0	18	29	24	0		
04:10:00 PM	5	10	22	0	27	21	6	0	6	57	4	0	33	53	16	0	798	
04:15:00 PM	13	7	34	0	22	17	4	0	2	48	2	0	32	39	11	0	753	
04:20:00 PM	14	12	27	0	29	19	9	0	4	54	6	0	26	33	13	0	737	
04:25:00 PM	13	5	21	0	33	23	2	0	2	56	6	0	29	30	19	0	716	
04:30:00 PM	13	6	33	0	34	14	8	0	1	53	5	0	20	47	15	0	734	
04:35:00 PM	25	5	39	0	42	12	5	0	4	53	10	0	32	43	9	0	767	
04:40:00 PM	14	11	24	0	31	17	4	0	0	51	10	0	29	45	17	0	781	
04:45:00 PM	15	9	19	0	23	22	2	0	0	72	12	0	26	18	17	0	767	
04:50:00 PM	7	10	26	0	25	10	1	0	1	58	8	0	31	47	15	0	727	
04:55:00 PM	18	10	30	0	30	26	4	0	5	39	2	0	38	48	13	0	737	3032
05:00:00 PM	13	14	31	0	40	19	7	0	5	63	7	0	19	36	22	1	779	3033
05:05:00 PM	9	5	35	0	46	12	7	0	2	60	6	0	31	55	16	0	824	3055
05:10:00 PM	17	9	27	0	38	9	5	0	4	65	11	0	20	37	11	0	814	3048
05:15:00 PM	17	6	39	0	44	20	10	0	3	27	6	0	25	42	15	0	791	3071
05:20:00 PM	13	4	31	0	45	18	8	0	0	66	13	0	24	41	16	0	786	3104
05:25:00 PM	13	5	32	0	26	16	3	0	3	58	10	0	34	39	13	1	786	3118
05:30:00 PM	15	12	28	0	27	13	2	0	1	56	13	0	26	44	17	0	786	3123
05:35:00 PM	18	5	33	0	43	20	3	0	2	48	9	0	25	25	12	0	750	3087
05:40:00 PM	14	7	17	0	24	17	7	0	1	56	9	0	26	38	18	0	731	3068
05:45:00 PM	14	7	37	0	14	12	4	0	5	53	10	0	33	52	22	0	740	3096
05:50:00 PM	23	11	37	0	21	17	3	0	4	41	10	0	24	30	21	0	739	3099
05:55:00 PM	15	7	26	0	38	18	1	0	0	47	9	0	24	38	19	0	747	3078

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

N/S street	65th Ave
E/W street	Stafford Rd
City, State	Wilsonville OR
Site Notes	
Location	45.335919 - -122.74347
Start Date	Thursday, May 09, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:15:00 PM
Peak 15 Min Start	05:00:00 PM
PHF (15-Min Int)	0.84



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	174	0	216	0	139	495	0	0	0	591	301	0	0	390	634	892	0	440	807	669
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.5%	0.0%	4.3%	0.8%	0.0%	0.0%	0.0%	1.0%	2.7%	0.0%	NaN	0.8%	1.6%	1.6%	NaN	3.2%	0.9%	0.9%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	3

Time	Northbound 65th Ave				Southbound 65th Ave				Eastbound Stafford Rd				Westbound Stafford Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	0	0	0	24	0	23	0	5	29	0	0	0	25	20	0		
04:05:00 PM	0	0	0	0	12	0	16	0	10	33	0	0	0	49	19	0		
04:10:00 PM	0	0	0	0	14	0	15	0	11	28	0	0	0	34	21	0	388	
04:15:00 PM	0	0	0	0	19	0	23	0	8	40	0	0	0	35	20	0	407	
04:20:00 PM	0	0	0	0	8	0	10	0	14	32	0	0	0	43	14	0	389	
04:25:00 PM	0	0	0	0	15	0	19	0	12	41	0	0	0	49	22	0	424	
04:30:00 PM	0	0	0	0	19	0	19	0	6	46	0	0	0	50	24	0	443	
04:35:00 PM	0	0	0	0	9	0	12	0	9	36	0	0	0	39	27	0	454	
04:40:00 PM	0	0	0	0	14	0	19	0	10	31	0	0	0	35	27	0	432	
04:45:00 PM	0	0	0	0	10	0	15	0	11	33	0	0	0	54	25	0	416	
04:50:00 PM	0	0	0	0	13	0	19	0	10	33	0	0	0	50	31	0	440	
04:55:00 PM	0	0	0	0	9	0	14	0	16	53	0	0	0	63	31	0	490	1734
05:00:00 PM	0	0	0	0	14	0	20	0	12	32	0	0	0	34	23	0	477	1743
05:05:00 PM	0	0	0	0	15	0	15	0	10	37	0	0	0	42	20	0	460	1743
05:10:00 PM	0	0	0	0	29	0	31	0	21	81	0	0	0	97	37	0	570	1916
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	435	1771
05:20:00 PM	0	0	0	0	9	0	11	0	12	38	0	0	0	60	20	0	446	1800
05:25:00 PM	0	0	0	0	11	0	21	0	8	35	0	0	0	56	21	0	302	1794
05:30:00 PM	0	0	0	0	14	0	23	0	11	30	0	0	0	32	20	0	432	1760
05:35:00 PM	0	0	0	0	17	0	17	0	6	37	0	0	0	46	15	0	420	1766
05:40:00 PM	0	0	0	0	11	0	29	0	17	34	0	0	0	38	24	0	421	1783
05:45:00 PM	0	0	0	0	16	0	10	0	11	33	0	0	0	36	19	0	416	1760
05:50:00 PM	0	0	0	0	11	0	21	0	8	28	0	0	0	29	12	0	387	1713
05:55:00 PM	0	0	0	0	14	0	25	0	9	27	0	0	0	21	18	0	348	1641

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Wilsonville Rd East of TC Loop West

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	09-May-19 Thu	EB	WB	Total
12:00 AM		9	7	16
12:15		9	8	17
12:30		10	3	13
12:45		6	6	12
01:00		13	11	24
01:15		6	5	11
01:30		4	3	7
01:45		5	2	7
02:00		4	3	7
02:15		8	4	12
02:30		3	2	5
02:45		4	5	9
03:00		2	2	4
03:15		1	4	5
03:30		2	7	9
03:45		1	6	7
04:00		3	7	10
04:15		10	11	21
04:30		5	16	21
04:45		5	14	19
05:00		11	24	35
05:15		17	28	45
05:30		27	45	72
05:45		29	33	62
06:00		36	45	81
06:15		58	57	115
06:30		64	76	140
06:45		89	87	176
07:00		114	61	175
07:15		158	83	241
07:30		141	105	246
07:45		158	110	268
08:00		164	104	268
08:15		132	105	237
08:30		106	99	205
08:45		106	90	196
09:00		110	103	213
09:15		104	102	206
09:30		105	91	196
09:45		97	85	182
10:00		103	85	188
10:15		114	101	215
10:30		104	98	202
10:45		124	107	231
11:00		110	132	242
11:15		135	117	252
11:30		139	147	286
11:45		139	147	286
Total		2904	2593	5497
Percent		52.8%	47.2%	
Peak	-	07:15	11:00	11:00
Vol.	-	621	543	1066
P.H.F.		0.947	0.923	0.932

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Wilsonville Rd East of TC Loop West

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	09-May-19 Thu	EB	WB							Total
12:00 PM		127	135							262
12:15		122	154							276
12:30		109	148							257
12:45		119	134							253
01:00		122	134							256
01:15		127	135							262
01:30		112	117							229
01:45		155	131							286
02:00		132	133							265
02:15		133	144							277
02:30		117	122							239
02:45		135	123							258
03:00		107	192							299
03:15		105	164							269
03:30		140	136							276
03:45		120	170							290
04:00		105	148							253
04:15		135	150							285
04:30		124	108							232
04:45		132	113							245
05:00		136	114							250
05:15		138	116							254
05:30		126	102							228
05:45		116	131							247
06:00		111	150							261
06:15		107	147							254
06:30		100	150							250
06:45		108	128							236
07:00		131	119							250
07:15		112	107							219
07:30		100	110							210
07:45		116	100							216
08:00		96	96							192
08:15		80	135							215
08:30		76	126							202
08:45		72	91							163
09:00		64	50							114
09:15		70	46							116
09:30		68	46							114
09:45		44	37							81
10:00		53	37							90
10:15		45	27							72
10:30		46	30							76
10:45		38	27							65
11:00		42	26							68
11:15		29	14							43
11:30		29	21							50
11:45		16	10							26
Total		4747	5084							9831
Percent		48.3%	51.7%							
Peak	-	13:45	15:00	-	-	-	-	-	-	15:00
Vol.	-	537	662	-	-	-	-	-	-	1134
P.H.F.		0.866	0.862							0.948
Grand Total		7651	7677							15328
Percent		49.9%	50.1%							
ADT		ADT 15,328	AADT 15,328							

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Wilsonville Rd East of TC Loop West

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/09/19	0	0	0	3	4	1	1	0	0	0	0	0	0	0	9
00:15	0	0	0	1	7	1	0	0	0	0	0	0	0	0	9
00:30	0	0	1	5	2	2	0	0	0	0	0	0	0	0	10
00:45	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6
01:00	0	0	1	10	17	5	1	0	0	0	0	0	0	0	34
01:15	0	0	0	5	7	1	0	0	0	0	0	0	0	0	13
01:30	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6
01:45	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4
02:00	0	0	2	2	0	1	0	0	0	0	0	0	0	0	5
02:15	0	0	3	10	12	3	0	0	0	0	0	0	0	0	28
02:30	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4
02:45	0	0	0	0	7	1	0	0	0	0	0	0	0	0	8
03:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
03:30	0	0	0	4	10	4	1	0	0	0	0	0	0	0	19
03:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	4	0	0	0	0	0	0	0	0	0	6
04:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	10
05:15	0	0	0	5	2	3	0	0	0	0	0	0	0	0	10
05:30	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
05:45	0	0	0	0	3	1	1	0	0	0	0	0	0	0	5
06:00	0	0	0	8	8	5	1	1	0	0	0	0	0	0	23
06:15	0	0	1	1	4	3	2	0	0	0	0	0	0	0	11
06:30	0	0	0	7	5	5	0	0	0	0	0	0	0	0	17
06:45	2	0	1	6	9	8	1	0	0	0	0	0	0	0	27
07:00	0	0	1	4	14	9	1	0	0	0	0	0	0	0	29
07:15	2	0	3	18	32	25	4	0	0	0	0	0	0	0	84
07:30	0	0	5	9	15	7	0	0	0	0	0	0	0	0	36
07:45	0	0	6	11	24	13	3	1	0	0	0	0	0	0	58
08:00	0	0	4	8	36	14	2	0	0	0	0	0	0	0	64
08:15	2	0	7	19	36	21	3	1	0	0	0	0	0	0	89
08:30	2	0	22	47	111	55	8	2	0	0	0	0	0	0	247
08:45	6	0	0	29	53	22	4	0	0	0	0	0	0	0	114
09:00	2	0	10	59	63	19	5	0	0	0	0	0	0	0	158
09:15	7	0	17	63	33	17	4	0	0	0	0	0	0	0	141
09:30	4	0	9	46	67	27	5	0	0	0	0	0	0	0	158
09:45	19	0	36	197	216	85	18	0	0	0	0	0	0	0	571
10:00	3	0	9	68	66	17	1	0	0	0	0	0	0	0	164
10:15	8	0	4	26	65	24	5	0	0	0	0	0	0	0	132
10:30	2	1	9	31	53	9	1	0	0	0	0	0	0	0	106
10:45	1	0	3	33	42	22	4	1	0	0	0	0	0	0	106
11:00	14	1	25	158	226	72	11	1	0	0	0	0	0	0	508
11:15	1	0	5	18	52	31	3	0	0	0	0	0	0	0	110
11:30	4	0	6	21	41	29	3	0	0	0	0	0	0	0	104
11:45	2	0	6	24	53	15	5	0	0	0	0	0	0	0	105
12:00	1	1	3	28	38	24	2	0	0	0	0	0	0	0	97
12:15	8	1	20	91	184	99	13	0	0	0	0	0	0	0	416
12:30	3	1	3	29	47	18	2	0	0	0	0	0	0	0	103
12:45	1	0	12	31	44	20	6	0	0	0	0	0	0	0	114
13:00	4	0	3	25	43	24	4	1	0	0	0	0	0	0	104
13:15	4	0	7	35	58	16	4	0	0	0	0	0	0	0	124
13:30	12	1	25	120	192	78	16	1	0	0	0	0	0	0	445
13:45	0	3	5	38	39	22	3	0	0	0	0	0	0	0	110
14:00	10	6	13	47	44	12	3	0	0	0	0	0	0	0	135
14:15	5	0	10	40	56	24	4	0	0	0	0	0	0	0	139
14:30	3	0	3	57	62	12	2	0	0	0	0	0	0	0	139
14:45	18	9	31	182	201	70	12	0	0	0	0	0	0	0	523
Total	75	12	168	845	1213	501	85	5	0	0	0	0	0	0	2904

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 503-804-3294

Wilsonville Rd East of TC Loop West

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	6	0	8	49	49	15	0	0	0	0	0	0	0	0	127
12:15	3	1	5	32	58	23	0	0	0	0	0	0	0	0	122
12:30	3	0	8	40	40	17	1	0	0	0	0	0	0	0	109
12:45	10	0	8	33	47	16	5	0	0	0	0	0	0	0	119
	22	1	29	154	194	71	6	0	0	0	0	0	0	0	477
13:00	6	1	11	39	48	13	3	1	0	0	0	0	0	0	122
13:15	4	0	7	40	48	25	3	0	0	0	0	0	0	0	127
13:30	2	0	1	27	63	18	1	0	0	0	0	0	0	0	112
13:45	6	0	4	38	69	29	8	1	0	0	0	0	0	0	155
	18	1	23	144	228	85	15	2	0	0	0	0	0	0	516
14:00	5	0	9	41	48	22	7	0	0	0	0	0	0	0	132
14:15	4	0	3	37	56	29	4	0	0	0	0	0	0	0	133
14:30	7	0	4	34	53	15	2	2	0	0	0	0	0	0	117
14:45	4	0	9	30	60	30	2	0	0	0	0	0	0	0	135
	20	0	25	142	217	96	15	2	0	0	0	0	0	0	517
15:00	6	2	1	30	48	14	2	2	2	0	0	0	0	0	107
15:15	5	0	2	32	52	14	0	0	0	0	0	0	0	0	105
15:30	4	1	1	50	56	24	3	1	0	0	0	0	0	0	140
15:45	5	1	13	38	50	12	1	0	0	0	0	0	0	0	120
	20	4	17	150	206	64	6	3	2	0	0	0	0	0	472
16:00	1	0	1	34	51	18	0	0	0	0	0	0	0	0	105
16:15	7	1	8	47	61	7	4	0	0	0	0	0	0	0	135
16:30	14	0	7	42	49	12	0	0	0	0	0	0	0	0	124
16:45	9	0	13	45	52	10	3	0	0	0	0	0	0	0	132
	31	1	29	168	213	47	7	0	0	0	0	0	0	0	496
17:00	11	0	3	59	41	19	3	0	0	0	0	0	0	0	136
17:15	9	0	7	50	58	12	2	0	0	0	0	0	0	0	138
17:30	15	0	5	37	50	17	1	1	0	0	0	0	0	0	126
17:45	12	0	7	50	40	7	0	0	0	0	0	0	0	0	116
	47	0	22	196	189	55	6	1	0	0	0	0	0	0	516
18:00	4	0	6	39	46	13	3	0	0	0	0	0	0	0	111
18:15	3	0	9	42	33	16	3	1	0	0	0	0	0	0	107
18:30	3	2	3	31	41	18	2	0	0	0	0	0	0	0	100
18:45	5	4	4	39	42	10	4	0	0	0	0	0	0	0	108
	15	6	22	151	162	57	12	1	0	0	0	0	0	0	426
19:00	2	0	16	34	64	10	5	0	0	0	0	0	0	0	131
19:15	4	0	10	29	42	19	8	0	0	0	0	0	0	0	112
19:30	5	0	8	26	33	21	7	0	0	0	0	0	0	0	100
19:45	1	0	5	37	47	23	3	0	0	0	0	0	0	0	116
	12	0	39	126	186	73	23	0	0	0	0	0	0	0	459
20:00	2	0	6	31	41	16	0	0	0	0	0	0	0	0	96
20:15	4	0	10	34	27	4	1	0	0	0	0	0	0	0	80
20:30	3	0	4	29	32	7	1	0	0	0	0	0	0	0	76
20:45	1	0	1	28	34	7	0	0	1	0	0	0	0	0	72
	10	0	21	122	134	34	2	0	1	0	0	0	0	0	324
21:00	1	0	5	15	33	10	0	0	0	0	0	0	0	0	64
21:15	1	0	2	24	30	11	2	0	0	0	0	0	0	0	70
21:30	0	0	4	20	33	9	1	1	0	0	0	0	0	0	68
21:45	1	0	2	8	24	7	2	0	0	0	0	0	0	0	44
	3	0	13	67	120	37	5	1	0	0	0	0	0	0	246
22:00	0	1	3	19	20	7	3	0	0	0	0	0	0	0	53
22:15	0	0	3	9	21	9	3	0	0	0	0	0	0	0	45
22:30	0	0	0	11	20	12	2	1	0	0	0	0	0	0	46
22:45	0	0	2	13	18	4	1	0	0	0	0	0	0	0	38
	0	1	8	52	79	32	9	1	0	0	0	0	0	0	182
23:00	0	0	1	14	19	8	0	0	0	0	0	0	0	0	42
23:15	0	0	0	9	15	5	0	0	0	0	0	0	0	0	29
23:30	1	0	2	12	11	2	1	0	0	0	0	0	0	0	29
23:45	0	0	1	3	6	6	0	0	0	0	0	0	0	0	16
	1	0	4	38	51	21	1	0	0	0	0	0	0	0	116
Total	199	14	252	1510	1979	672	107	11	3	0	0	0	0	0	4747
Grand Total	274	26	420	2355	3192	1173	192	16	3	0	0	0	0	0	7651

15th Percentile : 25 MPH
 50th Percentile : 31 MPH
 85th Percentile : 36 MPH
 95th Percentile : 39 MPH

Stats
 Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 5547
 Percent in Pace : 72.5%
 Number of Vehicles > 35 MPH : 1384
 Percent of Vehicles > 35 MPH : 18.1%

KEY DATA NETWORK

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Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

WB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
05/09/19	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7
00:15	0	0	1	4	3	0	0	0	0	0	0	0	0	0	8
00:30	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
00:45	0	0	1	3	0	2	0	0	0	0	0	0	0	0	6
01:00	0	0	3	10	6	4	1	0	0	0	0	0	0	0	24
01:15	0	1	0	4	5	1	0	0	0	0	0	0	0	0	11
01:30	0	1	0	3	1	0	0	0	0	0	0	0	0	0	5
01:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	2	1	11	6	1	0	0	0	0	0	0	0	0	21
02:30	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
02:45	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:15	0	0	1	2	1	0	1	0	0	0	0	0	0	0	5
03:30	0	0	1	4	5	3	1	0	0	0	0	0	0	0	14
03:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	0	0	3	2	2	0	0	0	0	0	0	0	0	7
04:45	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6
05:00	0	0	1	12	3	3	0	0	0	0	0	0	0	0	19
05:15	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
05:30	0	1	1	1	6	2	0	0	0	0	0	0	0	0	11
05:45	0	0	2	4	5	5	0	0	0	0	0	0	0	0	16
06:00	0	0	2	6	2	3	1	0	0	0	0	0	0	0	14
06:15	0	1	5	14	16	11	1	0	0	0	0	0	0	0	48
06:30	0	0	2	7	9	6	0	0	0	0	0	0	0	0	24
06:45	0	1	4	13	5	5	0	0	0	0	0	0	0	0	28
07:00	1	0	7	22	9	6	0	0	0	0	0	0	0	0	45
07:15	0	1	4	17	10	1	0	0	0	0	0	0	0	0	33
07:30	1	2	17	59	33	18	0	0	0	0	0	0	0	0	130
07:45	1	1	14	22	5	2	0	0	0	0	0	0	0	0	45
08:00	0	1	18	19	16	3	0	0	0	0	0	0	0	0	57
08:15	2	1	17	24	28	2	2	0	0	0	0	0	0	0	76
08:30	1	1	12	38	32	3	0	0	0	0	0	0	0	0	87
08:45	4	4	61	103	81	10	2	0	0	0	0	0	0	0	265
09:00	6	3	12	26	11	1	2	0	0	0	0	0	0	0	61
09:15	6	4	26	23	16	8	0	0	0	0	0	0	0	0	83
09:30	23	14	28	22	16	2	0	0	0	0	0	0	0	0	105
09:45	19	18	36	25	11	1	0	0	0	0	0	0	0	0	110
10:00	54	39	102	96	54	12	2	0	0	0	0	0	0	0	359
10:15	24	17	24	27	10	2	0	0	0	0	0	0	0	0	104
10:30	20	16	29	28	8	3	1	0	0	0	0	0	0	0	105
10:45	14	17	20	30	13	4	1	0	0	0	0	0	0	0	99
11:00	12	21	27	21	5	3	0	0	1	0	0	0	0	0	90
11:15	70	71	100	106	36	12	2	0	1	0	0	0	0	0	398
11:30	14	22	34	20	11	2	0	0	0	0	0	0	0	0	103
11:45	16	21	23	25	14	3	0	0	0	0	0	0	0	0	102
12:00	10	22	26	26	7	0	0	0	0	0	0	0	0	0	91
12:15	7	11	27	27	11	2	0	0	0	0	0	0	0	0	85
12:30	47	76	110	98	43	7	0	0	0	0	0	0	0	0	381
12:45	1	8	22	39	13	1	1	0	0	0	0	0	0	0	85
13:00	6	17	25	37	12	4	0	0	0	0	0	0	0	0	101
13:15	10	8	24	27	20	6	2	1	0	0	0	0	0	0	98
13:30	11	22	27	30	16	1	0	0	0	0	0	0	0	0	107
13:45	28	55	98	133	61	12	3	1	0	0	0	0	0	0	391
14:00	22	31	36	23	18	1	1	0	0	0	0	0	0	0	132
14:15	11	14	34	42	15	1	0	0	0	0	0	0	0	0	117
14:30	48	23	34	24	15	3	0	0	0	0	0	0	0	0	147
14:45	56	33	34	17	5	2	0	0	0	0	0	0	0	0	147
15:00	137	101	138	106	53	7	1	0	0	0	0	0	0	0	543
Total	341	351	637	752	397	100	13	1	1	0	0	0	0	0	2593

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 Longitude: 0' 0.0000 Undefined

WB	Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
	12 PM	34	28	32	32	9	0	0	0	0	0	0	0	0	0	135
	12:15	54	24	42	22	11	0	1	0	0	0	0	0	0	0	154
	12:30	52	23	46	20	6	0	1	0	0	0	0	0	0	0	148
	12:45	35	28	34	28	8	1	0	0	0	0	0	0	0	0	134
		175	103	154	102	34	1	2	0	0	0	0	0	0	0	571
	13:00	22	20	40	33	16	3	0	0	0	0	0	0	0	0	134
	13:15	25	20	45	29	15	1	0	0	0	0	0	0	0	0	135
	13:30	18	19	28	33	16	3	0	0	0	0	0	0	0	0	117
	13:45	26	22	28	33	15	6	1	0	0	0	0	0	0	0	131
		91	81	141	128	62	13	1	0	0	0	0	0	0	0	517
	14:00	30	29	29	30	12	3	0	0	0	0	0	0	0	0	133
	14:15	20	26	61	24	9	4	0	0	0	0	0	0	0	0	144
	14:30	18	13	33	42	12	4	0	0	0	0	0	0	0	0	122
	14:45	19	23	26	34	16	3	2	0	0	0	0	0	0	0	123
		87	91	149	130	49	14	2	0	0	0	0	0	0	0	522
	15:00	58	51	38	28	12	5	0	0	0	0	0	0	0	0	192
	15:15	50	36	40	25	9	4	0	0	0	0	0	0	0	0	164
	15:30	36	21	39	26	14	0	0	0	0	0	0	0	0	0	136
	15:45	66	57	35	8	3	1	0	0	0	0	0	0	0	0	170
		210	165	152	87	38	10	0	0	0	0	0	0	0	0	662
	16:00	59	24	36	21	7	1	0	0	0	0	0	0	0	0	148
	16:15	62	46	30	6	4	1	1	0	0	0	0	0	0	0	150
	16:30	79	23	3	3	0	0	0	0	0	0	0	0	0	0	108
	16:45	103	8	2	0	0	0	0	0	0	0	0	0	0	0	113
		303	101	71	30	11	2	1	0	0	0	0	0	0	0	519
	17:00	105	8	1	0	0	0	0	0	0	0	0	0	0	0	114
	17:15	109	6	0	0	1	0	0	0	0	0	0	0	0	0	116
	17:30	95	6	1	0	0	0	0	0	0	0	0	0	0	0	102
	17:45	108	18	5	0	0	0	0	0	0	0	0	0	0	0	131
		417	38	7	0	1	0	0	0	0	0	0	0	0	0	463
	18:00	51	34	41	17	6	1	0	0	0	0	0	0	0	0	150
	18:15	31	36	34	23	20	3	0	0	0	0	0	0	0	0	147
	18:30	41	42	36	21	6	4	0	0	0	0	0	0	0	0	150
	18:45	30	24	31	32	10	1	0	0	0	0	0	0	0	0	128
		153	136	142	93	42	9	0	0	0	0	0	0	0	0	575
	19:00	10	29	41	31	8	0	0	0	0	0	0	0	0	0	119
	19:15	9	19	41	31	5	2	0	0	0	0	0	0	0	0	107
	19:30	13	22	33	30	9	3	0	0	0	0	0	0	0	0	110
	19:45	15	18	30	31	4	2	0	0	0	0	0	0	0	0	100
		47	88	145	123	26	7	0	0	0	0	0	0	0	0	436
	20:00	5	11	37	31	12	0	0	0	0	0	0	0	0	0	96
	20:15	19	24	41	37	9	5	0	0	0	0	0	0	0	0	135
	20:30	22	31	33	27	11	2	0	0	0	0	0	0	0	0	126
	20:45	3	6	35	38	5	4	0	0	0	0	0	0	0	0	91
		49	72	146	133	37	11	0	0	0	0	0	0	0	0	448
	21:00	0	0	13	21	13	2	1	0	0	0	0	0	0	0	50
	21:15	0	1	18	15	9	3	0	0	0	0	0	0	0	0	46
	21:30	2	5	11	18	10	0	0	0	0	0	0	0	0	0	46
	21:45	0	4	9	19	5	0	0	0	0	0	0	0	0	0	37
		2	10	51	73	37	5	1	0	0	0	0	0	0	0	179
	22:00	0	3	10	18	5	1	0	0	0	0	0	0	0	0	37
	22:15	1	1	6	11	3	3	0	2	0	0	0	0	0	0	27
	22:30	0	0	4	14	9	3	0	0	0	0	0	0	0	0	30
	22:45	0	3	7	12	5	0	0	0	0	0	0	0	0	0	27
		1	7	27	55	22	7	0	2	0	0	0	0	0	0	121
	23:00	0	0	8	7	11	0	0	0	0	0	0	0	0	0	26
	23:15	0	0	3	8	3	0	0	0	0	0	0	0	0	0	14
	23:30	0	0	4	12	4	1	0	0	0	0	0	0	0	0	21
	23:45	0	0	2	4	3	1	0	0	0	0	0	0	0	0	10
		0	0	17	31	21	2	0	0	0	0	0	0	0	0	71
	Total	1535	892	1202	985	380	81	7	2	0	0	0	0	0	0	5084
	Grand Total	1876	1243	1839	1737	777	181	20	3	1	0	0	0	0	0	7677

15th Percentile : 9 MPH
 50th Percentile : 21 MPH
 85th Percentile : 29 MPH
 95th Percentile : 33 MPH

Stats
 Mean Speed(Average) : 21 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 3576
 Percent in Pace : 46.6%
 Number of Vehicles > 35 MPH : 205
 Percent of Vehicles > 35 MPH : 2.7%

KEY DATA NETWORK

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 503-804-3294

Wilsonville Rd East of TC Loop West

Latitude: 0' 0.0000 Undefined
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EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/09/19	0	6	2	0	0	0	0	1	0	0	0	0	0	0	9
00:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
00:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	28	4	0	1	0	0	1	0	0	0	0	0	0	34
01:00	0	8	3	0	2	0	0	0	0	0	0	0	0	0	13
01:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	17	9	0	2	0	0	0	0	0	0	0	0	0	28
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	14	5	0	0	0	0	0	0	0	0	0	0	0	19
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
	0	16	6	0	1	0	0	0	0	0	0	0	0	0	23
05:00	0	9	0	0	2	0	0	0	0	0	0	0	0	0	11
05:15	0	14	0	0	3	0	0	0	0	0	0	0	0	0	17
05:30	1	17	4	1	2	0	0	0	0	0	0	0	0	2	27
05:45	0	20	6	0	3	0	0	0	0	0	0	0	0	0	29
	1	60	10	1	10	0	0	0	0	0	0	0	0	2	84
06:00	0	27	5	1	3	0	0	0	0	0	0	0	0	0	36
06:15	0	44	9	2	3	0	0	0	0	0	0	0	0	0	58
06:30	0	44	11	1	6	0	0	1	1	0	0	0	0	0	64
06:45	0	61	13	2	11	0	0	0	0	0	0	0	0	2	89
	0	176	38	6	23	0	0	1	1	0	0	0	0	2	247
07:00	0	81	16	2	5	0	0	2	2	0	0	0	0	6	114
07:15	0	119	27	1	7	0	0	1	0	0	1	0	0	2	158
07:30	0	93	32	0	5	0	1	3	0	0	0	0	0	7	141
07:45	1	108	30	2	7	0	0	5	1	0	0	0	0	4	158
	1	401	105	5	24	0	1	11	3	0	1	0	0	19	571
08:00	0	119	22	5	12	0	0	2	0	1	0	0	0	3	164
08:15	0	80	33	0	8	0	0	3	0	0	0	0	0	8	132
08:30	1	77	13	0	9	0	0	4	0	0	0	0	0	2	106
08:45	0	76	16	0	12	0	0	0	0	0	1	0	0	1	106
	1	352	84	5	41	0	0	9	0	1	1	0	0	14	508
09:00	1	80	17	0	9	1	0	1	0	0	0	0	0	1	110
09:15	0	70	23	2	5	0	0	0	0	0	0	0	0	4	104
09:30	0	80	12	1	8	0	0	1	0	1	0	0	0	2	105
09:45	0	82	9	0	4	0	0	1	0	0	0	0	0	1	97
	1	312	61	3	26	1	0	3	0	1	0	0	0	8	416
10:00	0	75	17	0	8	0	0	0	0	0	0	0	0	3	103
10:15	6	89	13	0	4	1	0	0	0	0	0	0	0	1	114
10:30	0	72	22	1	4	0	0	1	0	0	0	0	0	4	104
10:45	1	76	33	1	7	0	0	2	0	0	0	0	0	4	124
	7	312	85	2	23	1	0	3	0	0	0	0	0	12	445
11:00	1	77	21	1	6	1	0	2	0	1	0	0	0	0	110
11:15	3	89	18	0	12	0	1	3	0	0	0	0	0	9	135
11:30	2	95	23	0	10	0	1	2	1	0	0	0	0	5	139
11:45	2	99	22	0	9	0	0	0	1	2	0	0	0	4	139
	8	360	84	1	37	1	2	7	2	3	0	0	0	18	523
Total	19	2052	491	23	190	3	3	35	6	5	2	0	0	75	2904
Percent	0.7%	70.7%	16.9%	0.8%	6.5%	0.1%	0.1%	1.2%	0.2%	0.2%	0.1%	0.0%	0.0%	2.6%	

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EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	81	19	1	18	0	0	0	1	0	0	0	0	6	127
12:15	1	85	17	1	11	0	0	3	1	0	0	0	0	3	122
12:30	1	74	24	0	5	0	1	1	0	0	0	0	1	2	109
12:45	1	83	19	0	5	0	0	1	0	0	0	0	0	10	119
	4	323	79	2	39	0	1	5	2	0	0	0	1	21	477
13:00	0	80	23	0	6	0	0	6	1	0	0	0	0	6	122
13:15	2	84	23	1	9	0	1	2	1	0	0	0	0	4	127
13:30	4	80	16	0	9	0	1	0	0	0	0	0	0	2	112
13:45	2	117	22	0	6	0	0	2	0	0	0	0	0	6	155
	8	361	84	1	30	0	2	10	2	0	0	0	0	18	516
14:00	2	95	21	0	8	0	0	1	0	0	0	0	0	5	132
14:15	1	99	22	1	5	0	0	0	0	0	0	0	0	5	133
14:30	1	80	18	0	8	1	0	0	0	2	0	0	0	7	117
14:45	0	95	23	1	10	1	0	1	0	0	0	0	0	4	135
	4	369	84	2	31	2	0	2	0	2	0	0	0	21	517
15:00	3	63	23	0	12	0	0	1	0	0	0	0	0	5	107
15:15	0	74	16	0	6	1	0	3	0	0	0	0	0	5	105
15:30	0	98	27	1	7	0	1	2	0	0	0	0	0	4	140
15:45	0	92	14	0	7	0	0	2	0	0	0	0	0	5	120
	3	327	80	1	32	1	1	8	0	0	0	0	0	19	472
16:00	2	76	18	0	7	0	0	1	0	0	0	0	0	1	105
16:15	2	98	15	1	9	0	0	0	1	1	0	0	0	8	135
16:30	7	72	19	1	8	1	0	2	0	0	0	0	0	14	124
16:45	0	97	17	0	5	0	0	3	0	1	0	0	0	9	132
	11	343	69	2	29	1	0	6	1	2	0	0	0	32	496
17:00	0	101	18	0	6	0	0	0	0	0	0	0	0	11	136
17:15	2	100	15	1	9	1	0	1	0	0	0	0	0	9	138
17:30	2	92	17	0	4	1	0	0	0	0	0	0	0	10	126
17:45	2	81	11	0	8	1	1	0	0	0	0	0	0	12	116
	6	374	61	1	27	3	1	1	0	0	0	0	0	42	516
18:00	0	83	14	0	9	0	0	1	0	0	0	0	0	4	111
18:15	1	77	21	0	3	0	0	2	0	0	0	0	0	3	107
18:30	0	82	9	0	5	0	0	1	0	0	0	0	0	3	100
18:45	0	85	11	0	4	0	0	3	0	0	0	0	0	5	108
	1	327	55	0	21	0	0	7	0	0	0	0	0	15	426
19:00	2	106	11	0	9	0	0	0	0	1	0	0	0	2	131
19:15	0	83	22	0	3	0	0	0	0	0	0	0	0	4	112
19:30	1	69	19	0	5	0	0	1	0	0	0	0	0	5	100
19:45	0	84	26	0	3	0	0	2	0	0	0	0	0	1	116
	3	342	78	0	20	0	0	3	0	1	0	0	0	12	459
20:00	0	72	16	0	3	0	1	1	0	0	0	1	0	2	96
20:15	0	65	8	0	1	0	0	2	0	0	0	0	0	4	80
20:30	0	61	10	0	2	0	0	0	0	0	0	0	0	3	76
20:45	3	54	9	0	5	0	0	0	0	0	0	0	0	1	72
	3	252	43	0	11	0	1	3	0	0	0	1	0	10	324
21:00	1	49	10	0	3	0	0	0	0	0	0	0	0	1	64
21:15	0	54	13	0	1	0	0	1	0	0	0	0	0	1	70
21:30	0	54	10	0	3	0	0	1	0	0	0	0	0	0	68
21:45	1	31	7	0	4	0	0	0	0	0	0	0	0	1	44
	2	188	40	0	11	0	0	2	0	0	0	0	0	3	246
22:00	1	47	5	0	0	0	0	0	0	0	0	0	0	0	53
22:15	0	33	9	0	2	0	0	0	0	1	0	0	0	0	45
22:30	0	32	10	0	4	0	0	0	0	0	0	0	0	0	46
22:45	0	33	5	0	0	0	0	0	0	0	0	0	0	0	38
	1	145	29	0	6	0	0	0	0	1	0	0	0	0	182
23:00	0	36	4	0	1	0	0	1	0	0	0	0	0	0	42
23:15	0	26	2	0	1	0	0	0	0	0	0	0	0	0	29
23:30	0	19	6	0	2	1	0	0	0	0	0	0	0	1	29
23:45	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
	0	91	17	0	5	1	0	1	0	0	0	0	0	1	116
Total	46	3442	719	9	262	8	6	48	5	6	0	1	1	194	4747
Percent	1.0%	72.5%	15.1%	0.2%	5.5%	0.2%	0.1%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	4.1%	
Grand Total	65	5494	1210	32	452	11	9	83	11	11	2	1	1	269	7651
Percent	0.8%	71.8%	15.8%	0.4%	5.9%	0.1%	0.1%	1.1%	0.1%	0.1%	0.0%	0.0%	0.0%	3.5%	

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WB															
Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/09/19	0	5	1	0	0	0	0	1	0	0	0	0	0	0	7
00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	18	3	0	1	0	0	2	0	0	0	0	0	0	24
01:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
02:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
02:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	10	3	1	0	0	0	0	0	0	0	0	0	0	14
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
03:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	0	15	2	0	2	0	0	0	0	0	0	0	0	0	19
04:00	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7
04:15	0	9	1	1	0	0	0	0	0	0	0	0	0	0	11
04:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
04:45	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
	0	40	5	1	1	0	0	1	0	0	0	0	0	0	48
05:00	0	16	6	0	2	0	0	0	0	0	0	0	0	0	24
05:15	0	24	2	0	2	0	0	0	0	0	0	0	0	0	28
05:30	0	36	7	0	1	0	0	0	0	0	0	0	0	1	45
05:45	1	24	7	0	1	0	0	0	0	0	0	0	0	0	33
	1	100	22	0	6	0	0	0	0	0	0	0	0	1	130
06:00	0	34	7	1	3	0	0	0	0	0	0	0	0	0	45
06:15	2	42	8	1	4	0	0	0	0	0	0	0	0	0	57
06:30	1	60	7	1	7	0	0	0	0	0	0	0	0	0	76
06:45	0	63	16	1	7	0	0	0	0	0	0	0	0	0	87
	3	199	38	4	21	0	0	0	0	0	0	0	0	0	265
07:00	1	45	12	0	2	0	0	0	0	0	0	0	0	1	61
07:15	0	55	16	1	7	0	0	0	0	0	0	0	0	4	83
07:30	0	77	17	1	3	0	0	1	1	0	0	0	0	5	105
07:45	0	81	15	0	8	0	0	0	0	0	0	0	0	6	110
	1	258	60	2	20	0	0	1	1	0	0	0	0	16	359
08:00	3	64	15	0	6	2	0	3	0	0	0	0	0	11	104
08:15	0	76	14	2	5	1	0	0	1	0	0	0	0	6	105
08:30	2	68	16	1	4	1	0	0	0	0	0	0	0	7	99
08:45	0	64	18	0	3	0	0	1	0	0	0	0	0	4	90
	5	272	63	3	18	4	0	4	1	0	0	0	0	28	398
09:00	2	68	20	0	7	0	0	1	0	0	0	0	0	5	103
09:15	1	75	14	0	2	1	0	1	0	0	0	0	0	8	102
09:30	0	67	11	0	4	0	0	1	0	0	0	0	0	8	91
09:45	0	61	11	1	6	1	0	1	1	0	0	1	0	2	85
	3	271	56	1	19	2	0	4	1	0	0	1	0	23	381
10:00	1	66	14	0	2	0	0	1	0	0	0	0	0	1	85
10:15	0	82	12	0	3	0	0	1	0	0	0	0	0	3	101
10:30	0	75	13	2	4	1	0	0	0	0	0	0	0	3	98
10:45	3	76	16	1	4	0	0	2	0	0	0	0	0	5	107
	4	299	55	3	13	1	0	4	0	0	0	0	0	12	391
11:00	2	103	11	0	5	0	0	0	0	0	0	0	0	11	132
11:15	0	84	18	0	6	0	0	2	0	0	0	0	0	7	117
11:30	1	102	15	1	6	1	0	1	0	0	0	0	0	20	147
11:45	1	96	19	0	4	0	0	1	0	0	0	0	0	26	147
	4	385	63	1	21	1	0	4	0	0	0	0	0	64	543
Total	21	1885	373	16	122	8	0	20	3	0	0	1	0	144	2593
Percent	0.8%	72.7%	14.4%	0.6%	4.7%	0.3%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	5.6%	

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Wilsonville Rd East of TC Loop West

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	2	102	14	0	3	1	0	0	0	0	0	0	0	13	135
12:15	4	102	21	0	7	0	0	1	0	0	0	0	0	19	154
12:30	4	98	21	0	5	0	0	1	1	0	0	0	0	18	148
12:45	1	92	19	0	5	0	0	0	0	0	0	0	0	17	134
	11	394	75	0	20	1	0	2	1	0	0	0	0	67	571
13:00	2	102	18	0	2	0	0	0	0	0	0	0	0	10	134
13:15	1	94	23	1	5	1	0	0	0	0	0	0	0	10	135
13:30	2	86	16	1	6	0	0	0	0	0	0	0	0	6	117
13:45	0	97	14	0	10	0	0	1	0	0	0	0	0	9	131
	5	379	71	2	23	1	0	1	0	0	0	0	0	35	517
14:00	0	98	17	0	3	0	0	0	0	0	0	0	0	15	133
14:15	2	104	19	0	5	0	0	1	0	0	0	0	0	13	144
14:30	1	89	19	1	2	1	0	1	0	1	0	0	0	7	122
14:45	1	78	24	0	7	0	0	2	0	0	0	0	0	11	123
	4	369	79	1	17	1	0	4	0	1	0	0	0	46	522
15:00	3	126	28	0	10	0	0	0	0	0	0	0	0	25	192
15:15	0	107	22	3	1	0	0	2	0	0	0	0	0	29	164
15:30	0	91	23	0	4	0	0	1	0	0	0	0	0	17	136
15:45	0	105	20	0	6	0	0	1	0	0	0	0	0	38	170
	3	429	93	3	21	0	0	4	0	0	0	0	0	109	662
16:00	1	89	16	1	6	0	0	0	0	1	0	0	0	34	148
16:15	4	94	11	0	3	1	0	2	0	1	0	0	0	34	150
16:30	8	53	9	0	4	0	0	0	0	0	0	0	0	34	108
16:45	8	52	9	1	1	0	0	0	0	0	0	0	0	42	113
	21	288	45	2	14	1	0	2	0	2	0	0	0	144	519
17:00	3	55	5	1	1	0	0	0	0	0	0	0	0	49	114
17:15	0	45	8	1	2	0	0	0	0	0	1	0	0	59	116
17:30	0	45	6	0	1	0	0	1	0	0	0	0	0	49	102
17:45	5	67	7	1	3	0	0	1	0	0	0	0	0	47	131
	8	212	26	3	7	0	0	2	0	0	1	0	0	204	463
18:00	2	102	21	0	3	0	0	0	0	0	0	0	0	22	150
18:15	0	102	30	0	6	0	0	0	0	0	0	0	0	9	147
18:30	1	106	18	0	8	0	0	1	0	0	0	0	0	16	150
18:45	1	100	17	0	3	0	0	0	0	0	0	0	0	7	128
	4	410	86	0	20	0	0	1	0	0	0	0	0	54	575
19:00	2	98	14	0	3	0	0	1	0	0	0	0	0	1	119
19:15	4	79	16	0	2	0	0	1	0	0	0	0	0	5	107
19:30	1	92	12	0	2	0	0	1	0	0	0	0	0	2	110
19:45	1	75	11	0	4	0	0	1	0	0	0	0	0	8	100
	8	344	53	0	11	0	0	4	0	0	0	0	0	16	436
20:00	0	75	14	0	2	0	0	0	0	0	1	0	0	4	96
20:15	0	95	21	0	10	1	0	0	0	0	0	0	0	8	135
20:30	1	90	21	1	9	0	0	1	0	0	0	0	0	3	126
20:45	1	71	16	0	2	0	0	0	0	0	0	0	0	1	91
	2	331	72	1	23	1	0	1	0	0	1	0	0	16	448
21:00	0	41	8	0	0	0	0	1	0	0	0	0	0	0	50
21:15	0	40	6	0	0	0	0	0	0	0	0	0	0	0	46
21:30	0	45	1	0	0	0	0	0	0	0	0	0	0	0	46
21:45	0	30	7	0	0	0	0	0	0	0	0	0	0	0	37
	0	156	22	0	0	0	0	1	0	0	0	0	0	0	179
22:00	0	33	4	0	0	0	0	0	0	0	0	0	0	0	37
22:15	0	21	4	0	1	0	0	0	0	0	0	0	0	1	27
22:30	0	23	5	0	1	0	0	0	0	1	0	0	0	0	30
22:45	0	25	0	0	2	0	0	0	0	0	0	0	0	0	27
	0	102	13	0	4	0	0	0	0	1	0	0	0	1	121
23:00	0	23	2	0	1	0	0	0	0	0	0	0	0	0	26
23:15	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
23:30	0	16	3	0	1	1	0	0	0	0	0	0	0	0	21
23:45	0	8	0	0	1	1	0	0	0	0	0	0	0	0	10
	0	61	5	0	3	2	0	0	0	0	0	0	0	0	71
Total	66	3475	640	12	163	7	0	22	1	4	2	0	0	692	5084
Percent	1.3%	68.4%	12.6%	0.2%	3.2%	0.1%	0.0%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	13.6%	
Grand Total	87	5360	1013	28	285	15	0	42	4	4	2	1	0	836	7677
Percent	1.1%	69.8%	13.2%	0.4%	3.7%	0.2%	0.0%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	10.9%	

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Stafford Rd South of 65th Ave

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	09-May-19 Thu	SB	NB	Total
12:00 AM		8	3	11
12:15		4	2	6
12:30		4	4	8
12:45		6	3	9
01:00		0	0	0
01:15		3	2	5
01:30		6	1	7
01:45		0	3	3
02:00		0	1	1
02:15		2	1	3
02:30		3	1	4
02:45		0	3	3
03:00		0	2	2
03:15		2	1	3
03:30		0	8	8
03:45		3	0	3
04:00		3	3	6
04:15		2	8	10
04:30		3	8	11
04:45		3	12	15
05:00		3	13	16
05:15		5	20	25
05:30		12	36	48
05:45		12	37	49
06:00		20	31	51
06:15		20	53	73
06:30		23	113	136
06:45		36	106	142
07:00		47	130	177
07:15		59	173	232
07:30		62	180	242
07:45		74	193	267
08:00		85	171	256
08:15		78	147	225
08:30		50	114	164
08:45		66	93	159
09:00		55	89	144
09:15		55	66	121
09:30		45	46	91
09:45		48	56	104
10:00		45	42	87
10:15		60	48	108
10:30		46	57	103
10:45		56	50	106
11:00		59	46	105
11:15		67	51	118
11:30		49	50	99
11:45		59	53	112
Total		1348	2330	3678
Percent		36.7%	63.3%	
Peak	-	07:30	07:15	07:15
Vol.	-	299	717	997
P.H.F.		0.879	0.929	0.934

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Stafford Rd South of 65th Ave

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	09-May-19 Thu	SB	NB						Total
12:00 PM		67	58						125
12:15		55	53						108
12:30		58	54						112
12:45		55	51						106
01:00		68	47						115
01:15		62	60						122
01:30		54	61						115
01:45		57	55						112
02:00		61	76						137
02:15		48	90						138
02:30		56	95						151
02:45		90	89						179
03:00		98	97						195
03:15		119	104						223
03:30		127	103						230
03:45		156	129						285
04:00		151	101						252
04:15		162	129						291
04:30		163	116						279
04:45		176	120						296
05:00		164	108						272
05:15		179	129						308
05:30		177	119						296
05:45		136	102						238
06:00		126	88						214
06:15		113	88						201
06:30		68	117						185
06:45		72	74						146
07:00		44	51						95
07:15		45	55						100
07:30		45	46						91
07:45		33	52						85
08:00		35	37						72
08:15		48	47						95
08:30		33	34						67
08:45		45	16						61
09:00		36	26						62
09:15		41	22						63
09:30		20	18						38
09:45		17	20						37
10:00		19	8						27
10:15		21	13						34
10:30		22	9						31
10:45		11	6						17
11:00		12	7						19
11:15		8	6						14
11:30		10	7						17
11:45		8	6						14
Total		3471	2999						6470
Percent		53.6%	46.4%						
Peak	-	16:45	16:45	-	-	-	-	-	16:45
Vol.	-	696	476	-	-	-	-	-	1172
P.H.F.		0.972	0.922						0.951
Grand Total		4819	5329						10148
Percent		47.5%	52.5%						
ADT		ADT 10,148	AADT 10,148						

KEY DATA NETWORK

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 Tualatin, OR 97062
 503-804-3294

Stafford Rd South of 65th Ave

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
05/09/19	0	0	0	0	1	1	2	3	0	0	1	0	0	0	8
00:15	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
00:30	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
00:45	0	0	0	0	1	0	1	3	1	0	0	0	0	0	6
01:00	0	0	0	0	3	1	8	7	2	0	1	0	0	0	22
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3
01:45	0	0	0	0	0	1	1	2	1	0	0	0	0	1	6
02:00	0	0	0	0	0	1	2	3	1	1	0	0	0	1	9
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	2	0	1	0	0	1	1	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
03:45	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	2	2	0	1	0	0	0	0	5
04:15	0	0	0	0	0	0	1	0	0	2	0	0	0	0	3
04:30	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
05:00	0	0	0	0	0	1	2	5	1	2	0	0	0	0	11
05:15	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
05:30	0	0	0	0	1	0	2	1	1	0	0	0	0	0	5
05:45	1	0	0	0	0	1	5	3	2	0	0	0	0	0	12
06:00	0	0	0	0	0	0	1	8	1	2	0	0	0	0	12
06:15	1	0	0	0	1	1	9	13	5	2	0	0	0	0	32
06:30	0	0	0	0	1	3	4	6	5	1	0	0	0	0	20
06:45	1	0	0	1	1	0	4	7	2	2	0	0	0	2	20
07:00	1	0	0	0	0	0	7	5	7	2	0	0	0	1	23
07:15	0	0	0	0	0	1	7	16	6	3	1	0	0	2	36
07:30	2	0	0	1	2	4	22	34	20	8	1	0	0	5	99
07:45	2	0	0	3	5	2	9	18	6	1	1	0	0	0	47
08:00	2	0	3	1	3	4	23	15	6	1	0	0	0	1	59
08:15	4	0	0	0	2	9	20	22	3	1	0	0	0	1	62
08:30	4	0	2	2	3	5	21	24	6	1	0	0	0	6	74
08:45	12	0	5	6	13	20	73	79	21	4	1	0	0	8	242
09:00	3	1	1	6	4	9	31	20	4	0	1	0	0	5	85
09:15	3	0	0	0	2	11	28	21	7	2	1	0	1	2	78
09:30	0	0	0	0	1	1	10	29	8	1	0	0	0	0	50
09:45	2	2	1	2	1	3	18	30	5	1	0	0	0	1	66
10:00	8	3	2	8	8	24	87	100	24	4	2	0	1	8	279
10:15	1	0	1	1	6	6	13	23	3	0	1	0	0	0	55
10:30	1	0	0	1	6	4	21	15	4	0	0	1	0	2	55
10:45	0	0	0	4	6	2	9	15	7	2	0	0	0	0	45
11:00	0	0	0	1	1	6	20	14	5	1	0	0	0	0	48
11:15	2	0	1	7	19	18	63	67	19	3	1	1	0	2	203
11:30	2	1	1	0	1	4	14	21	1	0	0	0	0	0	45
11:45	1	0	0	0	1	7	20	22	8	0	1	0	0	0	60
12:00	0	0	0	1	1	7	10	25	2	0	0	0	0	0	46
12:15	1	0	1	4	3	8	17	14	7	0	0	0	0	1	56
12:30	4	1	2	5	6	26	61	82	18	0	1	0	0	1	207
12:45	0	0	0	1	5	15	15	17	5	0	1	0	0	0	59
13:00	2	1	2	2	8	9	21	17	2	1	0	1	0	1	67
13:15	1	0	1	0	3	7	8	17	8	2	2	0	0	0	49
13:30	1	0	0	0	2	4	24	18	6	2	2	0	0	0	59
13:45	4	1	3	3	18	35	68	69	21	5	5	1	0	1	234
Total	33	5	13	30	70	133	397	462	132	30	13	3	1	26	1348

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Stafford Rd South of 65th Ave

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
12 PM	3	0	1	3	4	5	15	25	3	4	0	0	0	4	67
12:15	1	0	0	1	6	6	12	22	4	1	0	1	0	1	55
12:30	2	0	0	3	7	10	23	10	2	0	0	0	0	1	58
12:45	1	0	0	0	5	6	18	21	2	1	0	0	0	1	55
	7	0	1	7	22	27	68	78	11	6	0	1	0	7	235
13:00	3	0	1	2	1	6	30	15	5	1	0	0	1	3	68
13:15	0	0	0	1	2	8	26	15	9	1	0	0	0	0	62
13:30	1	0	0	1	4	7	10	23	4	1	0	0	0	3	54
13:45	0	0	0	0	2	5	18	26	4	1	0	0	0	1	57
	4	0	1	4	9	26	84	79	22	4	0	0	1	7	241
14:00	0	0	0	1	5	5	20	23	5	1	0	0	0	1	61
14:15	2	0	0	1	0	5	15	20	5	0	0	0	0	0	48
14:30	1	0	0	0	3	11	11	19	8	2	0	0	0	1	56
14:45	2	0	0	4	7	8	29	34	5	0	0	0	0	1	90
	5	0	0	6	15	29	75	96	23	3	0	0	0	3	255
15:00	2	2	3	0	4	14	34	29	6	1	0	0	0	3	98
15:15	1	0	1	3	7	15	41	36	10	2	0	0	1	2	119
15:30	1	0	1	2	10	10	53	38	7	1	1	0	1	2	127
15:45	4	0	7	5	10	13	57	46	6	1	0	1	0	6	156
	8	2	12	10	31	52	185	149	29	5	1	1	2	13	500
16:00	1	1	2	9	8	33	46	35	14	1	0	0	0	1	151
16:15	3	0	0	0	1	22	63	59	7	1	1	1	0	4	162
16:30	5	0	0	2	5	11	61	60	10	0	1	2	1	5	163
16:45	4	0	3	1	10	31	72	38	9	2	1	1	0	4	176
	13	1	5	12	24	97	242	192	40	4	3	4	1	14	652
17:00	7	0	0	0	3	20	58	63	5	1	0	0	0	7	164
17:15	4	0	0	1	12	29	73	46	5	2	0	0	2	5	179
17:30	2	3	6	8	9	20	61	56	7	0	1	0	0	4	177
17:45	3	0	0	0	2	17	60	33	16	1	0	1	0	3	136
	16	3	6	9	26	86	252	198	33	4	1	1	2	19	656
18:00	2	2	1	3	6	10	42	47	9	2	0	0	0	2	126
18:15	0	0	0	1	2	20	47	33	6	1	2	0	0	1	113
18:30	1	0	1	1	1	9	21	26	5	1	0	0	0	2	68
18:45	0	0	0	0	4	6	30	24	4	2	1	0	1	0	72
	3	2	2	5	13	45	140	130	24	6	3	0	1	5	379
19:00	0	0	0	0	1	4	15	15	6	2	1	0	0	0	44
19:15	0	0	0	0	0	2	20	17	3	3	0	0	0	0	45
19:30	1	0	0	0	2	5	14	19	3	1	0	0	0	0	45
19:45	1	0	0	3	2	2	11	11	2	0	1	0	0	0	33
	2	0	0	3	5	13	60	62	14	6	2	0	0	0	167
20:00	0	1	1	0	2	5	9	16	1	0	0	0	0	0	35
20:15	2	0	0	1	3	2	16	17	5	1	0	1	0	0	48
20:30	1	0	0	2	1	1	10	10	8	0	0	0	0	0	33
20:45	0	0	0	0	2	9	15	14	4	1	0	0	0	0	45
	3	1	1	3	8	17	50	57	18	2	0	1	0	0	161
21:00	0	0	0	0	0	6	19	5	5	0	1	0	0	0	36
21:15	0	0	0	0	1	3	10	23	4	0	0	0	0	0	41
21:30	0	0	0	1	1	1	4	8	3	2	0	0	0	0	20
21:45	0	0	0	0	1	1	6	3	5	1	0	0	0	0	17
	0	0	0	1	3	11	39	39	17	3	1	0	0	0	114
22:00	0	0	0	0	0	0	6	10	2	1	0	0	0	0	19
22:15	0	0	0	0	1	2	8	8	1	1	0	0	0	0	21
22:30	0	0	0	0	1	5	4	7	5	0	0	0	0	0	22
22:45	0	0	0	0	0	0	1	5	5	0	0	0	0	0	11
	0	0	0	0	2	7	19	30	13	2	0	0	0	0	73
23:00	0	0	0	0	2	0	3	4	3	0	0	0	0	0	12
23:15	0	0	0	1	1	1	4	1	0	0	0	0	0	0	8
23:30	0	0	0	0	0	1	0	5	2	2	0	0	0	0	10
23:45	0	0	0	0	1	0	3	2	1	1	0	0	0	0	8
	0	0	0	1	4	2	10	12	6	3	0	0	0	0	38
Total	61	9	28	61	162	412	1224	1122	250	48	11	8	7	68	3471
Grand Total	94	14	41	91	232	545	1621	1584	382	78	24	11	8	94	4819

15th Percentile : 37 MPH
 50th Percentile : 44 MPH
 85th Percentile : 49 MPH
 95th Percentile : 53 MPH

Stats
 Mean Speed(Average) : 44 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 3209
 Percent in Pace : 66.6%
 Number of Vehicles > 45 MPH : 2181
 Percent of Vehicles > 45 MPH : 45.3%

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Stafford Rd South of 65th Ave

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

NB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
05/09/19	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
00:30	0	0	0	2	0	0	1	1	0	0	0	0	0	0	4
00:45	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3
01:00	0	0	1	3	0	1	2	3	0	1	1	0	0	0	12
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
01:45	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1
02:00	0	0	0	0	0	3	0	2	1	0	0	0	0	0	6
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
03:00	0	0	0	0	0	1	1	2	1	1	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
03:30	0	0	1	0	0	0	5	1	1	0	0	0	0	0	8
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	5	1	3	1	0	0	0	0	11
04:15	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3
04:30	0	0	0	0	0	0	1	3	3	0	0	1	0	0	8
04:45	0	0	0	0	0	0	0	3	5	0	0	0	0	0	8
05:00	0	0	0	1	0	0	2	6	1	2	0	0	0	0	12
05:15	0	0	0	2	0	0	4	12	10	2	0	1	0	0	31
05:30	0	0	0	2	1	2	3	3	2	0	0	0	0	0	13
05:45	0	0	0	2	0	2	5	6	4	1	0	0	0	0	20
06:00	0	0	1	1	1	2	9	13	7	2	0	0	0	0	36
06:15	0	0	0	0	0	5	17	13	1	1	0	0	0	0	37
06:30	0	0	1	5	2	11	34	35	14	4	0	0	0	0	106
06:45	0	0	0	0	3	2	11	13	2	0	0	0	0	0	31
07:00	0	0	1	1	2	2	17	20	8	1	1	0	0	0	53
07:15	0	0	0	1	1	6	48	46	8	3	0	0	0	0	113
07:30	1	0	1	2	4	9	21	49	15	3	0	0	0	1	106
07:45	1	0	2	4	10	19	97	128	33	7	1	0	0	1	303
08:00	1	0	0	3	1	19	54	40	9	1	0	0	0	2	130
08:15	2	1	0	6	7	26	87	32	7	3	0	1	0	1	173
08:30	1	0	1	2	6	39	85	40	5	0	0	0	0	1	180
08:45	1	1	1	3	7	40	81	48	7	0	1	0	0	3	193
09:00	5	2	2	14	21	124	307	160	28	4	1	1	0	7	676
09:15	4	0	0	1	11	41	62	42	2	0	0	0	0	8	171
09:30	2	0	0	3	19	22	71	25	1	2	0	0	0	2	147
09:45	2	1	0	5	6	21	48	23	3	1	0	0	1	3	114
10:00	2	0	0	1	3	7	41	28	5	1	0	0	0	5	93
10:15	10	1	0	10	39	91	222	118	11	4	0	0	1	18	525
10:30	1	0	1	5	5	17	36	16	6	0	0	0	0	2	89
10:45	0	0	0	1	1	6	29	24	2	0	0	0	1	2	66
11:00	0	0	1	0	4	11	18	10	2	0	0	0	0	0	46
11:15	0	0	2	5	6	11	20	6	4	2	0	0	0	0	56
11:30	1	0	4	11	16	45	103	56	14	2	0	0	1	4	257
11:45	0	0	1	1	2	9	20	9	0	0	0	0	0	0	42
12:00	0	0	0	3	4	7	23	6	4	0	0	0	1	0	48
12:15	2	0	3	2	2	11	17	19	1	0	0	0	0	0	57
12:30	2	0	0	2	4	9	17	10	4	0	0	0	0	2	50
12:45	4	0	4	8	12	36	77	44	9	0	0	0	1	2	197
13:00	0	0	2	1	2	11	17	8	4	0	1	0	0	0	46
13:15	0	0	1	3	6	9	24	7	1	0	0	0	0	0	51
13:30	0	0	0	2	3	12	14	10	8	1	0	0	0	0	50
13:45	0	0	2	1	7	12	16	13	1	0	1	0	0	0	53
14:00	0	0	5	7	18	44	71	38	14	1	2	0	0	0	200
Total	21	3	20	64	118	375	923	599	138	27	5	2	3	32	2330

KEY DATA NETWORK

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 Tualatin, OR 97062
 503-804-3294

Stafford Rd South of 65th Ave

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

NB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
12 PM	1	1	1	0	4	8	18	18	3	1	0	0	0	3	58
12:15	2	0	0	2	7	11	19	6	3	0	0	0	0	3	53
12:30	2	0	0	6	7	6	22	6	3	0	0	0	0	2	54
12:45	1	0	1	0	8	4	23	12	1	0	0	0	0	1	51
	6	1	2	8	26	29	82	42	10	1	0	0	0	9	216
13:00	0	0	0	3	4	11	15	12	1	1	0	0	0	0	47
13:15	1	0	1	2	7	6	24	14	3	0	0	1	0	1	60
13:30	0	0	1	0	7	8	30	11	1	0	0	0	0	3	61
13:45	0	0	0	3	2	6	19	18	5	1	0	0	0	1	55
	1	0	2	8	20	31	88	55	10	2	0	1	0	5	223
14:00	0	0	2	4	4	14	35	17	0	0	0	0	0	0	76
14:15	2	1	2	6	7	16	42	11	3	0	0	0	0	0	90
14:30	2	0	1	0	10	26	33	18	2	1	0	1	0	1	95
14:45	1	0	1	2	5	31	24	23	0	1	0	0	0	1	89
	5	1	6	12	26	87	134	69	5	2	0	1	0	2	350
15:00	1	0	0	7	8	28	35	12	3	0	0	0	1	2	97
15:15	1	0	0	4	16	35	28	16	1	1	0	0	0	2	104
15:30	1	0	0	7	7	21	47	17	0	0	0	0	1	2	103
15:45	5	0	2	1	7	41	49	14	0	2	1	3	0	4	129
	8	0	2	19	38	125	159	59	4	3	1	3	2	10	433
16:00	1	0	0	0	2	28	45	21	3	0	0	0	0	1	101
16:15	3	1	2	2	5	29	53	19	2	3	0	2	1	7	129
16:30	3	0	0	1	5	30	34	33	1	2	0	0	1	6	116
16:45	5	0	0	2	6	21	58	20	1	1	0	0	2	4	120
	12	1	2	5	18	108	190	93	7	6	0	2	4	18	466
17:00	2	0	0	2	7	16	55	17	2	1	1	1	1	3	108
17:15	2	1	1	2	3	35	46	25	5	1	0	0	0	8	129
17:30	3	1	0	0	4	13	59	29	3	2	0	0	2	3	119
17:45	2	0	0	6	11	17	43	18	3	0	0	0	0	2	102
	9	2	1	10	25	81	203	89	13	4	1	1	3	16	458
18:00	4	0	0	0	3	20	37	17	6	0	0	0	0	1	88
18:15	1	0	0	0	3	20	40	16	3	1	1	0	0	3	88
18:30	0	0	0	2	5	19	58	20	7	2	0	1	0	3	117
18:45	2	0	0	0	1	22	29	15	5	0	0	0	0	0	74
	7	0	0	2	12	81	164	68	21	3	1	1	0	7	367
19:00	0	0	0	7	4	6	19	13	2	0	0	0	0	0	51
19:15	0	0	0	5	4	10	14	15	4	1	1	0	0	1	55
19:30	0	0	0	0	5	10	19	8	3	1	0	0	0	0	46
19:45	0	0	0	1	3	8	24	12	2	0	0	0	0	2	52
	0	0	0	13	16	34	76	48	11	2	1	0	0	3	204
20:00	1	0	0	1	3	6	15	9	2	0	0	0	0	0	37
20:15	0	0	0	1	3	4	26	11	2	0	0	0	0	0	47
20:30	0	0	0	0	8	8	8	9	0	1	0	0	0	0	34
20:45	0	0	0	0	1	8	3	4	0	0	0	0	0	0	16
	1	0	0	2	15	26	52	33	4	1	0	0	0	0	134
21:00	1	0	0	1	0	5	13	3	2	0	0	0	0	1	26
21:15	0	0	0	0	2	11	5	2	0	0	0	0	0	0	22
21:30	0	0	0	0	1	3	8	4	1	1	0	0	0	0	18
21:45	0	0	0	1	0	2	10	4	2	1	0	0	0	0	20
	1	0	0	2	3	12	42	16	7	2	0	0	0	1	86
22:00	0	0	0	0	0	0	2	4	1	1	0	0	0	0	8
22:15	0	0	0	1	0	0	9	3	0	0	0	0	0	0	13
22:30	0	0	0	0	0	0	1	6	1	1	0	0	0	0	9
22:45	0	0	0	0	1	0	2	2	1	0	0	0	0	0	6
	0	0	0	1	1	0	14	15	3	2	0	0	0	0	36
23:00	0	0	0	0	0	1	3	3	0	0	0	0	0	0	7
23:15	0	0	0	0	0	2	2	2	0	0	0	0	0	0	6
23:30	0	0	0	0	0	0	3	1	2	1	0	0	0	0	7
23:45	0	0	0	0	1	1	1	2	0	0	0	0	0	0	6
	0	0	0	0	1	4	9	7	4	1	0	0	0	0	26
Total	50	5	15	82	201	618	1213	594	99	29	4	9	9	71	2999
Grand Total	71	8	35	146	319	993	2136	1193	237	56	9	11	12	103	5329

15th Percentile : 36 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 51 MPH

Stats
 Mean Speed(Average) : 42 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 3332
 Percent in Pace : 62.5%
 Number of Vehicles > 45 MPH : 1621
 Percent of Vehicles > 45 MPH : 30.4%

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Stafford Rd South of 65th Ave

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Unclas	Total
05/09/19	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
00:30	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	0	14	7	0	1	0	0	0	0	0	0	0	0	0	22
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	1	8	2	0	0	0	0	0	0	0	0	0	0	1	12
05:45	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
	1	22	8	0	0	0	0	0	0	0	0	0	0	1	32
06:00	0	13	5	0	1	0	0	1	0	0	0	0	0	0	20
06:15	0	14	3	1	0	0	0	0	0	0	0	0	0	2	20
06:30	0	15	4	1	1	0	0	0	0	0	0	0	0	2	23
06:45	0	26	1	1	2	0	0	2	0	0	0	0	0	4	36
	0	68	13	3	4	0	0	3	0	0	0	0	0	8	99
07:00	0	22	12	1	2	0	0	3	0	0	0	0	0	7	47
07:15	1	34	7	2	5	0	0	1	0	0	1	1	0	7	59
07:30	0	35	9	0	2	0	0	5	0	0	0	0	1	10	62
07:45	1	55	2	2	2	0	0	2	0	0	0	0	0	10	74
	2	146	30	5	11	0	0	11	0	0	1	1	1	34	242
08:00	0	50	15	2	3	0	0	5	0	0	0	0	0	10	85
08:15	0	43	12	2	3	1	0	6	0	0	0	0	0	11	78
08:30	0	40	7	0	1	0	0	1	0	0	0	0	0	1	50
08:45	0	42	7	3	4	2	0	2	0	0	0	0	0	6	66
	0	175	41	7	11	3	0	14	0	0	0	0	0	28	279
09:00	1	33	9	1	1	0	2	0	1	1	0	0	0	6	55
09:15	1	35	13	0	0	0	0	2	0	0	0	0	0	4	55
09:30	0	30	13	1	0	0	0	0	0	1	0	0	0	0	45
09:45	0	35	8	0	1	0	0	3	0	0	0	0	0	1	48
	2	133	43	2	2	0	2	5	1	2	0	0	0	11	203
10:00	0	31	9	0	0	0	0	1	0	0	0	0	1	3	45
10:15	0	46	9	0	2	0	0	0	1	0	0	0	0	2	60
10:30	0	33	7	2	4	0	0	0	0	0	0	0	0	0	46
10:45	0	42	5	0	3	1	0	1	0	0	0	1	1	2	56
	0	152	30	2	9	1	0	2	1	0	0	1	2	7	207
11:00	0	47	7	0	1	0	1	2	0	0	0	0	0	1	59
11:15	1	46	9	1	5	0	0	2	0	0	0	0	0	3	67
11:30	2	36	5	0	0	1	0	3	0	0	0	0	1	1	49
11:45	0	45	8	0	1	1	0	1	0	0	0	0	0	3	59
	3	174	29	1	7	2	1	8	0	0	0	0	1	8	234
Total	8	912	202	20	45	6	3	43	2	2	1	2	4	98	1348
Percent	0.6%	67.7%	15.0%	1.5%	3.3%	0.4%	0.2%	3.2%	0.1%	0.1%	0.1%	0.1%	0.3%	7.3%	

KEY DATA NETWORK

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 503-804-3294

Stafford Rd South of 65th Ave

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Unclas	Total
12 PM	0	49	7	2	3	0	0	0	0	0	0	0	1	5	67
12:15	0	43	5	0	2	1	1	0	0	0	0	0	0	3	55
12:30	0	41	10	0	3	1	0	0	0	0	0	0	0	3	58
12:45	1	38	10	1	2	0	0	0	0	0	0	0	0	3	55
	1	171	32	3	10	2	1	0	0	0	0	0	1	14	235
13:00	0	47	5	1	6	1	0	1	0	0	0	0	1	6	68
13:15	0	47	10	0	0	1	0	2	0	0	0	0	0	2	62
13:30	0	40	4	0	4	0	1	0	0	0	0	0	0	5	54
13:45	1	45	9	1	0	0	0	1	0	0	0	0	0	0	57
	1	179	28	2	10	2	1	4	0	0	0	0	1	13	241
14:00	0	42	10	1	3	0	0	3	0	0	0	0	0	2	61
14:15	0	37	3	1	3	0	0	0	0	1	0	0	0	3	48
14:30	0	40	8	1	0	0	0	1	0	0	0	0	1	5	56
14:45	0	56	18	3	3	0	0	4	0	0	1	0	0	5	90
	0	175	39	6	9	0	0	8	0	1	1	0	1	15	255
15:00	0	71	11	4	4	0	0	3	1	0	0	0	0	4	98
15:15	2	82	9	2	3	1	2	4	0	1	0	0	0	13	119
15:30	0	91	16	4	3	0	0	4	0	0	0	0	0	9	127
15:45	0	97	23	4	3	1	1	6	0	0	0	0	5	16	156
	2	341	59	14	13	2	3	17	1	1	0	0	5	42	500
16:00	1	102	25	1	5	0	0	8	0	1	0	0	0	8	151
16:15	1	109	19	3	4	0	0	6	0	0	0	0	1	19	162
16:30	1	109	17	1	5	0	0	4	1	2	0	0	0	23	163
16:45	0	115	23	3	5	0	0	7	0	1	0	0	2	20	176
	3	435	84	8	19	0	0	25	1	4	0	0	3	70	652
17:00	1	118	21	2	1	0	0	3	0	0	0	0	2	16	164
17:15	0	130	15	2	4	0	0	7	0	0	1	1	0	19	179
17:30	0	130	17	3	3	1	1	7	0	1	0	2	0	12	177
17:45	2	102	11	0	1	1	0	7	0	0	1	0	0	11	136
	3	480	64	7	9	2	1	24	0	1	2	3	2	58	656
18:00	0	105	14	1	2	0	0	1	0	0	0	0	0	3	126
18:15	1	87	11	1	6	0	0	1	0	1	0	0	0	5	113
18:30	1	52	5	0	3	0	1	2	0	0	0	0	0	4	68
18:45	0	57	11	0	2	0	1	1	0	0	0	0	0	0	72
	2	301	41	2	13	0	2	5	0	1	0	0	0	12	379
19:00	0	36	5	0	2	0	0	0	0	0	0	0	0	1	44
19:15	2	39	3	0	0	0	0	0	0	0	0	0	0	1	45
19:30	1	32	7	0	1	0	0	1	0	0	0	0	0	3	45
19:45	0	27	3	0	0	0	0	1	0	0	0	0	0	2	33
	3	134	18	0	3	0	0	2	0	0	0	0	0	7	167
20:00	0	29	5	0	0	0	0	1	0	0	0	0	0	0	35
20:15	1	37	3	1	2	0	0	0	0	0	0	0	0	4	48
20:30	0	28	2	0	0	0	0	0	0	0	0	0	0	3	33
20:45	1	37	7	0	0	0	0	0	0	0	0	0	0	0	45
	2	131	17	1	2	0	0	1	0	0	0	0	0	7	161
21:00	1	32	2	0	1	0	0	0	0	0	0	0	0	0	36
21:15	0	36	4	0	1	0	0	0	0	0	0	0	0	0	41
21:30	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
21:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
	1	103	8	0	2	0	0	0	0	0	0	0	0	0	114
22:00	0	18	0	0	0	0	0	1	0	0	0	0	0	0	19
22:15	0	14	4	0	2	0	0	0	0	0	0	0	0	1	21
22:30	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
	0	61	7	0	3	0	0	1	0	0	0	0	0	1	73
23:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
23:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
23:45	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
	0	32	5	0	1	0	0	0	0	0	0	0	0	0	38
Total	18	2543	402	43	94	8	8	87	2	8	3	3	13	239	3471
Percent	0.5%	73.3%	11.6%	1.2%	2.7%	0.2%	0.2%	2.5%	0.1%	0.2%	0.1%	0.1%	0.4%	6.9%	
Grand Total	26	3455	604	63	139	14	11	130	4	10	4	5	17	337	4819
Percent	0.5%	71.7%	12.5%	1.3%	2.9%	0.3%	0.2%	2.7%	0.1%	0.2%	0.1%	0.1%	0.4%	7.0%	

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Stafford Rd South of 65th Ave

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Unclas	Total
05/09/19	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
04:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
04:45	0	11	0	0	1	0	0	0	0	0	0	0	0	0	12
	0	28	1	0	2	0	0	0	0	0	0	0	0	0	31
05:00	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
05:15	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
05:30	1	27	7	0	1	0	0	0	0	0	0	0	0	0	36
05:45	0	28	8	0	0	0	0	1	0	0	0	0	0	0	37
	1	77	25	0	2	0	0	1	0	0	0	0	0	0	106
06:00	1	21	9	0	0	0	0	0	0	0	0	0	0	0	31
06:15	1	33	16	0	2	0	0	0	0	0	0	0	0	1	53
06:30	1	89	15	0	4	0	0	0	0	0	0	0	0	0	113
06:45	1	81	18	0	2	0	0	2	0	0	0	0	0	2	106
	4	224	58	0	8	0	0	2	0	0	0	0	0	7	303
07:00	0	93	21	2	7	1	0	2	0	0	0	0	0	4	130
07:15	1	129	23	0	3	0	2	6	0	0	0	0	0	9	173
07:30	1	144	21	1	5	0	0	4	0	0	0	0	0	4	180
07:45	1	144	34	1	3	0	0	1	1	0	0	0	0	8	193
	3	510	99	4	18	1	2	13	1	0	0	0	0	25	676
08:00	0	121	21	4	3	0	1	2	0	0	0	2	1	16	171
08:15	0	104	27	2	6	1	0	2	0	0	0	0	0	5	147
08:30	1	81	14	2	4	0	0	3	0	0	0	0	1	8	114
08:45	0	66	13	2	4	1	0	1	0	0	0	0	0	6	93
	1	372	75	10	17	2	1	8	0	0	2	2	2	35	525
09:00	0	65	16	0	1	1	0	1	0	1	0	0	0	4	89
09:15	0	52	9	2	0	0	0	0	0	0	0	0	0	3	66
09:30	0	35	9	0	2	0	0	0	0	0	0	0	0	0	46
09:45	0	36	10	1	4	0	0	1	1	0	0	0	0	3	56
	0	188	44	3	7	1	0	2	1	1	0	0	0	10	257
10:00	0	33	5	0	2	0	0	1	0	1	0	0	0	0	42
10:15	0	41	2	0	0	0	0	2	0	0	0	0	0	3	48
10:30	0	38	9	0	4	0	1	2	0	0	0	0	0	3	57
10:45	0	28	14	1	1	0	0	0	0	0	0	0	0	6	50
	0	140	30	1	7	0	1	5	0	1	0	0	0	12	197
11:00	0	27	10	1	2	0	0	2	0	0	0	0	1	3	46
11:15	1	38	7	0	2	1	0	2	0	0	0	0	0	0	51
11:30	0	39	4	0	4	2	0	0	0	0	0	0	0	1	50
11:45	2	38	8	0	1	0	0	1	0	0	0	0	0	3	53
	3	142	29	1	9	3	0	5	0	0	0	0	1	7	200
Total	13	1707	369	19	70	7	4	36	2	2	0	2	3	96	2330
Percent	0.6%	73.3%	15.8%	0.8%	3.0%	0.3%	0.2%	1.5%	0.1%	0.1%	0.0%	0.1%	0.1%	4.1%	

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Stafford Rd South of 65th Ave

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Unclas	Total
12 PM	1	41	6	0	2	0	0	1	0	0	0	0	0	7	58
12:15	0	38	7	1	0	0	0	2	0	0	0	0	0	5	53
12:30	1	33	9	0	4	0	0	1	0	0	0	0	0	6	54
12:45	0	35	8	0	3	0	0	2	0	0	0	0	0	3	51
	2	147	30	1	9	0	0	6	0	0	0	0	0	21	216
13:00	0	30	12	0	0	0	1	2	0	0	0	0	0	2	47
13:15	2	36	12	0	3	1	0	3	0	0	0	0	0	3	60
13:30	0	45	12	0	1	0	0	0	0	0	0	0	0	3	61
13:45	1	41	9	0	0	0	0	2	0	0	0	0	0	2	55
	3	152	45	0	4	1	1	7	0	0	0	0	0	10	223
14:00	0	54	15	0	2	0	0	2	0	0	0	0	0	3	76
14:15	0	68	11	0	4	0	0	4	0	1	0	0	0	2	90
14:30	0	71	14	1	5	0	0	0	1	0	0	0	1	2	95
14:45	0	66	13	3	1	0	0	0	0	0	0	0	0	6	89
	0	259	53	4	12	0	0	6	1	1	0	0	1	13	350
15:00	0	69	12	1	5	0	0	5	0	2	0	0	1	2	97
15:15	0	64	16	4	4	0	3	3	0	0	0	0	0	10	104
15:30	0	70	12	3	4	0	1	5	0	1	0	0	0	7	103
15:45	1	77	20	1	6	1	0	5	0	0	0	0	0	18	129
	1	280	60	9	19	1	4	18	0	3	0	0	1	37	433
16:00	0	75	11	1	1	0	1	4	0	0	0	0	0	8	101
16:15	1	82	15	8	2	1	0	1	0	1	0	1	0	17	129
16:30	0	81	9	2	4	0	0	6	0	0	0	0	1	13	116
16:45	3	76	8	1	3	0	0	8	0	0	0	0	4	17	120
	4	314	43	12	10	1	1	19	0	1	0	1	5	55	466
17:00	0	73	11	2	2	0	1	2	1	0	0	1	0	15	108
17:15	3	73	15	2	4	0	2	9	0	0	0	0	1	20	129
17:30	0	89	8	0	3	0	0	2	0	0	0	0	0	17	119
17:45	0	71	11	0	3	0	1	3	1	1	0	0	0	11	102
	3	306	45	4	12	0	4	16	2	1	0	1	1	63	458
18:00	0	66	9	1	0	0	0	4	0	0	0	0	0	8	88
18:15	1	67	5	0	2	0	1	3	0	0	0	0	0	9	88
18:30	1	83	13	1	3	0	1	7	0	0	0	0	0	8	117
18:45	0	63	4	1	1	0	0	1	0	0	0	0	0	4	74
	2	279	31	3	6	0	2	15	0	0	0	0	0	29	367
19:00	1	44	3	0	0	0	1	1	0	0	0	0	0	1	51
19:15	0	42	8	1	1	0	0	1	0	0	0	0	0	2	55
19:30	1	39	4	0	1	0	1	0	0	0	0	0	0	0	46
19:45	0	42	6	1	0	0	0	3	0	0	0	0	0	0	52
	2	167	21	2	2	0	2	5	0	0	0	0	0	3	204
20:00	0	29	6	0	1	0	0	1	0	0	0	0	0	0	37
20:15	0	38	8	0	1	0	0	0	0	0	0	0	0	0	47
20:30	0	30	3	0	1	0	0	0	0	0	0	0	0	0	34
20:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
	0	111	19	0	3	0	0	1	0	0	0	0	0	0	134
21:00	0	21	1	1	2	0	0	0	0	0	0	0	0	1	26
21:15	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
21:30	0	14	3	0	0	0	0	0	0	0	0	0	0	1	18
21:45	0	17	2	0	1	0	0	0	0	0	0	0	0	0	20
	0	73	7	1	3	0	0	0	0	0	0	0	0	2	86
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
22:15	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
	0	33	2	0	1	0	0	0	0	0	0	0	0	0	36
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	1	7
23:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
	0	21	3	0	0	0	0	1	0	0	0	0	0	1	26
Total	17	2142	359	36	81	3	14	94	3	6	0	2	8	234	2999
Percent	0.6%	71.4%	12.0%	1.2%	2.7%	0.1%	0.5%	3.1%	0.1%	0.2%	0.0%	0.1%	0.3%	7.8%	
Grand Total	30	3849	728	55	151	10	18	130	5	8	0	4	11	330	5329
Percent	0.6%	72.2%	13.7%	1.0%	2.8%	0.2%	0.3%	2.4%	0.1%	0.2%	0.0%	0.1%	0.2%	6.2%	

KEY DATA NETWORK

K-D-N.com
Tualatin, OR 97062
503-804-3294

Elligsen Rd W of Parkway Center Dr
Latitude: 45' 20.1414 North
Longitude: 122' 45.7741 West

Start Time	16-May-19 Thu	WB	EB	Total
12:00 AM		14	20	34
12:15		8	18	26
12:30		6	6	12
12:45		7	14	21
01:00		8	7	15
01:15		26	4	30
01:30		7	6	13
01:45		2	10	12
02:00		9	6	15
02:15		11	13	24
02:30		8	9	17
02:45		5	10	15
03:00		8	10	18
03:15		19	14	33
03:30		11	15	26
03:45		13	13	26
04:00		23	7	30
04:15		30	11	41
04:30		22	24	46
04:45		37	34	71
05:00		31	35	66
05:15		51	23	74
05:30		53	57	110
05:45		74	95	169
06:00		81	58	139
06:15		100	68	168
06:30		102	88	190
06:45		91	145	236
07:00		105	117	222
07:15		114	153	267
07:30		105	172	277
07:45		102	184	286
08:00		92	179	271
08:15		107	211	318
08:30		89	132	221
08:45		77	166	243
09:00		76	176	252
09:15		85	135	220
09:30		93	110	203
09:45		103	94	197
10:00		90	96	186
10:15		99	103	202
10:30		101	112	213
10:45		106	99	205
11:00		97	110	207
11:15		136	80	216
11:30		121	104	225
11:45		95	100	195
Total		2850	3453	6303
Percent		45.2%	54.8%	
Peak	-	10:45	07:30	07:30
Vol.	-	460	746	1152
P.H.F.		0.846	0.884	0.906

KEY DATA NETWORK

K-D-N.com
Tualatin, OR 97062
503-804-3294

Elligsen Rd W of Parkway Center Dr
Latitude: 45' 20.1414 North
Longitude: 122' 45.7741 West

Start Time	16-May-19 Thu	WB	EB							Total
12:00 PM		131	113							244
12:15		109	102							211
12:30		112	113							225
12:45		123	114							237
01:00		108	93							201
01:15		114	115							229
01:30		129	111							240
01:45		103	96							199
02:00		109	127							236
02:15		151	88							239
02:30		169	127							296
02:45		124	139							263
03:00		149	139							288
03:15		130	133							263
03:30		185	130							315
03:45		174	137							311
04:00		220	125							345
04:15		178	143							321
04:30		227	123							350
04:45		219	136							355
05:00		259	131							390
05:15		218	146							364
05:30		222	116							338
05:45		152	149							301
06:00		112	136							248
06:15		126	108							234
06:30		97	77							174
06:45		72	75							147
07:00		82	69							151
07:15		57	69							126
07:30		46	58							104
07:45		53	77							130
08:00		40	59							99
08:15		45	47							92
08:30		48	44							92
08:45		54	40							94
09:00		53	59							112
09:15		37	39							76
09:30		43	54							97
09:45		16	44							60
10:00		28	38							66
10:15		18	33							51
10:30		31	27							58
10:45		18	33							51
11:00		16	23							39
11:15		21	17							38
11:30		28	26							54
11:45		13	10							23
Total		4969	4208							9177
Percent		54.1%	45.9%							
Peak	-	16:30	17:15	-	-	-	-	-	-	16:30
Vol.	-	923	547	-	-	-	-	-	-	1459
P.H.F.		0.891	0.918							0.935
Grand Total		7819	7661							15480
Percent		50.5%	49.5%							
ADT		ADT 15,480	AADT 15,480							

KEY DATA NETWORK

K-D-N.com
Tualatin, OR 97062
503-804-3294

Elligsen Rd W of Parkway Center Dr
Latitude: 45' 20.1414 North
Longitude: 122' 45.7741 West

WB	Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
	05/16/19	0	1	0	5	6	1	1	0	0	0	0	0	0	0	14
	00:15	0	0	1	4	2	0	1	0	0	0	0	0	0	0	8
	00:30	0	0	1	4	0	0	0	0	1	0	0	0	0	0	6
	00:45	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7
	01:00	0	1	2	14	11	3	3	0	1	0	0	0	0	0	35
	01:15	0	4	0	1	1	0	2	0	0	0	0	0	0	0	8
	01:30	1	9	7	1	6	2	0	0	0	0	0	0	0	0	26
	01:45	0	4	0	1	1	1	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	02:15	1	17	7	4	9	3	2	0	0	0	0	0	0	0	43
	02:30	1	0	1	2	4	0	1	0	0	0	0	0	0	0	9
	02:45	2	0	2	3	2	2	0	0	0	0	0	0	0	0	11
	03:00	0	2	2	0	2	1	1	0	0	0	0	0	0	0	8
	03:15	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5
	03:30	3	2	6	7	9	4	2	0	0	0	0	0	0	0	33
	03:45	0	0	2	1	0	3	2	0	0	0	0	0	0	0	8
	04:00	0	0	11	1	3	3	1	0	0	0	0	0	0	0	19
	04:15	1	0	1	4	1	4	0	0	0	0	0	0	0	0	11
	04:30	0	2	4	3	3	1	0	0	0	0	0	0	0	0	13
	04:45	1	2	18	9	7	11	3	0	0	0	0	0	0	0	51
	05:00	1	0	6	7	4	4	0	1	0	0	0	0	0	0	23
	05:15	0	3	5	4	10	3	4	1	0	0	0	0	0	0	30
	05:30	0	0	1	7	8	3	3	0	0	0	0	0	0	0	22
	05:45	1	0	5	4	8	8	8	3	0	0	0	0	0	0	37
	06:00	2	3	17	22	30	18	15	5	0	0	0	0	0	0	112
	06:15	0	0	3	4	11	10	3	0	0	0	0	0	0	0	31
	06:30	1	1	15	7	15	6	5	1	0	0	0	0	0	0	51
	06:45	0	0	3	7	15	21	5	2	0	0	0	0	0	0	53
	07:00	0	0	11	19	21	15	6	2	0	0	0	0	0	0	74
	07:15	1	1	32	37	62	52	19	5	0	0	0	0	0	0	209
	07:30	0	1	5	10	19	32	11	2	1	0	0	0	0	0	81
	07:45	2	3	6	15	30	34	10	0	0	0	0	0	0	0	100
	08:00	2	0	8	20	35	29	7	1	0	0	0	0	0	0	102
	08:15	1	1	4	17	31	29	7	1	0	0	0	0	0	0	91
	08:30	5	5	23	62	115	124	35	4	1	0	0	0	0	0	374
	08:45	2	0	8	20	35	29	10	0	1	0	0	0	0	0	105
	09:00	4	6	16	22	28	23	13	2	0	0	0	0	0	0	114
	09:15	3	0	12	16	41	27	5	0	1	0	0	0	0	0	105
	09:30	4	2	11	23	26	25	10	1	0	0	0	0	0	0	102
	09:45	13	8	47	81	130	104	38	3	2	0	0	0	0	0	426
	10:00	1	1	8	18	27	25	10	2	0	0	0	0	0	0	92
	10:15	5	0	16	15	36	21	13	1	0	0	0	0	0	0	107
	10:30	0	0	7	14	31	22	12	3	0	0	0	0	0	0	89
	10:45	3	2	10	11	22	20	7	2	0	0	0	0	0	0	77
	11:00	9	3	41	58	116	88	42	8	0	0	0	0	0	0	365
	11:15	4	0	10	14	26	15	7	0	0	0	0	0	0	0	76
	11:30	2	0	16	16	25	14	10	2	0	0	0	0	0	0	85
	11:45	1	1	8	22	33	22	6	0	0	0	0	0	0	0	93
	12:00	1	2	8	28	30	23	8	2	1	0	0	0	0	0	103
	12:15	8	3	42	80	114	74	31	4	1	0	0	0	0	0	357
	12:30	2	4	11	27	21	22	2	0	0	1	0	0	0	0	90
	12:45	3	7	12	20	30	20	6	1	0	0	0	0	0	0	99
	13:00	1	6	6	19	34	25	10	0	0	0	0	0	0	0	101
	13:15	1	1	9	37	28	23	6	1	0	0	0	0	0	0	106
	13:30	7	18	38	103	113	90	24	2	0	1	0	0	0	0	396
	13:45	0	4	8	24	41	15	3	2	0	0	0	0	0	0	97
	14:00	1	9	16	36	43	23	6	2	0	0	0	0	0	0	136
	14:15	2	2	13	42	34	23	3	2	0	0	0	0	0	0	121
	14:30	0	0	15	26	29	16	9	0	0	0	0	0	0	0	95
	14:45	3	15	52	128	147	77	21	6	0	0	0	0	0	0	449
	Total	53	78	325	605	863	648	235	37	5	1	0	0	0	0	2850

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Tualatin, OR 97062
503-804-3294

Elligsen Rd W of Parkway Center Dr
Latitude: 45' 20.1414 North
Longitude: 122' 45.7741 West

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	5	3	19	32	53	15	3	1	0	0	0	0	0	0	131
12:15	2	3	7	25	33	21	17	0	1	0	0	0	0	0	109
12:30	1	0	13	27	40	25	5	1	0	0	0	0	0	0	112
12:45	3	4	8	41	42	22	2	1	0	0	0	0	0	0	123
	11	10	47	125	168	83	27	3	1	0	0	0	0	0	475
13:00	0	4	7	33	41	16	7	0	0	0	0	0	0	0	108
13:15	0	11	8	30	41	19	5	0	0	0	0	0	0	0	114
13:30	5	3	17	42	43	15	4	0	0	0	0	0	0	0	129
13:45	2	1	6	27	38	24	5	0	0	0	0	0	0	0	103
	7	19	38	132	163	74	21	0	0	0	0	0	0	0	454
14:00	2	3	5	25	35	30	6	2	1	0	0	0	0	0	109
14:15	5	0	16	33	65	25	7	0	0	0	0	0	0	0	151
14:30	8	0	10	58	58	25	9	1	0	0	0	0	0	0	169
14:45	2	2	18	32	44	18	7	1	0	0	0	0	0	0	124
	17	5	49	148	202	98	29	4	1	0	0	0	0	0	553
15:00	2	0	2	46	55	28	14	1	0	1	0	0	0	0	149
15:15	4	0	7	33	49	29	8	0	0	0	0	0	0	0	130
15:30	5	4	22	52	66	26	10	0	0	0	0	0	0	0	185
15:45	4	0	14	44	56	39	13	4	0	0	0	0	0	0	174
	15	4	45	175	226	122	45	5	0	1	0	0	0	0	638
16:00	29	17	35	54	60	18	6	1	0	0	0	0	0	0	220
16:15	2	5	16	72	44	33	5	0	1	0	0	0	0	0	178
16:30	16	10	25	72	60	35	9	0	0	0	0	0	0	0	227
16:45	6	4	22	71	58	42	12	4	0	0	0	0	0	0	219
	53	36	98	269	222	128	32	5	1	0	0	0	0	0	844
17:00	20	20	42	67	75	28	6	0	4	1	0	0	0	0	259
17:15	7	6	32	75	52	34	11	0	1	0	0	0	0	0	218
17:30	20	6	24	78	66	19	9	0	0	0	0	0	0	0	222
17:45	3	3	9	55	42	25	15	0	0	0	0	0	0	0	152
	50	35	107	275	235	106	41	0	2	0	0	0	0	0	851
18:00	0	0	2	38	44	17	10	1	0	0	0	0	0	0	112
18:15	2	1	6	31	48	27	10	1	0	0	0	0	0	0	126
18:30	3	0	5	31	35	16	6	1	0	0	0	0	0	0	97
18:45	1	0	3	13	30	18	7	0	0	0	0	0	0	0	72
	6	1	16	113	157	78	33	3	0	0	0	0	0	0	407
19:00	3	0	7	14	36	10	9	3	0	0	0	0	0	0	82
19:15	0	0	1	13	25	14	4	0	0	0	0	0	0	0	57
19:30	0	1	2	9	9	14	11	0	0	0	0	0	0	0	46
19:45	1	0	3	12	17	9	5	5	1	0	0	0	0	0	53
	4	1	13	48	87	47	29	8	1	0	0	0	0	0	238
20:00	0	0	3	7	17	6	5	2	0	0	0	0	0	0	40
20:15	0	0	3	9	18	9	6	0	0	0	0	0	0	0	45
20:30	0	0	3	14	17	10	3	0	1	0	0	0	0	0	48
20:45	1	0	2	5	25	16	5	0	0	0	0	0	0	0	54
	1	0	11	35	77	41	19	2	1	0	0	0	0	0	187
21:00	0	0	0	18	12	18	3	2	0	0	0	0	0	0	53
21:15	0	0	0	7	15	11	2	1	0	0	1	0	0	0	37
21:30	0	0	5	3	18	12	4	0	0	0	1	0	0	0	43
21:45	0	0	0	4	5	3	3	1	0	0	0	0	0	0	16
	0	0	5	32	50	44	12	4	0	0	2	0	0	0	149
22:00	1	0	0	6	12	7	2	0	0	0	0	0	0	0	28
22:15	0	0	5	3	2	6	2	0	0	0	0	0	0	0	18
22:30	0	12	4	3	7	5	0	0	0	0	0	0	0	0	31
22:45	1	0	0	4	4	5	4	0	0	0	0	0	0	0	18
	2	12	9	16	25	23	8	0	0	0	0	0	0	0	95
23:00	0	4	7	1	3	1	0	0	0	0	0	0	0	0	16
23:15	1	4	10	2	2	1	1	0	0	0	0	0	0	0	21
23:30	0	0	3	9	13	2	1	0	0	0	0	0	0	0	28
23:45	0	0	3	2	6	2	0	0	0	0	0	0	0	0	13
	1	8	23	14	24	6	2	0	0	0	0	0	0	0	78
Total	167	131	461	1382	1636	850	298	34	7	1	2	0	0	0	4969
Grand Total	220	209	786	1987	2499	1498	533	71	12	2	2	0	0	0	7819

15th Percentile : 24 MPH
50th Percentile : 31 MPH
85th Percentile : 38 MPH
95th Percentile : 42 MPH

Stats
Mean Speed(Average) : 31 MPH
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 4486
Percent in Pace : 57.4%
Number of Vehicles > 35 MPH : 2118
Percent of Vehicles > 35 MPH : 27.1%

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Elligsen Rd W of Parkway Center Dr
Latitude: 45' 20.1414 North
Longitude: 122' 45.7741 West

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
05/16/19	2	0	0	3	7	8	0	0	0	0	0	0	0	0	20
00:15	0	0	0	3	10	4	1	0	0	0	0	0	0	0	18
00:30	0	0	0	0	1	4	1	0	0	0	0	0	0	0	6
00:45	0	0	2	1	5	5	1	0	0	0	0	0	0	0	14
01:00	2	0	2	7	23	21	3	0	0	0	0	0	0	0	58
01:15	0	0	4	0	1	2	0	0	0	0	0	0	0	0	7
01:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	2	3	0	1	0	0	0	0	0	0	6
02:00	0	0	4	1	10	11	0	1	0	0	0	0	0	0	27
02:15	0	0	0	0	1	2	3	0	0	0	0	0	0	0	6
02:30	0	0	0	4	2	7	0	0	0	0	0	0	0	0	13
02:45	0	0	0	0	3	5	1	0	0	0	0	0	0	0	9
03:00	1	0	0	5	1	2	1	0	0	0	0	0	0	0	10
03:15	1	0	0	9	7	16	5	0	0	0	0	0	0	0	38
03:30	0	0	0	2	5	1	2	0	0	0	0	0	0	0	10
03:45	1	0	0	0	2	8	3	0	0	0	0	0	0	0	14
04:00	0	0	1	1	4	7	2	0	0	0	0	0	0	0	15
04:15	0	0	0	4	4	3	2	0	0	0	0	0	0	0	13
04:30	1	0	1	7	15	19	9	0	0	0	0	0	0	0	52
04:45	0	0	1	0	2	3	1	0	0	0	0	0	0	0	7
05:00	0	0	3	1	2	4	1	0	0	0	0	0	0	0	11
05:15	0	0	0	2	5	14	1	2	0	0	0	0	0	0	24
05:30	0	0	0	0	2	5	14	1	2	0	0	0	0	0	24
05:45	1	0	1	5	10	15	2	0	0	0	0	0	0	0	34
06:00	1	0	5	8	19	36	5	2	0	0	0	0	0	0	76
06:15	0	0	2	5	14	7	5	2	0	0	0	0	0	0	35
06:30	0	0	0	0	9	9	3	1	1	0	0	0	0	0	23
06:45	0	1	1	6	13	22	11	2	1	0	0	0	0	0	57
07:00	1	0	0	3	37	36	17	1	0	0	0	0	0	0	95
07:15	1	1	3	14	73	74	36	6	2	0	0	0	0	0	210
07:30	0	0	0	1	9	24	19	5	0	0	0	0	0	0	58
07:45	3	1	3	6	19	31	5	0	0	0	0	0	0	0	68
08:00	1	7	0	10	25	33	12	0	0	0	0	0	0	0	88
08:15	7	0	7	26	51	45	8	1	0	0	0	0	0	0	145
08:30	11	8	10	43	104	133	44	6	0	0	0	0	0	0	359
08:45	5	0	1	20	34	44	11	2	0	0	0	0	0	0	117
09:00	6	2	9	24	58	43	10	1	0	0	0	0	0	0	153
09:15	8	1	12	31	77	37	6	0	0	0	0	0	0	0	172
09:30	8	2	13	55	77	24	5	0	0	0	0	0	0	0	184
09:45	27	5	35	130	246	148	32	3	0	0	0	0	0	0	626
10:00	7	0	6	54	59	45	7	1	0	0	0	0	0	0	179
10:15	52	25	38	45	38	11	2	0	0	0	0	0	0	0	211
10:30	8	3	12	24	53	27	5	0	0	0	0	0	0	0	132
10:45	12	1	10	45	59	29	10	0	0	0	0	0	0	0	166
11:00	79	29	66	168	209	112	24	1	0	0	0	0	0	0	688
11:15	5	1	18	58	59	24	10	0	0	1	0	0	0	0	176
11:30	5	0	15	35	39	32	7	1	0	1	0	0	0	0	135
11:45	3	1	5	19	41	31	9	0	1	0	0	0	0	0	110
12:00	6	1	4	32	36	12	3	0	0	0	0	0	0	0	94
12:15	19	3	42	144	175	99	29	1	1	1	1	0	0	0	515
12:30	1	0	1	21	38	23	9	2	1	0	0	0	0	0	96
12:45	4	0	5	33	32	24	5	0	0	0	0	0	0	0	103
13:00	6	2	4	23	49	25	3	0	0	0	0	0	0	0	112
13:15	4	4	11	24	38	16	2	0	0	0	0	0	0	0	99
13:30	15	6	21	101	157	88	19	2	1	0	0	0	0	0	410
13:45	7	3	12	33	40	13	2	0	0	0	0	0	0	0	110
14:00	2	0	2	21	36	16	3	0	0	0	0	0	0	0	80
14:15	5	0	3	35	44	16	1	0	0	0	0	0	0	0	104
14:30	4	1	8	23	36	22	6	0	0	0	0	0	0	0	100
14:45	18	4	25	112	156	67	12	0	0	0	0	0	0	0	394
Total	175	56	214	744	1194	824	218	22	4	1	1	0	0	0	3453

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EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	5	0	5	34	42	23	3	1	0	0	0	0	0	0	113
12:15	1	1	4	21	57	17	1	0	0	0	0	0	0	0	102
12:30	6	0	6	35	47	16	2	1	0	0	0	0	0	0	113
12:45	3	0	6	35	48	20	2	0	0	0	0	0	0	0	114
	15	1	21	125	194	76	8	2	0	0	0	0	0	0	442
13:00	2	0	4	13	55	17	2	0	0	0	0	0	0	0	93
13:15	3	4	5	36	32	28	5	2	0	0	0	0	0	0	115
13:30	6	4	5	44	40	11	1	0	0	0	0	0	0	0	111
13:45	2	3	3	17	37	29	5	0	0	0	0	0	0	0	96
	13	11	17	110	164	85	13	2	0	0	0	0	0	0	415
14:00	4	4	8	44	45	16	5	1	0	0	0	0	0	0	127
14:15	2	4	3	22	33	22	1	1	0	0	0	0	0	0	88
14:30	5	5	9	28	53	15	10	2	0	0	0	0	0	0	127
14:45	7	4	1	38	56	27	6	0	0	0	0	0	0	0	139
	18	17	21	132	187	80	22	4	0	0	0	0	0	0	481
15:00	4	0	3	37	61	31	3	0	0	0	0	0	0	0	139
15:15	10	0	5	18	78	22	0	0	0	0	0	0	0	0	133
15:30	9	2	13	33	46	22	5	0	0	0	0	0	0	0	130
15:45	11	1	18	32	60	14	1	0	0	0	0	0	0	0	137
	34	3	39	120	245	89	9	0	0	0	0	0	0	0	539
16:00	3	1	14	33	43	25	6	0	0	0	0	0	0	0	125
16:15	11	9	22	41	40	18	1	1	0	0	0	0	0	0	143
16:30	11	4	4	27	58	17	2	0	0	0	0	0	0	0	123
16:45	5	3	3	42	63	17	3	0	0	0	0	0	0	0	136
	30	17	43	143	204	77	12	1	0	0	0	0	0	0	527
17:00	4	0	15	37	49	24	0	1	0	1	0	0	0	0	131
17:15	7	1	12	22	63	32	7	1	1	0	0	0	0	0	146
17:30	5	0	15	32	36	25	3	0	0	0	0	0	0	0	116
17:45	10	4	10	36	72	15	2	0	0	0	0	0	0	0	149
	26	5	52	127	220	96	12	2	1	1	0	0	0	0	542
18:00	3	0	3	41	57	27	5	0	0	0	0	0	0	0	136
18:15	1	0	5	14	54	28	6	0	0	0	0	0	0	0	108
18:30	0	0	2	4	36	28	5	1	1	0	0	0	0	0	77
18:45	2	0	6	24	25	17	0	1	0	0	0	0	0	0	75
	6	0	16	83	172	100	16	2	1	0	0	0	0	0	396
19:00	1	0	0	20	28	18	2	0	0	0	0	0	0	0	69
19:15	2	0	6	12	23	21	3	1	1	0	0	0	0	0	69
19:30	0	0	1	7	23	16	10	1	0	0	0	0	0	0	58
19:45	2	0	0	21	33	17	3	1	0	0	0	0	0	0	77
	5	0	7	60	107	72	18	3	1	0	0	0	0	0	273
20:00	3	0	7	11	18	14	5	0	1	0	0	0	0	0	59
20:15	1	0	0	4	24	15	2	1	0	0	0	0	0	0	47
20:30	2	0	0	4	16	18	4	0	0	0	0	0	0	0	44
20:45	1	0	0	2	29	4	4	0	0	0	0	0	0	0	40
	7	0	7	21	87	51	15	1	1	0	0	0	0	0	190
21:00	2	0	0	6	33	16	2	0	0	0	0	0	0	0	59
21:15	0	0	0	4	26	7	0	2	0	0	0	0	0	0	39
21:30	0	0	1	3	31	18	1	0	0	0	0	0	0	0	54
21:45	2	0	2	0	14	22	4	0	0	0	0	0	0	0	44
	4	0	3	13	104	63	7	2	0	0	0	0	0	0	196
22:00	0	0	1	5	16	13	3	0	0	0	0	0	0	0	38
22:15	0	0	0	2	14	12	4	0	1	0	0	0	0	0	33
22:30	0	0	1	1	12	7	6	0	0	0	0	0	0	0	27
22:45	0	0	0	4	14	13	2	0	0	0	0	0	0	0	33
	0	0	2	12	56	45	15	0	1	0	0	0	0	0	131
23:00	0	0	1	1	10	7	4	0	0	0	0	0	0	0	23
23:15	0	0	0	1	8	7	1	0	0	0	0	0	0	0	17
23:30	1	0	1	3	7	10	4	0	0	0	0	0	0	0	26
23:45	0	0	0	0	1	5	3	1	0	0	0	0	0	0	10
	1	0	2	5	26	29	12	1	0	0	0	0	0	0	76
Total	159	54	230	951	1766	863	159	20	5	1	0	0	0	0	4208
Grand Total	334	110	444	1695	2960	1687	377	42	9	2	1	0	0	0	7661

15th Percentile : 25 MPH
50th Percentile : 32 MPH
85th Percentile : 37 MPH
95th Percentile : 40 MPH

Stats
Mean Speed(Average) : 32 MPH
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 4655
Percent in Pace : 60.8%
Number of Vehicles > 35 MPH : 2118
Percent of Vehicles > 35 MPH : 27.6%

KEY DATA NETWORK

K-D-N.com
Tualatin, OR 97062
503-804-3294

Elligsen Rd W of Parkway Center Dr
Latitude: 45' 20.1414 North
Longitude: 122' 45.7741 West

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/16/19	0	12	1	1	0	0	0	0	0	0	0	0	0	0	14
00:15	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
00:30	0	4	1	0	0	0	0	0	0	0	0	0	1	0	6
00:45	0	4	1	1	1	0	0	0	0	0	0	0	0	0	7
	0	27	3	2	2	0	0	0	0	0	0	0	1	0	35
01:00	1	4	0	0	3	0	0	0	0	0	0	0	0	0	8
01:15	3	7	2	0	9	0	0	3	1	0	0	0	0	1	26
01:30	1	1	2	0	3	0	0	0	0	0	0	0	0	0	7
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	5	14	4	0	15	0	0	3	1	0	0	0	0	1	43
02:00	0	5	1	0	1	0	0	0	1	0	0	0	0	1	9
02:15	0	5	0	0	0	0	0	3	1	0	0	0	0	2	11
02:30	0	4	0	0	0	0	0	2	2	0	0	0	0	0	8
02:45	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
	0	17	2	0	1	0	0	5	5	0	0	0	0	3	33
03:00	1	5	1	0	0	0	0	1	0	0	0	0	0	0	8
03:15	1	7	0	0	4	0	0	0	7	0	0	0	0	0	19
03:30	0	7	1	0	1	0	0	0	1	0	0	0	0	1	11
03:45	0	6	2	0	0	0	0	1	4	0	0	0	0	0	13
	2	25	4	0	5	0	0	2	12	0	0	0	0	1	51
04:00	0	16	0	0	0	0	0	3	3	0	0	0	0	1	23
04:15	2	18	4	0	4	1	0	0	1	0	0	0	0	0	30
04:30	0	16	1	0	4	0	0	1	0	0	0	0	0	0	22
04:45	1	18	8	0	6	1	0	2	0	0	0	0	0	1	37
	3	68	13	0	14	2	0	6	4	0	0	0	0	2	112
05:00	0	19	3	0	4	1	0	2	2	0	0	0	0	0	31
05:15	4	28	6	1	5	1	0	0	2	3	0	0	0	1	51
05:30	0	31	12	0	5	0	0	2	1	1	0	0	1	0	53
05:45	5	41	10	1	11	3	1	0	0	2	0	0	0	0	74
	9	119	31	2	25	5	1	4	5	6	0	0	1	1	209
06:00	2	51	14	1	9	2	0	0	0	2	0	0	0	0	81
06:15	4	57	12	0	17	3	0	2	0	2	0	0	1	2	100
06:30	2	71	13	0	9	3	2	0	0	0	0	0	0	2	102
06:45	1	62	14	1	7	2	0	0	1	1	0	0	1	1	91
	9	241	53	2	42	10	2	2	1	5	0	0	2	5	374
07:00	1	79	9	0	6	2	1	3	1	1	0	0	0	2	105
07:15	8	70	19	1	7	2	1	0	0	1	0	0	0	5	114
07:30	4	70	12	2	10	1	1	1	0	1	0	0	0	3	105
07:45	1	66	13	4	9	1	0	3	0	1	0	0	0	4	102
	14	285	53	7	32	6	3	7	1	4	0	0	0	14	426
08:00	1	61	11	0	11	2	2	0	0	1	0	0	1	2	92
08:15	2	68	17	2	6	3	2	1	1	0	0	0	0	5	107
08:30	0	64	11	0	7	2	1	3	0	1	0	0	0	0	89
08:45	4	37	12	4	12	1	0	3	1	0	0	0	0	3	77
	7	230	51	6	36	8	5	7	2	2	0	0	1	10	365
09:00	3	40	14	1	9	2	1	0	0	2	0	0	0	4	76
09:15	1	50	20	2	7	3	0	0	0	0	0	0	0	2	85
09:30	1	63	17	1	6	2	0	0	0	2	0	0	0	1	93
09:45	5	65	18	1	6	3	1	0	2	0	0	0	1	1	103
	10	218	69	5	28	10	2	0	2	4	0	0	1	8	357
10:00	2	50	19	4	6	1	3	1	2	0	0	0	0	2	90
10:15	3	59	10	2	12	5	2	1	1	0	0	0	1	3	99
10:30	2	61	18	2	9	3	2	2	0	1	0	0	0	1	101
10:45	3	59	19	3	11	5	0	1	2	1	0	0	0	2	106
	10	229	66	11	38	14	7	5	5	2	0	0	1	8	396
11:00	2	71	9	0	9	2	1	2	0	1	0	0	0	0	97
11:15	2	85	19	3	15	2	2	4	2	1	0	0	0	1	136
11:30	3	77	20	3	6	4	3	2	0	0	0	0	0	3	121
11:45	0	62	17	3	7	0	1	2	1	2	0	0	0	0	95
	7	295	65	9	37	8	7	10	3	4	0	0	0	4	449
Total	76	1768	414	44	275	63	27	51	41	27	0	0	7	57	2850
Percent	2.7%	62.0%	14.5%	1.5%	9.6%	2.2%	0.9%	1.8%	1.4%	0.9%	0.0%	0.0%	0.2%	2.0%	

KEY DATA NETWORK

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Tualatin, OR 97062
503-804-3294

Elligsen Rd W of Parkway Center Dr
Latitude: 45' 20.1414 North
Longitude: 122' 45.7741 West

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	4	85	17	2	11	4	1	2	0	1	0	0	0	4	131
12:15	0	61	24	2	15	4	0	0	1	0	0	0	0	2	109
12:30	3	70	17	1	11	3	3	1	1	1	0	0	0	1	112
12:45	4	79	21	3	6	2	2	1	2	0	0	0	0	3	123
	11	295	79	8	43	13	6	4	4	2	0	0	0	10	475
13:00	2	75	17	1	4	3	2	3	0	1	0	0	0	0	108
13:15	4	71	27	0	8	1	2	1	0	0	0	0	0	0	114
13:30	5	77	21	3	10	3	1	4	0	1	0	0	0	4	129
13:45	0	71	14	0	9	1	3	2	1	0	0	0	0	2	103
	11	294	79	4	31	8	8	10	1	2	0	0	0	6	454
14:00	4	65	17	2	14	1	1	0	2	1	0	0	0	2	109
14:15	3	96	23	2	13	4	3	1	0	0	0	0	0	6	151
14:30	5	119	25	1	11	1	1	2	1	0	0	0	0	3	169
14:45	2	86	15	1	11	2	2	1	1	1	0	0	0	2	124
	14	366	80	6	49	8	7	4	4	2	0	0	0	13	553
15:00	4	105	21	2	12	1	1	1	0	0	0	0	0	2	149
15:15	0	99	17	1	9	0	0	0	0	0	0	0	0	4	130
15:30	3	130	30	0	7	3	3	5	1	1	0	0	0	2	185
15:45	2	126	26	3	10	0	1	2	0	0	0	0	0	4	174
	9	460	94	6	38	4	5	8	1	1	0	0	0	12	638
16:00	4	169	23	3	9	1	0	2	0	1	0	0	0	8	220
16:15	3	133	21	2	8	2	0	4	1	2	0	0	0	2	178
16:30	4	169	19	3	12	1	0	5	0	1	0	0	0	13	227
16:45	3	163	30	0	14	2	0	0	0	1	0	0	0	6	219
	14	634	93	8	43	6	0	11	1	5	0	0	0	29	844
17:00	6	212	20	1	9	0	1	0	0	0	0	0	0	10	259
17:15	6	160	25	2	15	0	0	2	1	1	0	0	0	6	218
17:30	4	161	28	0	10	0	0	4	0	0	0	0	0	15	222
17:45	2	115	16	0	11	0	1	4	0	0	0	0	0	3	152
	18	648	89	3	45	0	2	10	1	1	0	0	0	34	851
18:00	0	83	12	0	11	1	0	4	0	0	1	0	0	0	112
18:15	2	94	16	0	9	0	1	2	0	0	0	0	0	2	126
18:30	1	73	12	1	5	2	0	0	0	0	0	0	0	3	97
18:45	0	59	7	0	5	0	0	0	0	0	0	0	0	1	72
	3	309	47	1	30	3	1	6	0	0	1	0	0	6	407
19:00	3	60	12	1	1	0	0	1	0	0	0	0	0	4	82
19:15	0	45	9	0	3	0	0	0	0	0	0	0	0	0	57
19:30	1	34	6	0	4	1	0	0	0	0	0	0	0	0	46
19:45	2	39	6	0	4	0	1	0	0	0	0	0	0	1	53
	6	178	33	1	12	1	1	1	0	0	0	0	0	5	238
20:00	1	32	2	0	1	3	0	1	0	0	0	0	0	0	40
20:15	0	34	7	0	1	0	0	1	2	0	0	0	0	0	45
20:30	0	32	9	0	4	1	0	1	1	0	0	0	0	0	48
20:45	1	44	5	1	1	1	0	0	0	0	0	0	0	1	54
	2	142	23	1	7	5	0	3	3	0	0	0	0	1	187
21:00	0	41	10	0	2	0	0	0	0	0	0	0	0	0	53
21:15	0	29	7	0	1	0	0	0	0	0	0	0	0	0	37
21:30	1	37	3	0	1	1	0	0	0	0	0	0	0	0	43
21:45	0	14	0	0	2	0	0	0	0	0	0	0	0	0	16
	1	121	20	0	6	1	0	0	0	0	0	0	0	0	149
22:00	1	22	2	0	1	1	0	0	0	0	0	0	0	1	28
22:15	1	9	2	0	5	0	0	0	0	0	0	1	0	0	18
22:30	5	12	2	0	12	0	0	0	0	0	0	0	0	0	31
22:45	0	15	1	0	1	0	0	0	0	0	0	0	0	1	18
	7	58	7	0	19	1	0	0	0	0	0	1	0	2	95
23:00	3	6	0	0	6	1	0	0	0	0	0	0	0	0	16
23:15	4	5	0	1	9	0	0	0	0	0	0	0	1	1	21
23:30	0	20	7	0	0	0	0	0	1	0	0	0	0	0	28
23:45	0	7	2	1	1	1	0	0	1	0	0	0	0	0	13
	7	38	9	2	16	2	0	0	2	0	0	0	1	1	78
Total	103	3543	653	40	339	52	30	57	17	13	1	1	1	119	4969
Percent	2.1%	71.3%	13.1%	0.8%	6.8%	1.0%	0.6%	1.1%	0.3%	0.3%	0.0%	0.0%	0.0%	2.4%	
Grand Total	179	5311	1067	84	614	115	57	108	58	40	1	1	8	176	7819
Percent	2.3%	67.9%	13.6%	1.1%	7.9%	1.5%	0.7%	1.4%	0.7%	0.5%	0.0%	0.0%	0.1%	2.3%	

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Elligsen Rd W of Parkway Center Dr
Latitude: 45' 20.1414 North
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EB

Start Time	Cars & Bikes	Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/16/19	0	14	1	0	1	0	0	1	1	0	0	0	0	2	20
00:15	1	11	3	0	3	0	0	0	0	0	0	0	0	0	18
00:30	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
00:45	1	10	2	0	0	1	0	0	0	0	0	0	0	0	14
	2	39	7	1	4	1	0	1	1	0	0	0	0	2	58
01:00	2	2	1	0	0	2	0	0	0	0	0	0	0	0	7
01:15	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4
01:30	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
01:45	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
	2	16	3	0	3	2	0	0	0	0	0	0	1	0	27
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
02:15	2	6	2	0	1	2	0	0	0	0	0	0	0	0	13
02:30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
02:45	1	1	3	0	3	0	0	0	1	0	0	0	0	1	10
	3	18	8	0	5	2	0	0	1	0	0	0	0	1	38
03:00	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
03:15	0	7	3	0	2	0	0	0	0	1	0	0	0	1	14
03:30	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
03:45	1	8	1	0	3	0	0	0	0	0	0	0	0	0	13
	1	32	11	0	6	0	0	0	0	1	0	0	0	1	52
04:00	0	4	1	0	0	1	0	0	0	1	0	0	0	0	7
04:15	1	7	0	0	1	1	0	0	1	0	0	0	0	0	11
04:30	0	15	4	0	3	0	0	0	2	0	0	0	0	0	24
04:45	0	17	9	1	2	2	0	0	2	0	0	0	0	1	34
	1	43	14	1	6	4	0	0	5	1	0	0	0	1	76
05:00	2	23	4	1	1	3	0	1	0	0	0	0	0	0	35
05:15	1	17	2	0	1	1	1	0	0	0	0	0	0	0	23
05:30	0	34	10	0	6	4	0	0	2	1	0	0	0	0	57
05:45	0	71	12	1	3	4	0	1	2	0	0	0	0	1	95
	3	145	28	2	11	12	1	2	4	1	0	0	0	1	210
06:00	0	40	8	0	8	1	0	1	0	0	0	0	0	0	58
06:15	0	46	11	0	2	3	0	1	2	0	0	0	0	3	68
06:30	3	57	18	4	1	2	1	0	0	0	1	0	0	1	88
06:45	5	86	20	8	8	4	0	2	3	0	0	0	2	7	145
	8	229	57	12	19	10	1	4	5	0	1	0	2	11	359
07:00	3	79	17	5	5	1	0	1	0	1	0	0	0	5	117
07:15	2	106	19	1	11	3	0	4	1	0	0	0	0	6	153
07:30	4	114	33	1	5	3	0	3	1	0	1	0	0	7	172
07:45	12	112	23	5	10	5	0	4	3	0	1	0	1	8	184
	21	411	92	12	31	12	0	12	5	1	2	0	1	26	626
08:00	3	123	22	1	17	3	0	2	1	0	0	0	0	7	179
08:15	13	121	21	4	14	2	1	2	2	1	0	0	0	30	211
08:30	2	84	22	2	7	2	0	1	1	1	2	0	0	8	132
08:45	2	105	28	0	9	3	1	1	3	1	0	0	0	13	166
	20	433	93	7	47	10	2	6	7	3	2	0	0	58	688
09:00	4	120	25	1	14	3	2	1	0	1	0	0	0	5	176
09:15	10	83	17	0	13	4	0	1	2	0	0	0	0	5	135
09:30	3	74	12	1	6	4	2	2	2	0	0	0	1	3	110
09:45	0	56	19	1	5	3	0	2	0	1	0	0	1	6	94
	17	333	73	3	38	14	4	6	4	2	0	0	2	19	515
10:00	0	67	14	1	9	0	2	1	1	0	0	0	0	1	96
10:15	0	65	18	2	6	3	0	2	1	0	1	0	0	5	103
10:30	1	75	18	0	7	2	1	1	2	0	0	0	0	5	112
10:45	1	55	20	1	10	4	0	1	1	1	0	0	1	4	99
	2	262	70	4	32	9	3	5	5	1	1	0	1	15	410
11:00	2	57	20	0	11	3	2	4	2	2	0	0	0	7	110
11:15	0	52	12	1	9	2	0	0	1	1	0	0	0	2	80
11:30	2	65	18	4	5	1	1	2	1	0	0	0	0	5	104
11:45	0	64	16	0	7	3	1	1	1	1	0	0	2	4	100
	4	238	66	5	32	9	4	7	5	4	0	0	2	18	394
Total	84	2199	522	47	234	85	15	43	42	14	6	0	9	153	3453
Percent	2.4%	63.7%	15.1%	1.4%	6.8%	2.5%	0.4%	1.2%	1.2%	0.4%	0.2%	0.0%	0.3%	4.4%	

KEY DATA NETWORK

K-D-N.com
Tualatin, OR 97062
503-804-3294

Elligsen Rd W of Parkway Center Dr
Latitude: 45' 20.1414 North
Longitude: 122' 45.7741 West

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	80	10	0	8	4	1	2	1	1	0	0	0	5	113
12:15	4	64	15	2	5	2	1	6	2	0	0	0	0	1	102
12:30	2	64	25	2	7	3	1	1	0	1	0	0	1	6	113
12:45	2	70	21	2	9	2	1	2	0	2	0	0	0	3	114
	9	278	71	6	29	11	4	11	3	4	0	0	1	15	442
13:00	0	59	20	1	5	3	0	1	2	0	0	0	0	2	93
13:15	2	76	16	1	8	4	1	0	1	1	0	0	1	4	115
13:30	2	64	15	4	13	1	1	3	0	1	0	0	0	7	111
13:45	1	61	18	0	11	2	0	1	0	0	0	0	0	2	96
	5	260	69	6	37	10	2	5	3	2	0	0	1	15	415
14:00	6	71	16	0	13	4	1	6	3	0	0	0	2	5	127
14:15	1	66	9	1	4	2	0	1	1	0	0	0	0	3	88
14:30	2	79	20	1	10	2	1	2	3	1	0	0	1	5	127
14:45	2	91	23	1	7	1	0	3	4	1	0	0	0	6	139
	11	307	68	3	34	9	2	12	11	2	0	0	3	19	481
15:00	3	81	30	4	9	3	0	4	1	0	0	0	0	4	139
15:15	9	72	23	0	11	2	1	3	1	1	0	0	0	10	133
15:30	4	85	18	0	9	3	0	2	2	1	0	0	0	6	130
15:45	1	89	14	0	13	3	1	5	0	0	0	0	0	11	137
	17	327	85	4	42	11	2	14	4	2	0	0	0	31	539
16:00	1	90	13	0	12	1	0	3	0	1	0	0	1	3	125
16:15	7	93	16	2	9	2	0	4	0	0	0	0	0	10	143
16:30	0	90	14	0	6	1	0	1	3	0	0	0	0	8	123
16:45	7	89	25	0	9	0	0	0	0	1	0	0	0	5	136
	15	362	68	2	36	4	0	8	3	2	0	0	1	26	527
17:00	4	87	16	0	8	1	1	3	2	0	2	0	0	7	131
17:15	5	101	22	0	8	2	0	1	0	0	0	0	0	7	146
17:30	2	85	11	0	7	1	0	3	1	1	0	0	0	5	116
17:45	4	109	13	0	9	2	0	0	0	0	1	0	0	11	149
	15	382	62	0	32	6	1	7	3	1	3	0	0	30	542
18:00	3	106	15	0	8	0	1	0	0	0	0	0	0	3	136
18:15	6	79	14	0	5	0	0	1	1	0	0	0	0	2	108
18:30	4	57	9	0	4	1	0	1	0	0	0	0	1	0	77
18:45	2	47	10	1	12	0	0	0	0	0	0	1	0	2	75
	15	289	48	1	29	1	1	2	1	0	0	1	1	7	396
19:00	1	48	12	0	5	1	0	1	0	0	0	0	0	1	69
19:15	4	49	9	0	5	0	0	0	0	0	0	0	0	2	69
19:30	2	46	7	0	3	0	0	0	0	0	0	0	0	0	58
19:45	1	53	12	1	5	1	0	2	0	0	0	0	0	2	77
	8	196	40	1	18	2	0	3	0	0	0	0	0	5	273
20:00	2	40	5	0	7	1	0	0	0	0	0	0	1	3	59
20:15	0	40	2	0	4	0	0	0	0	0	0	0	0	1	47
20:30	0	32	9	0	1	0	0	0	0	0	0	0	0	2	44
20:45	0	32	5	0	0	0	0	0	1	1	0	0	0	1	40
	2	144	21	0	12	1	0	0	1	1	0	0	1	7	190
21:00	2	41	8	0	6	0	0	0	0	0	0	0	0	2	59
21:15	0	34	4	0	1	0	0	0	0	0	0	0	0	0	39
21:30	2	38	5	0	8	1	0	0	0	0	0	0	0	0	54
21:45	1	34	4	1	2	0	0	1	0	0	0	0	0	1	44
	5	147	21	1	17	1	0	1	0	0	0	0	0	3	196
22:00	0	29	6	0	3	0	0	0	0	0	0	0	0	0	38
22:15	0	27	5	0	0	0	0	0	1	0	0	0	0	0	33
22:30	0	24	1	0	0	1	0	1	0	0	0	0	0	0	27
22:45	0	25	5	0	1	0	0	0	2	0	0	0	0	0	33
	0	105	17	0	4	1	0	1	3	0	0	0	0	0	131
23:00	0	19	3	0	1	0	0	0	0	0	0	0	0	0	23
23:15	0	15	1	0	0	0	0	0	1	0	0	0	0	0	17
23:30	0	21	4	0	0	0	0	0	0	0	0	0	0	1	26
23:45	0	7	2	1	0	0	0	0	0	0	0	0	0	0	10
	0	62	10	1	1	0	0	0	1	0	0	0	0	1	76
Total	102	2859	580	25	291	57	12	64	33	14	3	1	8	159	4208
Percent	2.4%	67.9%	13.8%	0.6%	6.9%	1.4%	0.3%	1.5%	0.8%	0.3%	0.1%	0.0%	0.2%	3.8%	
Grand Total	186	5058	1102	72	525	142	27	107	75	28	9	1	17	312	7661
Percent	2.4%	66.0%	14.4%	0.9%	6.9%	1.9%	0.4%	1.4%	1.0%	0.4%	0.1%	0.0%	0.2%	4.1%	

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Boeckman Rd West of Wilsonville Rd

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	09-May-19 Thu	WB	EB	Total
12:00 AM		2	1	3
12:15		1	1	2
12:30		2	0	2
12:45		2	5	7
01:00		1	2	3
01:15		1	2	3
01:30		4	0	4
01:45		0	3	3
02:00		1	1	2
02:15		1	1	2
02:30		1	1	2
02:45		0	0	0
03:00		0	0	0
03:15		1	1	2
03:30		1	4	5
03:45		3	2	5
04:00		1	2	3
04:15		2	1	3
04:30		4	2	6
04:45		5	5	10
05:00		4	2	6
05:15		1	8	9
05:30		12	9	21
05:45		14	7	21
06:00		16	8	24
06:15		12	13	25
06:30		26	33	59
06:45		30	37	67
07:00		32	58	90
07:15		51	87	138
07:30		45	134	179
07:45		63	94	157
08:00		65	127	192
08:15		48	104	152
08:30		60	62	122
08:45		42	54	96
09:00		52	54	106
09:15		43	40	83
09:30		21	31	52
09:45		35	24	59
10:00		33	22	55
10:15		33	23	56
10:30		26	16	42
10:45		31	17	48
11:00		27	28	55
11:15		30	34	64
11:30		34	33	67
11:45		35	35	70
Total		954	1228	2182
Percent		43.7%	56.3%	
Peak	-	07:45	07:30	07:30
Vol.	-	236	459	680
P.H.F.		0.908	0.856	0.885

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Boeckman Rd West of Wilsonville Rd

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	09-May-19 Thu	WB	EB							Total
12:00 PM		30	35							65
12:15		32	34							66
12:30		32	30							62
12:45		30	26							56
01:00		32	33							65
01:15		35	30							65
01:30		27	37							64
01:45		36	47							83
02:00		46	53							99
02:15		40	44							84
02:30		32	76							108
02:45		30	67							97
03:00		82	71							153
03:15		63	79							142
03:30		44	112							156
03:45		74	117							191
04:00		73	105							178
04:15		54	124							178
04:30		85	104							189
04:45		93	106							199
05:00		82	121							203
05:15		91	114							205
05:30		85	108							193
05:45		84	92							176
06:00		81	67							148
06:15		84	59							143
06:30		43	70							113
06:45		63	36							99
07:00		26	37							63
07:15		29	34							63
07:30		22	17							39
07:45		20	29							49
08:00		23	17							40
08:15		26	24							50
08:30		13	21							34
08:45		22	23							45
09:00		20	15							35
09:15		16	10							26
09:30		14	15							29
09:45		10	8							18
10:00		7	7							14
10:15		9	9							18
10:30		11	6							17
10:45		8	5							13
11:00		4	9							13
11:15		2	4							6
11:30		4	6							10
11:45		5	3							8
Total		1874	2296							4170
Percent		44.9%	55.1%							
Peak	-	16:30	15:30	-	-	-	-	-	-	16:45
Vol.	-	351	458	-	-	-	-	-	-	800
P.H.F.		0.944	0.923							0.976
Grand Total		2828	3524							6352
Percent		44.5%	55.5%							
ADT		ADT 6,352	AADT 6,352							

KEY DATA NETWORK

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 Tualatin, OR 97062
 503-804-3294

Boeckman Rd West of Wilsonville Rd

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

WB	0	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
05/09/19	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
00:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
01:00	1	0	0	3	2	0	1	0	0	0	0	0	0	0	7
01:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6
02:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	1	3	0	0	1	0	0	0	0	0	0	5
04:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00	0	0	2	3	2	1	0	0	0	0	0	0	0	0	4
05:15	0	0	0	3	6	1	0	0	0	0	0	0	0	0	12
05:30	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
05:45	0	0	0	3	7	2	0	0	0	0	0	0	0	0	12
06:00	0	0	0	5	7	1	1	0	0	0	0	0	0	0	14
06:15	0	0	0	10	16	4	1	0	0	0	0	0	0	0	31
06:30	0	0	0	4	7	5	0	0	0	0	0	0	0	0	16
06:45	0	0	1	1	4	4	2	0	0	0	0	0	0	0	12
07:00	1	0	0	7	12	5	0	0	0	1	0	0	0	0	26
07:15	0	1	0	1	14	10	4	0	0	0	0	0	0	0	30
07:30	1	1	1	13	37	24	6	0	0	1	0	0	0	0	84
07:45	2	0	2	6	8	12	1	1	0	0	0	0	0	0	32
08:00	2	0	2	12	22	10	1	0	0	0	0	0	0	2	51
08:15	2	0	3	13	21	3	0	0	0	0	0	1	0	2	45
08:30	0	0	7	18	26	12	0	0	0	0	0	0	0	0	63
08:45	6	0	14	49	77	37	2	1	0	0	0	1	0	4	191
09:00	3	0	4	13	29	12	2	0	0	0	0	0	0	2	65
09:15	0	0	8	10	24	5	1	0	0	0	0	0	0	0	48
09:30	0	1	2	13	21	19	3	0	0	0	0	0	0	1	60
09:45	1	0	1	8	22	9	0	0	0	0	0	0	0	1	42
10:00	4	1	15	44	96	45	6	0	0	0	0	0	0	4	215
10:15	0	0	5	28	13	5	1	0	0	0	0	0	0	0	52
10:30	0	4	4	14	18	3	0	0	0	0	0	0	0	0	43
10:45	1	0	0	5	9	5	1	0	0	0	0	0	0	0	21
11:00	0	1	1	8	20	4	0	0	0	0	0	0	0	1	35
11:15	1	5	10	55	60	17	2	0	0	0	0	0	0	1	151
11:30	1	1	2	6	20	2	0	0	0	0	0	0	0	1	33
11:45	1	2	2	7	13	5	2	0	0	0	0	0	0	1	33
Total	0	0	3	8	8	6	1	0	0	0	0	0	0	0	26
	0	0	2	11	12	5	1	0	0	0	0	0	0	0	31
	2	3	9	32	53	18	4	0	0	0	0	0	0	2	123
	0	3	6	8	7	3	0	0	0	0	0	0	0	0	27
	0	1	6	7	8	7	1	0	0	0	0	0	0	0	30
	1	1	3	7	15	6	1	0	0	0	0	0	0	0	34
	2	0	3	10	14	6	0	0	0	0	0	0	0	0	35
	3	5	18	32	44	22	2	0	0	0	0	0	0	0	126
Total	18	15	69	245	398	170	24	2	0	1	0	1	0	11	954

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Boeckman Rd West of Wilsonville Rd

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

WB	0	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
12 PM	0	0	2	8	13	6	1	0	0	0	0	0	0	0	30
12:15	1	1	1	4	21	3	1	0	0	0	0	0	0	0	32
12:30	1	1	0	14	14	0	2	0	0	0	0	0	0	0	32
12:45	1	1	4	9	11	4	0	0	0	0	0	0	0	0	30
	3	3	7	35	59	13	4	0	0	0	0	0	0	0	124
13:00	0	0	1	10	12	6	2	0	0	0	1	0	0	0	32
13:15	0	0	1	15	14	5	0	0	0	0	0	0	0	0	35
13:30	1	2	7	14	2	1	0	0	0	0	0	0	0	0	27
13:45	0	0	10	16	10	0	0	0	0	0	0	0	0	0	36
	1	2	19	55	38	12	2	0	0	0	1	0	0	0	130
14:00	0	0	11	19	15	1	0	0	0	0	0	0	0	0	46
14:15	1	3	18	15	2	0	0	0	0	0	0	0	0	1	40
14:30	0	1	2	18	8	3	0	0	0	0	0	0	0	0	32
14:45	0	1	5	4	7	8	2	0	0	0	1	0	0	2	30
	1	5	36	56	32	12	2	0	0	0	0	1	0	3	148
15:00	0	0	2	30	34	11	1	2	0	1	0	0	0	1	82
15:15	0	0	0	15	33	12	1	0	0	0	1	0	1	1	63
15:30	1	0	1	6	16	16	2	0	0	1	0	0	0	1	44
15:45	1	0	4	23	35	7	0	2	0	0	0	0	0	2	74
	2	0	7	74	118	46	4	4	0	2	0	1	0	5	263
16:00	5	0	3	19	34	10	1	0	0	0	0	0	0	1	73
16:15	1	2	4	16	22	8	0	0	0	0	0	1	0	0	54
16:30	2	0	2	27	36	13	2	0	0	0	0	0	0	3	85
16:45	2	0	4	25	38	19	2	1	1	0	0	0	0	1	93
	10	2	13	87	130	50	5	1	1	0	0	1	0	5	305
17:00	2	0	0	24	37	16	0	0	0	0	1	0	0	2	82
17:15	3	0	1	17	51	13	4	0	0	0	0	0	0	2	91
17:30	3	0	6	22	36	14	1	1	0	0	1	0	0	1	85
17:45	2	1	2	21	42	11	3	0	0	0	0	0	0	2	84
	10	1	9	84	166	54	8	1	0	0	2	0	0	7	342
18:00	0	3	8	10	33	23	2	0	0	0	0	0	0	2	81
18:15	1	2	8	10	47	14	1	0	0	1	0	0	0	0	84
18:30	1	0	3	10	19	6	3	0	0	0	0	0	0	1	43
18:45	0	2	3	12	35	9	2	0	0	0	0	0	0	0	63
	2	7	22	42	134	52	8	0	0	1	0	0	0	3	271
19:00	0	0	2	6	8	7	3	0	0	0	0	0	0	0	26
19:15	0	1	5	5	10	8	0	0	0	0	0	0	0	0	29
19:30	0	0	0	3	15	4	0	0	0	0	0	0	0	0	22
19:45	0	0	1	3	10	6	0	0	0	0	0	0	0	0	20
	0	1	8	17	43	25	3	0	0	0	0	0	0	0	97
20:00	1	0	1	9	9	3	0	0	0	0	0	0	0	0	23
20:15	1	0	0	3	15	6	1	0	0	0	0	0	0	0	26
20:30	0	0	0	4	6	3	0	0	0	0	0	0	0	0	13
20:45	0	0	0	6	9	7	0	0	0	0	0	0	0	0	22
	2	0	1	22	39	19	1	0	0	0	0	0	0	0	84
21:00	0	0	1	4	10	5	0	0	0	0	0	0	0	0	20
21:15	0	0	0	2	8	6	0	0	0	0	0	0	0	0	16
21:30	0	0	0	1	5	7	1	0	0	0	0	0	0	0	14
21:45	0	0	0	3	4	3	0	0	0	0	0	0	0	0	10
	0	0	1	10	27	21	1	0	0	0	0	0	0	0	60
22:00	0	0	0	0	4	3	0	0	0	0	0	0	0	0	7
22:15	0	1	1	1	5	0	0	0	1	0	0	0	0	0	9
22:30	0	0	0	4	5	2	0	0	0	0	0	0	0	0	11
22:45	0	0	0	0	6	2	0	0	0	0	0	0	0	0	8
	0	1	1	5	20	7	0	0	1	0	0	0	0	0	35
23:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
23:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
23:30	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4
23:45	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
	0	0	1	3	10	0	1	0	0	0	0	0	0	0	15
Total	31	22	125	490	816	311	39	6	2	3	3	3	0	23	1874
Grand Total	49	37	194	735	1214	481	63	8	2	4	3	4	0	34	2828

15th Percentile : 25 MPH
 50th Percentile : 31 MPH
 85th Percentile : 36 MPH
 95th Percentile : 39 MPH

Stats
 Mean Speed(Average) : 32 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 1951
 Percent in Pace : 69.0%
 Number of Vehicles > 35 MPH : 599
 Percent of Vehicles > 35 MPH : 21.2%

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Boeckman Rd West of Wilsonville Rd

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

EB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
05/09/19	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	1	1	0	0	0	2	1	0	0	0	0	0	0	0	5
	1	1	0	0	2	2	1	0	0	0	0	0	0	0	7
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
	0	0	0	4	1	2	0	0	0	0	0	0	0	0	7
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	0	1	0	1	1	1	0	0	0	0	0	0	0	4
03:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	0	1	0	3	2	1	0	0	0	0	0	0	0	7
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
	0	0	0	2	6	2	0	0	0	0	0	0	0	0	10
05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	1	1	5	1	0	0	0	0	0	0	0	0	8
05:30	0	0	0	4	3	2	0	0	0	0	0	0	0	0	9
05:45	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
	0	0	2	9	11	4	0	0	0	0	0	0	0	0	26
06:00	0	0	0	3	3	1	1	0	0	0	0	0	0	0	8
06:15	0	0	1	3	5	4	0	0	0	0	0	0	0	0	13
06:30	0	0	0	4	18	6	2	2	0	0	0	0	0	1	33
06:45	0	0	2	12	14	8	1	0	0	0	0	0	0	0	37
	0	0	3	22	40	19	4	2	0	0	0	0	0	1	91
07:00	2	2	1	13	22	16	1	0	0	0	0	0	1	0	58
07:15	0	1	2	21	32	27	1	1	0	0	0	0	1	1	87
07:30	1	2	5	50	61	9	1	0	1	0	0	1	0	3	134
07:45	0	0	3	31	47	13	0	0	0	0	0	0	0	0	94
	3	5	11	115	162	65	3	1	1	0	0	1	2	4	373
08:00	2	0	14	47	50	6	2	1	0	0	0	1	0	4	127
08:15	1	0	12	27	47	11	3	0	0	1	0	0	0	2	104
08:30	3	1	1	24	22	9	0	0	0	0	0	0	0	2	62
08:45	0	0	4	29	14	2	1	0	1	0	0	0	0	3	54
	6	1	31	127	133	28	6	1	1	1	0	1	0	11	347
09:00	1	0	17	23	12	1	0	0	0	0	0	0	0	0	54
09:15	0	5	9	11	10	5	0	0	0	0	0	0	0	0	40
09:30	1	0	0	17	9	3	0	0	0	0	0	0	0	1	31
09:45	0	2	3	8	6	5	0	0	0	0	0	0	0	0	24
	2	7	29	59	37	14	0	0	0	0	0	0	0	1	149
10:00	0	1	0	11	8	2	0	0	0	0	0	0	0	0	22
10:15	0	0	5	9	7	0	1	0	1	0	0	0	0	0	23
10:30	0	0	3	4	6	3	0	0	0	0	0	0	0	0	16
10:45	0	1	1	4	6	5	0	0	0	0	0	0	0	0	17
	0	2	9	28	27	10	1	0	1	0	0	0	0	0	78
11:00	1	1	7	9	10	0	0	0	0	0	0	0	0	0	28
11:15	0	1	1	18	13	0	0	1	0	0	0	0	0	0	34
11:30	0	3	4	15	7	2	0	0	1	0	0	0	0	1	33
11:45	0	0	4	15	14	2	0	0	0	0	0	0	0	0	35
	1	5	16	57	44	4	0	1	1	0	0	0	0	1	130
Total	13	21	103	424	467	152	16	5	4	1	0	2	2	18	1228

KEY DATA NETWORK

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 Tualatin, OR 97062
 503-804-3294

Boeckman Rd West of Wilsonville Rd

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

EB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
12 PM	0	2	1	20	10	1	1	0	0	0	0	0	0	0	35
12:15	0	1	2	15	10	6	0	0	0	0	0	0	0	0	34
12:30	0	1	4	14	9	2	0	0	0	0	0	0	0	0	30
12:45	1	0	5	14	5	0	0	0	0	0	0	0	0	1	26
13:00	1	4	12	63	34	9	1	0	0	0	0	0	0	1	125
13:15	0	2	13	9	7	1	0	0	0	0	0	0	0	1	33
13:30	0	1	4	12	12	1	0	0	0	0	0	0	0	0	30
13:45	0	5	12	11	5	3	1	0	0	0	0	0	0	0	37
14:00	0	3	12	25	7	0	0	0	0	0	0	0	0	0	47
14:15	0	11	41	57	31	5	1	0	0	0	0	0	0	1	147
14:30	1	0	6	36	9	0	0	0	0	0	0	0	0	1	53
14:45	0	2	22	17	2	0	1	0	0	0	0	0	0	0	44
15:00	0	3	24	26	20	2	0	0	0	0	1	0	0	0	76
15:15	0	1	5	24	28	5	1	1	5	1	0	0	0	1	67
15:30	1	6	57	103	59	7	2	1	0	1	1	0	0	2	240
15:45	2	1	3	27	30	5	1	0	0	0	0	0	1	1	71
16:00	0	2	17	28	22	8	0	0	0	0	1	0	0	1	79
16:15	2	6	13	52	29	6	1	0	0	0	0	1	1	1	112
16:30	5	2	23	43	38	2	0	0	1	0	0	0	1	2	117
16:45	9	11	56	150	119	21	2	0	1	0	1	1	3	5	379
17:00	0	0	8	37	48	11	1	0	0	0	0	0	0	0	105
17:15	2	0	2	39	63	14	1	1	0	0	0	1	0	1	124
17:30	2	0	8	28	53	11	0	0	0	0	0	1	0	1	104
17:45	4	0	3	26	56	12	0	0	0	0	1	0	0	4	106
18:00	8	0	21	130	220	48	2	1	0	0	1	2	0	6	439
18:15	3	0	5	34	61	11	0	0	0	1	0	0	0	6	121
18:30	1	0	6	31	60	13	0	0	1	0	0	1	0	1	114
18:45	7	0	5	27	58	5	2	1	0	0	0	0	0	3	108
19:00	1	0	4	31	34	17	1	0	0	0	0	0	1	3	92
19:15	12	0	20	123	213	46	3	1	1	1	0	1	1	13	435
19:30	2	0	2	19	32	10	1	0	0	0	0	0	0	1	67
19:45	1	0	4	18	26	8	1	0	0	0	0	0	0	1	59
20:00	0	0	2	15	35	14	0	0	0	0	0	0	0	4	70
20:15	0	1	0	9	18	7	1	0	0	0	0	0	0	0	36
20:30	3	1	8	61	111	39	3	0	0	0	0	0	0	6	232
20:45	0	0	4	15	14	3	1	0	0	0	0	0	0	0	37
21:00	0	2	1	10	13	6	2	0	0	0	0	0	0	0	34
21:15	0	0	1	4	8	3	1	0	0	0	0	0	0	0	17
21:30	0	0	3	6	15	4	1	0	0	0	0	0	0	0	29
21:45	0	2	9	35	50	16	5	0	0	0	0	0	0	0	117
22:00	0	1	0	5	7	3	1	0	0	0	0	0	0	0	17
22:15	0	0	0	6	12	5	1	0	0	0	0	0	0	0	24
22:30	0	2	4	7	6	1	1	0	0	0	0	0	0	0	21
22:45	0	0	0	4	14	5	0	0	0	0	0	0	0	0	23
23:00	0	3	4	22	39	14	3	0	0	0	0	0	0	0	85
23:15	0	0	1	4	9	1	0	0	0	0	0	0	0	0	15
23:30	0	0	0	3	4	3	0	0	0	0	0	0	0	0	10
23:45	0	0	0	4	7	3	1	0	0	0	0	0	0	0	15
00:00	0	0	1	2	4	1	0	0	0	0	0	0	0	0	8
00:15	0	0	2	13	24	8	1	0	0	0	0	0	0	0	48
00:30	0	0	0	0	4	3	0	0	0	0	0	0	0	0	7
00:45	0	0	1	0	6	2	0	0	0	0	0	0	0	0	9
01:00	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6
01:15	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
01:30	0	0	1	5	13	8	0	0	0	0	0	0	0	0	27
01:45	0	0	0	1	8	0	0	0	0	0	0	0	0	0	9
02:00	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4
02:15	0	0	0	0	3	1	2	0	0	0	0	0	0	0	6
02:30	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
02:45	0	0	2	2	13	3	2	0	0	0	0	0	0	0	22
Total	34	38	233	764	926	224	25	3	2	2	3	4	4	34	2296
Grand Total	47	59	336	1188	1393	376	41	8	6	3	3	6	6	52	3524

15th Percentile : 25 MPH
 50th Percentile : 30 MPH
 85th Percentile : 34 MPH
 95th Percentile : 38 MPH

Stats
 Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 2583
 Percent in Pace : 73.3%
 Number of Vehicles > 35 MPH : 501
 Percent of Vehicles > 35 MPH : 14.2%

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Boeckman Rd West of Wilsonville Rd

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Unclas	Total
05/09/19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
	0	5	1	0	0	0	0	0	0	0	0	0	0	1	7
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
05:45	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
	0	26	4	0	1	0	0	0	0	0	0	0	0	0	31
06:00	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
06:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
06:30	0	14	5	0	4	0	0	0	0	1	0	0	0	2	26
06:45	0	25	4	0	0	0	0	0	1	0	0	0	0	0	30
	0	61	14	0	5	0	0	0	1	1	0	0	0	2	84
07:00	2	13	8	0	2	0	0	5	0	0	0	0	0	2	32
07:15	1	25	12	2	3	0	0	0	0	0	0	0	0	8	51
07:30	0	29	4	0	2	0	0	3	0	0	0	0	1	6	45
07:45	1	40	8	1	5	0	0	3	0	1	0	0	0	4	63
	4	107	32	3	12	0	0	11	0	1	0	0	1	20	191
08:00	1	41	8	1	2	1	0	3	0	0	0	0	0	8	65
08:15	0	33	8	0	1	0	0	2	0	0	0	0	0	4	48
08:30	0	47	5	2	0	0	0	4	0	0	0	0	0	2	60
08:45	0	30	4	3	1	0	0	1	0	0	0	0	0	3	42
	1	151	25	6	4	1	0	10	0	0	0	0	0	17	215
09:00	0	36	5	5	2	0	0	2	0	0	0	0	0	2	52
09:15	0	31	8	0	1	0	0	2	0	0	0	0	0	1	43
09:30	1	12	6	1	1	0	0	0	0	0	0	0	0	0	21
09:45	0	24	7	1	2	0	0	0	0	0	0	0	0	1	35
	1	103	26	7	6	0	0	4	0	0	0	0	0	4	151
10:00	1	23	6	0	1	0	0	0	0	0	0	0	0	2	33
10:15	0	22	4	0	3	0	1	1	0	0	0	0	0	2	33
10:30	0	21	2	0	1	0	0	2	0	0	0	0	0	0	26
10:45	0	23	3	0	4	0	0	1	0	0	0	0	0	0	31
	1	89	15	0	9	0	1	4	0	0	0	0	0	4	123
11:00	0	22	4	0	0	1	0	0	0	0	0	0	0	0	27
11:15	0	16	9	0	1	0	1	3	0	0	0	0	0	0	30
11:30	1	26	6	0	0	0	0	0	0	0	0	1	0	0	34
11:45	0	22	8	0	3	0	0	0	0	0	0	0	0	2	35
	1	86	27	0	4	1	1	3	0	0	0	1	0	2	126
Total	8	650	148	16	41	2	2	32	1	2	0	1	1	50	954
Percent	0.8%	68.1%	15.5%	1.7%	4.3%	0.2%	0.2%	3.4%	0.1%	0.2%	0.0%	0.1%	0.1%	5.2%	

KEY DATA NETWORK

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 503-804-3294

Boeckman Rd West of Wilsonville Rd

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

WB	Start Time	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Unclas	Total	
	12 PM	0	20	5	0	4	0	0	0	0	0	0	0	1	30	
	12:15	0	24	3	0	2	1	0	1	0	0	0	0	1	32	
	12:30	0	21	9	0	1	0	0	1	0	0	0	0	0	32	
	12:45	0	19	7	1	2	0	0	0	0	0	0	0	1	30	
		0	84	24	1	9	1	0	2	0	0	0	0	3	124	
	13:00	1	19	8	0	1	0	0	2	0	0	0	0	1	32	
	13:15	0	21	5	1	4	2	0	1	0	0	0	0	1	35	
	13:30	0	17	5	0	2	0	0	3	0	0	0	0	0	27	
	13:45	1	27	4	0	1	0	0	2	0	0	0	0	1	36	
		2	84	22	1	8	2	0	8	0	0	0	0	3	130	
	14:00	0	35	5	0	2	1	0	2	0	0	0	0	1	46	
	14:15	0	24	6	5	3	0	0	1	0	1	0	0	0	40	
	14:30	0	21	7	1	1	0	0	0	1	0	1	0	0	32	
	14:45	0	17	6	0	1	0	0	0	0	0	0	0	6	30	
		0	97	24	6	7	1	0	3	1	1	0	1	0	148	
	15:00	0	67	8	2	3	0	0	0	0	0	0	0	2	82	
	15:15	0	48	4	5	2	0	0	1	1	0	0	0	2	63	
	15:30	0	30	5	1	0	0	0	3	0	0	0	0	5	44	
	15:45	0	49	12	3	3	0	0	3	0	1	0	0	3	74	
		0	194	29	11	8	0	0	7	1	1	0	0	12	263	
	16:00	0	40	12	3	4	0	1	3	0	1	0	0	9	73	
	16:15	0	33	9	0	4	0	1	2	0	0	0	0	5	54	
	16:30	0	58	6	3	1	0	0	5	1	1	0	1	9	85	
	16:45	2	63	15	1	1	0	0	6	0	1	0	1	3	93	
		2	194	42	7	10	0	2	16	1	3	0	1	26	305	
	17:00	1	55	13	0	2	0	0	3	0	0	0	0	8	82	
	17:15	2	62	12	1	0	1	1	3	0	0	0	0	9	91	
	17:30	0	59	8	1	3	0	0	2	0	0	1	0	11	85	
	17:45	0	52	14	1	2	1	0	4	0	0	0	0	10	84	
		3	228	47	3	7	2	1	12	0	0	1	0	38	342	
	18:00	0	61	12	2	1	0	0	2	1	0	0	0	2	81	
	18:15	1	72	6	0	4	0	0	0	0	0	0	0	1	84	
	18:30	1	26	8	0	3	0	1	1	0	0	0	0	3	43	
	18:45	0	54	5	0	3	0	0	1	0	0	0	0	0	63	
		2	213	31	2	11	0	1	4	1	0	0	0	6	271	
	19:00	0	19	5	0	2	0	0	0	0	0	0	0	0	26	
	19:15	1	23	4	0	0	0	0	1	0	0	0	0	0	29	
	19:30	1	20	1	0	0	0	0	0	0	0	0	0	0	22	
	19:45	0	17	1	0	1	0	0	1	0	0	0	0	0	20	
		2	79	11	0	3	0	0	2	0	0	0	0	0	97	
	20:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23	
	20:15	0	20	3	0	2	0	0	1	0	0	0	0	0	26	
	20:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
	20:45	1	16	4	0	1	0	0	0	0	0	0	0	0	22	
		1	66	12	0	4	0	0	1	0	0	0	0	0	84	
	21:00	0	14	3	0	3	0	0	0	0	0	0	0	0	20	
	21:15	0	13	1	0	1	0	0	0	0	0	0	0	1	16	
	21:30	0	13	0	0	1	0	0	0	0	0	0	0	0	14	
	21:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
		0	50	4	0	5	0	0	0	0	0	0	0	1	60	
	22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
	22:15	0	5	2	0	2	0	0	0	0	0	0	0	0	9	
	22:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
	22:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
		0	29	4	0	2	0	0	0	0	0	0	0	0	35	
	23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
	23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
	23:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
	23:45	0	3	0	0	1	1	0	0	0	0	0	0	0	5	
		0	10	3	0	1	1	0	0	0	0	0	0	0	15	
Total		12	1328	253	31	75	7	4	55	4	5	0	3	1	96	1874
Percent		0.6%	70.9%	13.5%	1.7%	4.0%	0.4%	0.2%	2.9%	0.2%	0.3%	0.0%	0.2%	0.1%	5.1%	
Grand Total		20	1978	401	47	116	9	6	87	5	7	0	4	2	146	2828
Percent		0.7%	69.9%	14.2%	1.7%	4.1%	0.3%	0.2%	3.1%	0.2%	0.2%	0.0%	0.1%	0.1%	5.2%	

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 503-804-3294

Boeckman Rd West of Wilsonville Rd

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Unclas	Total
05/09/19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5
	0	5	1	0	0	0	0	0	0	0	0	0	0	1	7
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	7	0	0	0	0	0	0	0	0	0	0	0	1	8
05:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
	0	22	3	0	0	0	0	0	0	0	0	0	0	1	26
06:00	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
06:15	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
06:30	0	25	4	0	2	0	0	0	0	0	0	0	0	2	33
06:45	0	31	2	0	1	0	0	1	0	0	0	0	0	2	37
	0	70	11	1	4	0	0	1	0	0	0	0	0	4	91
07:00	1	41	9	0	1	0	0	1	0	0	0	0	0	5	58
07:15	2	63	11	1	3	0	1	1	0	0	0	0	0	5	87
07:30	1	90	15	3	4	2	1	6	0	0	0	0	0	12	134
07:45	0	67	15	0	2	0	0	3	0	0	0	1	0	6	94
	4	261	50	4	10	2	2	11	0	0	0	1	0	28	373
08:00	1	91	11	5	3	1	0	3	0	1	0	1	0	10	127
08:15	0	81	7	2	4	0	1	4	0	0	0	0	2	3	104
08:30	2	45	4	0	1	0	0	0	0	0	0	0	0	10	62
08:45	0	35	8	1	5	0	0	0	0	0	0	1	0	4	54
	3	252	30	8	13	1	1	7	0	1	0	2	2	27	347
09:00	0	39	6	0	0	1	0	2	0	1	0	0	0	5	54
09:15	0	34	6	0	0	0	0	0	0	0	0	0	0	0	40
09:30	0	25	2	0	2	0	0	0	0	0	0	0	0	2	31
09:45	0	19	3	1	0	0	0	1	0	0	0	0	0	0	24
	0	117	17	1	2	1	0	3	0	1	0	0	0	7	149
10:00	0	14	7	0	0	0	0	1	0	0	0	0	0	0	22
10:15	0	14	6	0	1	0	0	1	0	0	0	0	0	1	23
10:30	0	6	6	0	2	0	1	0	0	0	0	0	0	1	16
10:45	0	9	3	0	3	0	0	1	0	0	0	0	0	1	17
	0	43	22	0	6	0	1	3	0	0	0	0	0	3	78
11:00	1	21	3	0	2	0	0	0	0	0	0	0	1	0	28
11:15	0	24	6	0	2	0	0	1	0	0	0	0	0	1	34
11:30	1	21	3	1	2	1	1	0	0	2	0	0	0	1	33
11:45	2	24	7	0	1	0	0	1	0	0	0	0	0	0	35
	4	90	19	1	7	1	1	2	0	2	0	0	1	2	130
Total	12	881	157	15	43	5	5	27	0	4	0	3	3	73	1228
Percent	1.0%	71.7%	12.8%	1.2%	3.5%	0.4%	0.4%	2.2%	0.0%	0.3%	0.0%	0.2%	0.2%	5.9%	

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EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Unclas	Total
12 PM	1	26	2	0	3	0	0	2	0	0	0	0	1	0	35
12:15	0	26	3	0	2	1	0	1	0	0	0	1	0	0	34
12:30	0	22	5	0	3	0	0	0	0	0	0	0	0	0	30
12:45	0	16	3	0	3	0	1	1	0	0	0	0	0	2	26
	1	90	13	0	11	1	1	4	0	0	0	1	1	2	125
13:00	0	19	6	1	1	2	0	3	0	0	0	0	0	1	33
13:15	1	21	5	1	1	1	0	0	0	0	0	0	0	0	30
13:30	0	22	6	4	4	1	0	0	0	0	0	0	0	0	37
13:45	1	31	7	0	4	1	0	1	0	1	0	0	0	1	47
	2	93	24	6	10	5	0	4	0	1	0	0	0	2	147
14:00	2	39	8	0	2	0	0	0	0	1	0	0	0	1	53
14:15	2	30	3	2	2	1	0	1	0	1	0	0	0	2	44
14:30	1	53	9	4	4	0	0	0	0	0	1	1	0	3	76
14:45	0	50	8	2	2	0	0	2	0	0	0	0	0	3	67
	5	172	28	8	10	1	0	3	0	2	1	1	0	9	240
15:00	0	45	11	0	5	1	1	1	0	0	0	0	0	7	71
15:15	2	45	14	1	4	1	0	2	0	0	0	0	0	10	79
15:30	0	75	15	2	4	0	0	5	0	1	0	0	0	10	112
15:45	2	64	23	4	6	0	1	8	0	1	0	1	1	6	117
	4	229	63	7	19	2	2	16	0	2	0	1	1	33	379
16:00	0	74	14	1	4	0	0	3	0	0	0	1	0	8	105
16:15	2	86	18	0	5	0	0	1	0	1	0	0	0	11	124
16:30	1	72	15	0	4	0	0	3	0	0	0	0	0	9	104
16:45	0	78	7	0	2	0	0	5	0	1	0	0	0	13	106
	3	310	54	1	15	0	0	12	0	2	0	1	0	41	439
17:00	1	78	16	2	2	0	0	4	1	1	0	0	0	16	121
17:15	2	80	14	1	1	0	0	6	0	0	0	0	0	10	114
17:30	1	72	6	2	2	0	1	2	1	0	0	0	2	19	108
17:45	0	56	12	0	5	1	0	8	0	1	0	1	0	8	92
	4	286	48	5	10	1	1	20	2	2	0	1	2	53	435
18:00	0	49	8	0	1	0	0	3	0	0	0	0	0	6	67
18:15	1	45	5	0	2	0	0	3	0	0	0	0	0	3	59
18:30	0	54	4	1	3	0	0	2	0	1	0	0	0	5	70
18:45	0	32	2	0	1	0	0	0	0	1	0	0	0	0	36
	1	180	19	1	7	0	0	8	0	2	0	0	0	14	232
19:00	0	33	3	0	0	0	0	1	0	0	0	0	0	0	37
19:15	0	27	4	0	1	0	0	0	0	0	0	1	0	1	34
19:30	1	12	3	0	1	0	0	0	0	0	0	0	0	0	17
19:45	0	24	5	0	0	0	0	0	0	0	0	0	0	0	29
	1	96	15	0	2	0	0	1	0	0	0	1	0	1	117
20:00	1	14	2	0	0	0	0	0	0	0	0	0	0	0	17
20:15	0	18	4	0	2	0	0	0	0	0	0	0	0	0	24
20:30	1	15	2	0	0	1	0	0	0	0	0	0	0	2	21
20:45	1	16	4	0	1	0	0	0	0	0	0	0	0	1	23
	3	63	12	0	3	1	0	0	0	0	0	0	0	3	85
21:00	1	11	0	0	1	1	0	0	0	0	0	0	0	1	15
21:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
21:30	1	13	0	0	0	1	0	0	0	0	0	0	0	0	15
21:45	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
	2	38	2	0	3	2	0	0	0	0	0	0	0	1	48
22:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
22:15	1	7	0	0	0	1	0	0	0	0	0	0	0	0	9
22:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
22:45	0	3	0	0	1	0	0	1	0	0	0	0	0	0	5
	5	18	1	0	1	1	0	1	0	0	0	0	0	0	27
23:00	1	6	2	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	1	16	4	0	0	0	0	0	0	0	0	0	0	1	22
Total	32	1591	283	28	91	14	4	69	2	11	1	6	4	160	2296
Percent	1.4%	69.3%	12.3%	1.2%	4.0%	0.6%	0.2%	3.0%	0.1%	0.5%	0.0%	0.3%	0.2%	7.0%	
Grand Total	44	2472	440	43	134	19	9	96	2	15	1	9	7	233	3524
Percent	1.2%	70.1%	12.5%	1.2%	3.8%	0.5%	0.3%	2.7%	0.1%	0.4%	0.0%	0.3%	0.2%	6.6%	

Appendix B – Existing 2019 HCM Reports

HCM Signalized Intersection Capacity Analysis
1: 95th Ave & Boones Ferry Rd

Existing 2019 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘	↖	↗		↖↗	↕↗		↖	↕↕	↗
Traffic Volume (vph)	190	5	850	60	20	5	635	785	5	10	950	160
Future Volume (vph)	190	5	850	60	20	5	635	785	5	10	950	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor		1.00	0.88	1.00	1.00		0.97	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	0.99	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1744	2725	1795	1695		3183	3463		1621	3539	1553
Flt Permitted		0.71	1.00	0.47	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1303	2725	888	1695		3183	3463		1621	3539	1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	200	5	895	63	21	5	668	826	5	11	1000	168
RTOR Reduction (vph)	0	0	19	0	4	0	0	0	0	0	0	90
Lane Group Flow (vph)	0	205	876	63	22	0	668	831	0	11	1000	78
Confl. Peds. (#/hr)			7	7					4	4		
Confl. Bikes (#/hr)			1						3			
Heavy Vehicles (%)	4%	0%	3%	0%	11%	0%	10%	4%	25%	11%	2%	4%
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		8	1		4		1	6		5	2	
Permitted Phases	8		8	4								2
Actuated Green, G (s)		18.9	43.3	18.9	18.9		24.4	60.3		0.8	36.7	36.7
Effective Green, g (s)		18.9	43.3	18.9	18.9		24.4	60.3		0.8	36.7	36.7
Actuated g/C Ratio		0.20	0.46	0.20	0.20		0.26	0.63		0.01	0.39	0.39
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)		2.5	3.0	2.5	2.5		3.0	5.0		2.3	3.0	3.0
Lane Grp Cap (vph)		259	1385	176	337		817	2198		13	1367	599
v/s Ratio Prot			c0.16		0.01		c0.21	0.24		0.01	c0.28	
v/s Ratio Perm		c0.16	0.16	0.07								0.05
v/c Ratio		0.79	0.63	0.36	0.07		0.82	0.38		0.85	0.73	0.13
Uniform Delay, d1		36.2	19.8	32.8	30.9		33.2	8.3		47.0	24.9	18.8
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		14.7	1.0	0.9	0.1		6.4	0.5		163.8	3.5	0.5
Delay (s)		50.9	20.7	33.7	30.9		39.6	8.8		210.8	28.4	19.3
Level of Service		D	C	C	C		D	A		F	C	B
Approach Delay (s)		26.3			32.9			22.5			28.8	
Approach LOS		C			C			C			C	

Intersection Summary		
HCM 2000 Control Delay	25.8	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.78	C
Actuated Cycle Length (s)	95.0	Sum of lost time (s)
Intersection Capacity Utilization	74.3%	15.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		D

HCM Signalized Intersection Capacity Analysis

2: I-5 SB & Elligsen Rd

Existing 2019 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↗		↑↑	↗				↘	↖	↗	
Traffic Volume (vph)	0	1005	855	0	800	440	0	0	0	350	115	625	
Future Volume (vph)	0	1005	855	0	800	440	0	0	0	350	115	625	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0	4.0		4.0	4.0				4.5	4.5	4.5	
Lane Util. Factor		0.95	1.00		0.95	1.00				0.95	0.95	1.00	
Frbp, ped/bikes		1.00	0.98		1.00	0.98				1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00				1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85				1.00	1.00	0.85	
Flt Protected		1.00	1.00		1.00	1.00				0.95	0.98	1.00	
Satd. Flow (prot)		3471	1536		3438	1551				1649	1693	1482	
Flt Permitted		1.00	1.00		1.00	1.00				0.95	0.98	1.00	
Satd. Flow (perm)		3471	1536		3438	1551				1649	1693	1482	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Adj. Flow (vph)	0	1047	891	0	833	458	0	0	0	365	120	651	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	18	
Lane Group Flow (vph)	0	1047	891	0	833	458	0	0	0	241	244	633	
Confl. Peds. (#/hr)			1	1									
Confl. Bikes (#/hr)						1							
Heavy Vehicles (%)	0%	4%	3%	0%	5%	2%	0%	0%	0%	4%	4%	9%	
Turn Type		NA	Free		NA	Free				Split	NA	custom	
Protected Phases		2			6					4	4	5	
Permitted Phases			Free			Free					4	4	
Actuated Green, G (s)		76.4	105.0		41.3	105.0				19.1	19.1	49.7	
Effective Green, g (s)		77.4	105.0		42.3	105.0				19.1	19.1	49.7	
Actuated g/C Ratio		0.74	1.00		0.40	1.00				0.18	0.18	0.47	
Clearance Time (s)		5.0			5.0					4.5	4.5	4.5	
Vehicle Extension (s)		4.1			4.1					2.3	2.3	2.3	
Lane Grp Cap (vph)		2558	1536		1385	1551				299	307	764	
v/s Ratio Prot		0.30			0.24					0.15	0.14	c0.24	
v/s Ratio Perm			c0.58			0.30						0.19	
v/c Ratio		0.41	0.58		0.60	0.30				0.81	0.79	0.83	
Uniform Delay, d1		5.2	0.0		24.7	0.0				41.2	41.1	24.0	
Progression Factor		1.00	1.00		0.75	1.00				1.00	1.00	1.00	
Incremental Delay, d2		0.2	1.6		1.8	0.5				14.0	12.7	7.2	
Delay (s)		5.3	1.6		20.4	0.5				55.2	53.7	31.1	
Level of Service		A	A		C	A				E	D	C	
Approach Delay (s)		3.6			13.3			0.0			41.1		
Approach LOS		A			B			A			D		
Intersection Summary													
HCM 2000 Control Delay			16.2									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.78										
Actuated Cycle Length (s)			105.0									Sum of lost time (s)	13.0
Intersection Capacity Utilization			67.9%									ICU Level of Service	C
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: I-5 NB & Elligsen Rd

Existing 2019 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗	↗↗		↗			
Traffic Volume (vph)	0	735	620	0	870	755	370	0	255	0	0	0
Future Volume (vph)	0	735	620	0	870	755	370	0	255	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Lane Util. Factor		0.95	1.00		0.95	1.00	0.97		1.00			
Frbp, ped/bikes		1.00	0.97		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3505	1484		3539	1566	3242		1568			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3505	1484		3539	1566	3242		1568			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	790	667	0	935	812	398	0	274	0	0	0
RTOR Reduction (vph)	0	0	175	0	0	213	0	0	188	0	0	0
Lane Group Flow (vph)	0	790	492	0	935	599	398	0	87	0	0	0
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	3%	6%	0%	2%	1%	8%	0%	3%	0%	0%	0%
Turn Type		NA	Perm		NA	Perm	Perm		Perm			
Protected Phases		2			6							
Permitted Phases			2			6	8		8			
Actuated Green, G (s)		77.5	77.5		77.5	77.5	17.5		17.5			
Effective Green, g (s)		77.5	77.5		77.5	77.5	17.5		17.5			
Actuated g/C Ratio		0.74	0.74		0.74	0.74	0.17		0.17			
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Vehicle Extension (s)		4.1	4.1		4.1	4.1	2.3		2.3			
Lane Grp Cap (vph)		2587	1095		2612	1155	540		261			
v/s Ratio Prot		0.23			0.26							
v/s Ratio Perm			0.33			c0.38	c0.12		0.06			
v/c Ratio		0.31	0.45		0.36	0.52	0.74		0.33			
Uniform Delay, d1		4.6	5.4		4.9	5.8	41.6		38.6			
Progression Factor		1.33	5.55		0.74	7.23	1.00		1.00			
Incremental Delay, d2		0.3	1.2		0.3	1.4	4.7		0.4			
Delay (s)		6.5	31.1		4.0	43.7	46.3		39.0			
Level of Service		A	C		A	D	D		D			
Approach Delay (s)		17.7			22.4			43.3			0.0	
Approach LOS		B			C			D			A	
Intersection Summary												
HCM 2000 Control Delay			24.3				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)		10.0			
Intersection Capacity Utilization			50.9%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 4: Argyle Square Access/Parkway Ave & Elligsen Rd

Existing 2019 - PM
 Wilsonville - Boeckman Road Dip Detour

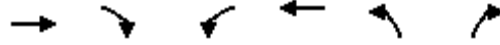


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↖	↗	↘	↖	↗		↖	↗	↘		↗	↘	
Traffic Volume (vph)	60	460	470	80	860	35	490	25	50	70	20	275	
Future Volume (vph)	60	460	470	80	860	35	490	25	50	70	20	275	
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	5.0	5.0	4.5	5.0		5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.96	1.00	
Satd. Flow (prot)	1752	3471	1599	1752	5048		1698	1705	1583		1787	1583	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.96	1.00	
Satd. Flow (perm)	1752	3471	1599	1752	5048		1698	1705	1583		1787	1583	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	66	505	516	88	945	38	538	27	55	77	22	302	
RTOR Reduction (vph)	0	0	292	0	3	0	0	0	44	0	0	180	
Lane Group Flow (vph)	66	505	224	88	980	0	280	285	11	0	99	122	
Confl. Peds. (#/hr)	3					3	2					2	
Confl. Bikes (#/hr)												1	
Heavy Vehicles (%)	3%	4%	1%	3%	2%	3%	1%	4%	2%	3%	0%	0%	
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm	
Protected Phases	5	2		1	6		8	8		7	7		
Permitted Phases			2						8			7	
Actuated Green, G (s)	6.6	45.6	45.6	7.6	46.6		21.3	21.3	21.3		11.0	11.0	
Effective Green, g (s)	6.6	45.6	45.6	7.6	46.6		21.3	21.3	21.3		11.0	11.0	
Actuated g/C Ratio	0.06	0.43	0.43	0.07	0.44		0.20	0.20	0.20		0.10	0.10	
Clearance Time (s)	4.5	5.0	5.0	4.5	5.0		5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0		1.0	1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	110	1507	694	126	2240		344	345	321		187	165	
v/s Ratio Prot	0.04	0.15		c0.05	c0.19		0.16	c0.17			0.06		
v/s Ratio Perm			0.14						0.01			c0.08	
v/c Ratio	0.60	0.34	0.32	0.70	0.44		0.81	0.83	0.03		0.53	0.74	
Uniform Delay, d1	47.9	19.7	19.5	47.6	20.2		40.0	40.1	33.6		44.5	45.6	
Progression Factor	0.96	0.87	1.51	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.5	0.6	1.2	12.8	0.0		13.0	14.2	0.0		1.2	13.9	
Delay (s)	51.3	17.8	30.7	60.3	20.2		53.0	54.3	33.6		45.8	59.5	
Level of Service	D	B	C	E	C		D	D	C		D	E	
Approach Delay (s)		26.0			23.5			51.9			56.1		
Approach LOS		C			C			D			E		
Intersection Summary													
HCM 2000 Control Delay			34.0									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.60										
Actuated Cycle Length (s)			105.0									Sum of lost time (s)	19.5
Intersection Capacity Utilization			61.4%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

5: Canyon Creek Rd & Elligsen Rd

Existing 2019 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (vph)	190	150	125	455	195	60
Future Volume (vph)	190	150	125	455	195	60
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	4.5
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1779		1805	1845	1805	1580
Flt Permitted	1.00		0.53	1.00	0.95	1.00
Satd. Flow (perm)	1779		1003	1845	1805	1580
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	209	165	137	500	214	66
RTOR Reduction (vph)	42	0	0	0	0	52
Lane Group Flow (vph)	332	0	137	500	214	14
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	2			6		
Permitted Phases			6		8	8
Actuated Green, G (s)	32.0		32.0	32.0	10.7	10.7
Effective Green, g (s)	32.0		32.0	32.0	10.7	10.7
Actuated g/C Ratio	0.62		0.62	0.62	0.21	0.21
Clearance Time (s)	4.5		4.5	4.5	4.5	4.5
Vehicle Extension (s)	5.0		2.5	2.5	5.0	5.0
Lane Grp Cap (vph)	1101		620	1141	373	327
v/s Ratio Prot	0.19			c0.27		
v/s Ratio Perm			0.14		c0.12	0.01
v/c Ratio	0.30		0.22	0.44	0.57	0.04
Uniform Delay, d1	4.6		4.3	5.2	18.4	16.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		0.8	1.2	3.4	0.1
Delay (s)	5.3		5.2	6.4	21.8	16.5
Level of Service	A		A	A	C	B
Approach Delay (s)	5.3			6.1	20.6	
Approach LOS	A			A	C	

Intersection Summary

HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	51.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Int Delay, s/veh 291.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	175	215	140	495	590	300
Future Vol, veh/h	175	215	140	495	590	300
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	4	0	0	0	0	0
Mvmt Flow	208	256	167	589	702	357

Major/Minor

	Minor2	Major1	Major2			
Conflicting Flow All	1807	884	1062	0	-	0
Stage 1	884	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Critical Hdwy	6.44	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 86	347	664	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 64	346	662	-	-	-
Mov Cap-2 Maneuver	~ 64	-	-	-	-	-
Stage 1	300	-	-	-	-	-
Stage 2	383	-	-	-	-	-

Approach

	EB	NB	SB
HCM Control Delay, \$	1427.3	2.7	0
HCM LOS	F		

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	662	-	116	-	-
HCM Lane V/C Ratio	0.252	-	4.002	-	-
HCM Control Delay (s)	12.3	\$	1427.3	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	1	-	47.2	-	-

Notes

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

HCM Signalized Intersection Capacity Analysis
7: Boones Ferry Rd & Wilsonville Rd

Existing 2019 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	705	110	335	495	180	175	100	380	435	195	60
Future Volume (vph)	30	705	110	335	495	180	175	100	380	435	195	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	4.0		5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.91		0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	4978		3467	3539	1405	1805	1863	1572	3400	1786	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	4978		3467	3539	1405	1805	1863	1572	3400	1786	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	742	116	353	521	189	184	105	400	458	205	63
RTOR Reduction (vph)	0	19	0	0	0	84	0	0	49	0	11	0
Lane Group Flow (vph)	32	839	0	353	521	105	184	105	351	458	257	0
Confl. Peds. (#/hr)	6		2	2		6	1		5	5		1
Confl. Bikes (#/hr)			1			2			1			2
Heavy Vehicles (%)	4%	2%	1%	1%	2%	11%	0%	2%	2%	3%	2%	3%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases						6			8			
Actuated Green, G (s)	4.9	27.1		25.3	47.5	47.5	16.1	16.1	41.4	21.5	21.5	
Effective Green, g (s)	4.9	28.1		25.3	48.5	48.5	16.1	16.1	41.4	21.5	21.5	
Actuated g/C Ratio	0.04	0.26		0.23	0.44	0.44	0.15	0.15	0.38	0.20	0.20	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.5	0.5		2.5	4.3	4.3	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	77	1271		797	1560	619	264	272	663	664	349	
v/s Ratio Prot	0.02	c0.17		0.10	0.15		c0.10	0.06	c0.12	0.13	c0.14	
v/s Ratio Perm						0.07			0.10			
v/c Ratio	0.42	0.66		0.44	0.33	0.17	0.70	0.39	0.53	0.69	0.74	
Uniform Delay, d1	51.2	36.7		36.3	20.2	18.6	44.6	42.5	26.7	41.1	41.6	
Progression Factor	1.00	1.00		0.57	1.32	2.42	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.6	2.7		0.3	0.5	0.5	7.2	0.7	0.6	2.7	7.4	
Delay (s)	53.8	39.4		20.9	27.1	45.5	51.8	43.1	27.3	43.9	49.0	
Level of Service	D	D		C	C	D	D	D	C	D	D	
Approach Delay (s)		39.9			28.3			36.3			45.8	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		
c	Critical Lane Group		

HCM Signalized Intersection Capacity Analysis
 8: I-5 SB & Wilsonville Rd

Existing 2019 - PM
 Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑	↑↑
Traffic Volume (vph)	0	805	715	465	935	0	0	0	0	75	0	100
Future Volume (vph)	0	805	715	465	935	0	0	0	0	75	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Lane Util. Factor		0.91	1.00	0.97	0.95					0.95	0.95	0.88
Frbp, ped/bikes		1.00	0.97	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		5085	1505	3433	3471					1698	1698	2733
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		5085	1505	3433	3471					1698	1698	2733
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	856	761	495	995	0	0	0	0	80	0	106
RTOR Reduction (vph)	0	0	460	0	0	0	0	0	0	0	0	70
Lane Group Flow (vph)	0	856	301	495	995	0	0	0	0	40	40	36
Confl. Peds. (#/hr)	10		9	9		10				4	4	
Confl. Bikes (#/hr)			4									
Heavy Vehicles (%)	0%	2%	4%	2%	4%	0%	0%	0%	0%	1%	0%	4%
Turn Type		NA	Perm	Prot	NA					Split	NA	custom
Protected Phases		2		1	6					7	7	4
Permitted Phases			2									
Actuated Green, G (s)		39.0	39.0	20.5	64.0					37.0	37.0	37.0
Effective Green, g (s)		39.0	39.0	20.5	64.0					37.0	37.0	37.0
Actuated g/C Ratio		0.35	0.35	0.19	0.58					0.34	0.34	0.34
Clearance Time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Vehicle Extension (s)		4.9	4.9	2.3	4.9					2.3	2.3	2.3
Lane Grp Cap (vph)		1802	533	639	2019					571	571	919
v/s Ratio Prot		0.17		c0.14	0.29					c0.02	0.02	0.01
v/s Ratio Perm			c0.20									
v/c Ratio		0.48	0.56	0.77	0.49					0.07	0.07	0.04
Uniform Delay, d1		27.6	28.6	42.6	13.5					24.8	24.8	24.5
Progression Factor		1.01	3.77	1.59	0.45					1.00	1.00	1.00
Incremental Delay, d2		0.7	3.5	7.2	0.8					0.2	0.2	0.0
Delay (s)		28.4	111.4	74.9	6.9					25.0	25.0	24.6
Level of Service		C	F	E	A					C	C	C
Approach Delay (s)		67.5			29.5			0.0			24.8	
Approach LOS		E			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	47.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 9: I-5 NB & Wilsonville Rd

Existing 2019 - PM
 Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↔↔	↑↑			↑↑↑	↔	↔	↑	↔↔				
Traffic Volume (vph)	300	580	0	0	1015	295	385	5	480	0	0	0	
Future Volume (vph)	300	580	0	0	1015	295	385	5	480	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5				
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.95	0.88				
Frbp, ped/bikes	1.00	1.00			1.00	0.97	1.00	1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00				
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85				
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00				
Satd. Flow (prot)	3367	3539			5085	1545	1588	1596	2787				
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.95	1.00				
Satd. Flow (perm)	3367	3539			5085	1545	1588	1596	2787				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	316	611	0	0	1068	311	405	5	505	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	182	0	0	263	0	0	0	
Lane Group Flow (vph)	316	611	0	0	1068	129	207	203	242	0	0	0	
Confl. Peds. (#/hr)	11		8	8		11	1					1	
Confl. Bikes (#/hr)						3							
Heavy Vehicles (%)	4%	2%	0%	0%	2%	1%	8%	0%	2%	0%	0%	0%	
Turn Type	Prot	NA			NA	Perm	Split	NA	custom				
Protected Phases	5	2			6		3	3	8				
Permitted Phases						6							
Actuated Green, G (s)	18.5	59.5			36.5	36.5	41.5	41.5	41.5				
Effective Green, g (s)	18.5	59.5			36.5	36.5	41.5	41.5	41.5				
Actuated g/C Ratio	0.17	0.54			0.33	0.33	0.38	0.38	0.38				
Clearance Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5				
Vehicle Extension (s)	2.3	4.9			4.9	4.9	2.3	2.3	2.3				
Lane Grp Cap (vph)	566	1914			1687	512	599	602	1051				
v/s Ratio Prot	c0.09	0.17			c0.21		c0.13	0.13	0.09				
v/s Ratio Perm						0.08							
v/c Ratio	0.56	0.32			0.63	0.25	0.35	0.34	0.23				
Uniform Delay, d1	42.0	14.0			31.1	26.8	24.5	24.4	23.4				
Progression Factor	0.58	0.10			0.97	1.82	1.00	1.00	1.00				
Incremental Delay, d2	3.5	0.4			1.6	1.0	1.6	1.5	0.1				
Delay (s)	27.8	1.7			31.9	49.9	26.1	26.0	23.4				
Level of Service	C	A			C	D	C	C	C				
Approach Delay (s)		10.6			36.0			24.6			0.0		
Approach LOS		B			D			C			A		
Intersection Summary													
HCM 2000 Control Delay			25.4		HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.49										
Actuated Cycle Length (s)			110.0		Sum of lost time (s)				13.5				
Intersection Capacity Utilization			74.7%		ICU Level of Service				D				
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

10: Wilsonville Rd & Town Center Loop W

Existing 2019 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔	↕↔		↔	↕↔		↔	↕↔	↔
Traffic Volume (vph)	335	550	45	20	565	45	225	75	45	35	50	520
Future Volume (vph)	335	550	45	20	565	45	225	75	45	35	50	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.0	4.0	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95		*0.95	0.91		1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.96	0.95
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.97		1.00	0.88	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (prot)	3400	3492		1805	3436		1698	3263		1805	1506	1444
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (perm)	3400	3492		1805	3436		1698	3263		1805	1506	1444
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	360	591	48	22	608	48	242	81	48	38	54	559
RTOR Reduction (vph)	0	3	0	0	4	0	0	21	0	0	168	264
Lane Group Flow (vph)	360	636	0	22	652	0	123	227	0	38	143	38
Confl. Peds. (#/hr)	9		3	3			9	16				16
Confl. Bikes (#/hr)							2					
Heavy Vehicles (%)	3%	2%	2%	0%	4%	0%	1%	0%	0%	0%	0%	1%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases												4
Actuated Green, G (s)	16.5	62.6		3.0	49.1		13.1	13.1		13.8	13.8	13.8
Effective Green, g (s)	16.5	63.1		3.0	49.6		13.1	13.1		14.3	14.3	13.8
Actuated g/C Ratio	0.15	0.57		0.03	0.45		0.12	0.12		0.13	0.13	0.13
Clearance Time (s)	4.0	4.5		4.0	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.3		2.5	4.3		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	510	2003		49	1549		202	388		234	195	181
v/s Ratio Prot	c0.11	0.18		0.01	c0.19		c0.07	0.07		0.02	c0.10	
v/s Ratio Perm												0.03
v/c Ratio	0.71	0.32		0.45	0.42		0.61	0.58		0.16	0.73	0.21
Uniform Delay, d1	44.4	12.2		52.7	20.5		46.0	45.9		42.5	46.0	43.2
Progression Factor	1.01	0.65		0.90	1.48		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.9	0.4		4.6	0.8		4.3	1.9		0.2	12.6	0.4
Delay (s)	48.8	8.4		51.9	31.2		50.3	47.7		42.8	58.6	43.6
Level of Service	D	A		D	C		D	D		D	E	D
Approach Delay (s)		22.9			31.9			48.6			50.7	
Approach LOS		C			C			D			D	

Intersection Summary

HCM 2000 Control Delay	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

11: Wilsonville Rd & Town Center Loop E

Existing 2019 - PM
Wilsonville - Boeckman Road Dip Detour

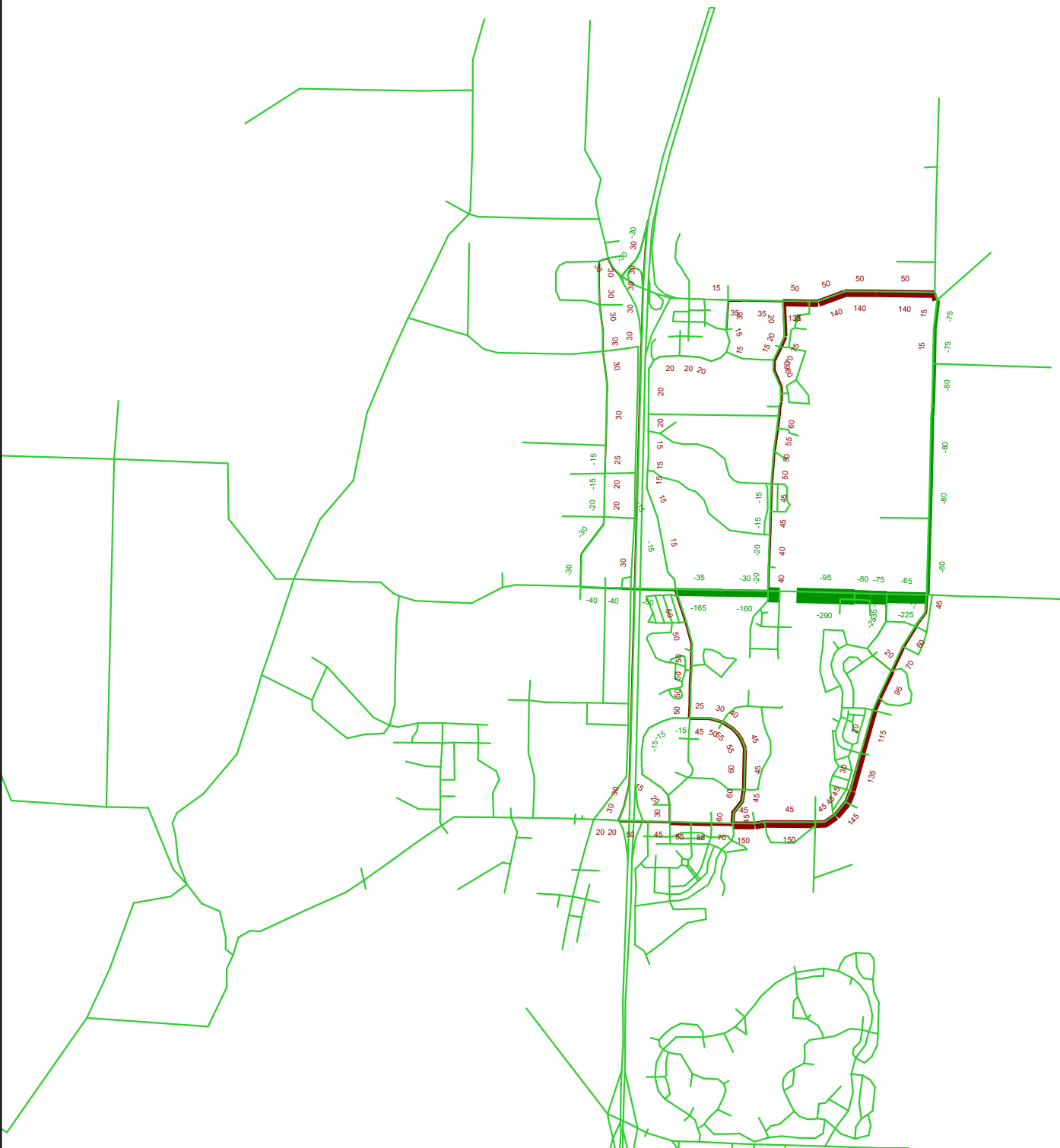


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	375	65	125	345	145	45	45	35	145	120	105
Future Volume (vph)	135	375	65	125	345	145	45	45	35	145	120	105
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5	4.0	4.5		4.0	4.0		4.0	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.99		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1750	1863	1553	1781	3355		1770	1709		1787	1900	1490
Flt Permitted	0.43	1.00	1.00	0.46	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	783	1863	1553	853	3355		1770	1709		1787	1900	1490
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	145	403	70	134	371	156	48	48	38	156	129	113
RTOR Reduction (vph)	0	0	29	0	26	0	0	35	0	0	0	97
Lane Group Flow (vph)	145	403	41	134	501	0	48	51	0	156	129	16
Confl. Peds. (#/hr)	3		8	8		3	7		6	6		7
Confl. Bikes (#/hr)			1			1						2
Heavy Vehicles (%)	3%	2%	0%	1%	2%	2%	2%	2%	3%	1%	0%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6								4
Actuated Green, G (s)	72.2	63.8	63.8	71.4	63.4		5.5	7.4		14.3	15.7	15.7
Effective Green, g (s)	72.2	63.8	63.8	71.4	63.4		5.5	7.4		14.3	15.7	15.7
Actuated g/C Ratio	0.66	0.58	0.58	0.65	0.58		0.05	0.07		0.13	0.14	0.14
Clearance Time (s)	4.0	4.5	4.5	4.0	4.5		4.0	4.0		4.0	4.5	4.5
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	587	1080	900	621	1933		88	114		232	271	212
v/s Ratio Prot	c0.02	c0.22		0.02	0.15		0.03	c0.03		c0.09	0.07	
v/s Ratio Perm	0.14		0.03	0.12								0.01
v/c Ratio	0.25	0.37	0.05	0.22	0.26		0.55	0.45		0.67	0.48	0.08
Uniform Delay, d1	7.2	12.4	10.0	7.7	11.6		51.0	49.3		45.6	43.4	40.9
Progression Factor	0.79	0.95	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2	1.0	0.1	0.1	0.3		5.4	2.1		6.8	1.0	0.1
Delay (s)	5.8	12.7	10.1	7.8	11.9		56.4	51.4		52.4	44.3	41.0
Level of Service	A	B	B	A	B		E	D		D	D	D
Approach Delay (s)		10.8			11.1			53.2			46.5	
Approach LOS		B			B			D			D	

Intersection Summary

HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Appendix C – Wilsonville Visum Small Community Model Plots



Wilsonville_2010_DKS_wClosure.ver

Boeckman Closure Versus Existing

Volume Difference

Base Year

Appendix D – Future 2021 Background HCM Reports

HCM Signalized Intersection Capacity Analysis
2: I-5 SB & Elligsen Rd

Future Baseline 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↘	↖	↗
Traffic Volume (vph)	0	1040	880	0	830	455	0	0	0	370	120	645
Future Volume (vph)	0	1040	880	0	830	455	0	0	0	370	120	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0				4.5	4.5	4.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.95	0.95	1.00
Frbp, ped/bikes		1.00	0.98		1.00	0.98				1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00				1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85				1.00	1.00	0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95	0.97	1.00
Satd. Flow (prot)		3471	1536		3438	1551				1649	1692	1482
Flt Permitted		1.00	1.00		1.00	1.00				0.95	0.97	1.00
Satd. Flow (perm)		3471	1536		3438	1551				1649	1692	1482
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1083	917	0	865	474	0	0	0	385	125	672
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	15
Lane Group Flow (vph)	0	1083	917	0	865	474	0	0	0	250	260	657
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	4%	3%	0%	5%	2%	0%	0%	0%	4%	4%	9%
Turn Type		NA	Free		NA	Free				Split	NA	custom
Protected Phases		2			6					4	4	5
Permitted Phases			Free			Free					4	4
Actuated Green, G (s)		75.8	105.0		39.8	105.0				19.7	19.7	51.2
Effective Green, g (s)		76.8	105.0		40.8	105.0				19.7	19.7	51.2
Actuated g/C Ratio		0.73	1.00		0.39	1.00				0.19	0.19	0.49
Clearance Time (s)		5.0			5.0					4.5	4.5	4.5
Vehicle Extension (s)		4.1			4.1					2.3	2.3	2.3
Lane Grp Cap (vph)		2538	1536		1335	1551				309	317	786
v/s Ratio Prot		0.31			0.25					0.15	0.15	c0.25
v/s Ratio Perm			c0.60			0.31						0.19
v/c Ratio		0.43	0.60		0.65	0.31				0.81	0.82	0.84
Uniform Delay, d1		5.5	0.0		26.2	0.0				40.8	40.9	23.3
Progression Factor		1.00	1.00		0.80	1.00				1.00	1.00	1.00
Incremental Delay, d2		0.2	1.7		2.3	0.5				13.9	15.0	7.5
Delay (s)		5.7	1.7		23.3	0.5				54.7	56.0	30.8
Level of Service		A	A		C	A				D	E	C
Approach Delay (s)		3.9			15.2			0.0			41.4	
Approach LOS		A			B			A			D	

Intersection Summary

HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: I-5 NB & Elligsen Rd

Future Baseline 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗	↖↗		↗			
Traffic Volume (vph)	0	770	640	0	900	780	385	0	265	0	0	0
Future Volume (vph)	0	770	640	0	900	780	385	0	265	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Lane Util. Factor		0.95	1.00		0.95	1.00	0.97		1.00			
Frbp, ped/bikes		1.00	0.97		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3505	1484		3539	1566	3242		1568			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3505	1484		3539	1566	3242		1568			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	828	688	0	968	839	414	0	285	0	0	0
RTOR Reduction (vph)	0	0	183	0	0	224	0	0	172	0	0	0
Lane Group Flow (vph)	0	828	505	0	968	615	414	0	113	0	0	0
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	3%	6%	0%	2%	1%	8%	0%	3%	0%	0%	0%
Turn Type		NA	Perm		NA	Perm	Perm		Perm			
Protected Phases		2			6							
Permitted Phases			2			6	8		8			
Actuated Green, G (s)		77.0	77.0		77.0	77.0	18.0		18.0			
Effective Green, g (s)		77.0	77.0		77.0	77.0	18.0		18.0			
Actuated g/C Ratio		0.73	0.73		0.73	0.73	0.17		0.17			
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Vehicle Extension (s)		4.1	4.1		4.1	4.1	2.3		2.3			
Lane Grp Cap (vph)		2570	1088		2595	1148	555		268			
v/s Ratio Prot		0.24			0.27							
v/s Ratio Perm			0.34			c0.39	c0.13		0.07			
v/c Ratio		0.32	0.46		0.37	0.54	0.75		0.42			
Uniform Delay, d1		4.9	5.7		5.1	6.2	41.3		38.8			
Progression Factor		1.35	5.38		0.74	7.54	1.00		1.00			
Incremental Delay, d2		0.3	1.3		0.4	1.5	5.0		0.6			
Delay (s)		6.9	31.7		4.2	47.9	46.3		39.5			
Level of Service		A	C		A	D	D		D			
Approach Delay (s)		18.1			24.5			43.5			0.0	
Approach LOS		B			C			D			A	
Intersection Summary												
HCM 2000 Control Delay			25.4				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)		10.0			
Intersection Capacity Utilization			52.5%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
4: Argyle Square Access/Parkway Ave & Elligsen Rd

Future Baseline 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗	↘	↖	↗↗↗		↖	↗	↘		↗	↘
Traffic Volume (vph)	60	495	480	80	905	35	495	25	50	70	20	280
Future Volume (vph)	60	495	480	80	905	35	495	25	50	70	20	280
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.0	5.0	4.5	5.0		5.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.96	1.00
Satd. Flow (prot)	1752	3471	1599	1752	5050		1698	1705	1583		1787	1584
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.96	1.00
Satd. Flow (perm)	1752	3471	1599	1752	5050		1698	1705	1583		1787	1584
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	66	544	527	88	995	38	544	27	55	77	22	308
RTOR Reduction (vph)	0	0	302	0	3	0	0	0	44	0	0	177
Lane Group Flow (vph)	66	544	225	88	1030	0	283	288	11	0	99	131
Confl. Peds. (#/hr)	3					3	2					
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	3%	4%	1%	3%	2%	3%	1%	4%	2%	3%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			2						8			7
Actuated Green, G (s)	6.6	44.8	44.8	7.6	45.8		21.7	21.7	21.7		11.4	11.4
Effective Green, g (s)	6.6	44.8	44.8	7.6	45.8		21.7	21.7	21.7		11.4	11.4
Actuated g/C Ratio	0.06	0.43	0.43	0.07	0.44		0.21	0.21	0.21		0.11	0.11
Clearance Time (s)	4.5	5.0	5.0	4.5	5.0		5.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0		1.0	1.0	1.0		1.0	1.0
Lane Grp Cap (vph)	110	1480	682	126	2202		350	352	327		194	171
v/s Ratio Prot	0.04	0.16		c0.05	c0.20		0.17	c0.17			0.06	
v/s Ratio Perm			0.14						0.01			c0.08
v/c Ratio	0.60	0.37	0.33	0.70	0.47		0.81	0.82	0.03		0.51	0.76
Uniform Delay, d1	47.9	20.5	20.1	47.6	21.0		39.7	39.8	33.3		44.2	45.5
Progression Factor	0.99	0.87	1.43	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.5	0.7	1.2	12.8	0.1		12.2	13.1	0.0		0.9	16.5
Delay (s)	53.0	18.5	29.9	60.3	21.0		51.9	52.8	33.3		45.1	62.0
Level of Service	D	B	C	E	C		D	D	C		D	E
Approach Delay (s)		25.8			24.1			50.7			57.9	
Approach LOS		C			C			D			E	

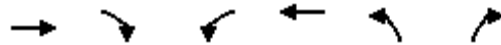
Intersection Summary

HCM 2000 Control Delay	33.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Canyon Creek Rd & Elligsen Rd

Future Baseline 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻	↻	↻
Traffic Volume (vph)	210	160	130	470	205	60
Future Volume (vph)	210	160	130	470	205	60
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	4.5
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1781		1805	1845	1805	1580
Flt Permitted	1.00		0.49	1.00	0.95	1.00
Satd. Flow (perm)	1781		927	1845	1805	1580
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	231	176	143	516	225	66
RTOR Reduction (vph)	46	0	0	0	0	49
Lane Group Flow (vph)	361	0	143	516	225	17
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	2			6		
Permitted Phases			6		8	8
Actuated Green, G (s)	29.9		29.9	29.9	13.3	13.3
Effective Green, g (s)	29.9		29.9	29.9	13.3	13.3
Actuated g/C Ratio	0.57		0.57	0.57	0.25	0.25
Clearance Time (s)	4.5		4.5	4.5	4.5	4.5
Vehicle Extension (s)	5.0		2.5	2.5	5.0	5.0
Lane Grp Cap (vph)	1020		530	1056	459	402
v/s Ratio Prot	0.20			c0.28		
v/s Ratio Perm			0.15		c0.12	0.01
v/c Ratio	0.35		0.27	0.49	0.49	0.04
Uniform Delay, d1	6.0		5.6	6.6	16.6	14.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		1.3	1.6	1.7	0.1
Delay (s)	6.9		6.9	8.2	18.3	14.7
Level of Service	A		A	A	B	B
Approach Delay (s)	6.9			7.9	17.5	
Approach LOS	A			A	B	

Intersection Summary

HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	52.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Int Delay, s/veh 257.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	180	270	185	560	675	335
Future Vol, veh/h	180	270	185	560	675	335
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	4	0	0	0	0	0
Mvmt Flow	182	273	187	566	682	338

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1794	854	1023	0	-	0
Stage 1	854	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Critical Hdwy	6.44	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 87	361	686	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 63	360	684	-	-	-
Mov Cap-2 Maneuver	~ 63	-	-	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	376	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, \$	1258.6	3	0
HCM LOS	F		
























Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	684	-	125	-	-
HCM Lane V/C Ratio	0.273	-	3.636	-	-
HCM Control Delay (s)	12.2	\$	1258.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	1.1	-	45	-	-

Notes

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

HCM Signalized Intersection Capacity Analysis
7: Boones Ferry Rd & Wilsonville Rd

Future Baseline 2021 - PM
Wilsonville - Boeckman Road Dip Detour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	30	695	115	345	510	185	180	105	370	425	200	60	
Future Volume (vph)	30	695	115	345	510	185	180	105	370	425	200	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0	4.0		5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		
Lane Util. Factor	1.00	0.91		0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00		
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.99	1.00	1.00		
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1736	4973		3467	3539	1405	1805	1863	1572	3400	1788		
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	1736	4973		3467	3539	1405	1805	1863	1572	3400	1788		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	32	732	121	363	537	195	189	111	389	447	211	63	
RTOR Reduction (vph)	0	21	0	0	0	84	0	0	51	0	11	0	
Lane Group Flow (vph)	32	832	0	363	537	111	189	111	338	447	263	0	
Confl. Peds. (#/hr)	6		2	2		6	1		5	5		1	
Confl. Bikes (#/hr)			1			2			1			2	
Heavy Vehicles (%)	4%	2%	1%	1%	2%	11%	0%	2%	2%	3%	2%	3%	
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	pm+ov	Split	NA		
Protected Phases	5	2		1	6		8	8	1	4	4		
Permitted Phases						6			8				
Actuated Green, G (s)	4.9	26.0		25.9	47.0	47.0	16.4	16.4	42.3	21.7	21.7		
Effective Green, g (s)	4.9	27.0		25.9	48.0	48.0	16.4	16.4	42.3	21.7	21.7		
Actuated g/C Ratio	0.04	0.25		0.24	0.44	0.44	0.15	0.15	0.38	0.20	0.20		
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Vehicle Extension (s)	2.5	0.5		2.5	4.3	4.3	2.5	2.5	2.5	2.5	2.5		
Lane Grp Cap (vph)	77	1220		816	1544	613	269	277	675	670	352		
v/s Ratio Prot	0.02	c0.17		0.10	0.15		c0.10	0.06	c0.12	0.13	c0.15		
v/s Ratio Perm						0.08			0.10				
v/c Ratio	0.42	0.68		0.44	0.35	0.18	0.70	0.40	0.50	0.67	0.75		
Uniform Delay, d1	51.2	37.6		35.9	20.6	19.0	44.5	42.4	25.8	40.8	41.6		
Progression Factor	1.00	1.00		0.58	1.33	2.34	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	2.6	3.1		0.3	0.6	0.6	7.5	0.7	0.4	2.3	7.9		
Delay (s)	53.8	40.7		21.0	28.0	45.1	52.0	43.0	26.2	43.1	49.5		
Level of Service	D	D		C	C	D	D	D	C	D	D		
Approach Delay (s)		41.2			28.7			36.0			45.5		
Approach LOS		D			C			D			D		
Intersection Summary													
HCM 2000 Control Delay			37.0									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.66										
Actuated Cycle Length (s)			110.0									Sum of lost time (s)	19.0
Intersection Capacity Utilization			72.7%									ICU Level of Service	C
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

8: I-5 SB & Wilsonville Rd

Future Baseline 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑	↑↑
Traffic Volume (vph)	0	785	705	480	965	0	0	0	0	75	0	105
Future Volume (vph)	0	785	705	480	965	0	0	0	0	75	0	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Lane Util. Factor		0.91	1.00	0.97	0.95					0.95	0.95	0.88
Frbp, ped/bikes		1.00	0.97	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		5085	1505	3433	3471					1698	1698	2733
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		5085	1505	3433	3471					1698	1698	2733
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	835	750	511	1027	0	0	0	0	80	0	112
RTOR Reduction (vph)	0	0	459	0	0	0	0	0	0	0	0	74
Lane Group Flow (vph)	0	835	291	511	1027	0	0	0	0	40	40	38
Confl. Peds. (#/hr)	10		9	9		10				4	4	
Confl. Bikes (#/hr)			4									
Heavy Vehicles (%)	0%	2%	4%	2%	4%	0%	0%	0%	0%	1%	0%	4%
Turn Type		NA	Perm	Prot	NA					Split	NA	custom
Protected Phases		2		1	6					7	7	4
Permitted Phases			2									
Actuated Green, G (s)		39.0	39.0	20.5	64.0					37.0	37.0	37.0
Effective Green, g (s)		39.0	39.0	20.5	64.0					37.0	37.0	37.0
Actuated g/C Ratio		0.35	0.35	0.19	0.58					0.34	0.34	0.34
Clearance Time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Vehicle Extension (s)		4.9	4.9	2.3	4.9					2.3	2.3	2.3
Lane Grp Cap (vph)		1802	533	639	2019					571	571	919
v/s Ratio Prot		0.16		c0.15	0.30					c0.02	0.02	0.01
v/s Ratio Perm			c0.19									
v/c Ratio		0.46	0.55	0.80	0.51					0.07	0.07	0.04
Uniform Delay, d1		27.4	28.4	42.8	13.7					24.8	24.8	24.6
Progression Factor		0.99	3.99	1.58	0.46					1.00	1.00	1.00
Incremental Delay, d2		0.7	3.3	8.0	0.8					0.2	0.2	0.0
Delay (s)		27.8	116.8	75.7	7.1					25.0	25.0	24.6
Level of Service		C	F	E	A					C	C	C
Approach Delay (s)		69.9			29.9			0.0			24.8	
Approach LOS		E			C			A			C	

Intersection Summary

HCM 2000 Control Delay	48.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9: I-5 NB & Wilsonville Rd

Future Baseline 2021 - PM
Wilsonville - Boeckman Road Dip Detour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	590	0	0	1050	305	395	5	500	0	0	0
Future Volume (vph)	270	590	0	0	1050	305	395	5	500	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.95	0.88			
Frbp, ped/bikes	1.00	1.00			1.00	0.97	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (prot)	3367	3539			5085	1545	1588	1596	2787			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (perm)	3367	3539			5085	1545	1588	1596	2787			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	284	621	0	0	1105	321	416	5	526	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	182	0	0	257	0	0	0
Lane Group Flow (vph)	284	621	0	0	1105	139	212	209	269	0	0	0
Confl. Peds. (#/hr)	11		8	8		11	1					1
Confl. Bikes (#/hr)						3						
Heavy Vehicles (%)	4%	2%	0%	0%	2%	1%	8%	0%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	custom			
Protected Phases	5	2			6		3	3	8			
Permitted Phases						6						
Actuated Green, G (s)	18.5	59.5			36.5	36.5	41.5	41.5	41.5			
Effective Green, g (s)	18.5	59.5			36.5	36.5	41.5	41.5	41.5			
Actuated g/C Ratio	0.17	0.54			0.33	0.33	0.38	0.38	0.38			
Clearance Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Vehicle Extension (s)	2.3	4.9			4.9	4.9	2.3	2.3	2.3			
Lane Grp Cap (vph)	566	1914			1687	512	599	602	1051			
v/s Ratio Prot	c0.08	0.18			c0.22		c0.13	0.13	0.10			
v/s Ratio Perm						0.09						
v/c Ratio	0.50	0.32			0.66	0.27	0.35	0.35	0.26			
Uniform Delay, d1	41.6	14.1			31.4	27.0	24.6	24.5	23.6			
Progression Factor	0.58	0.09			0.95	1.66	1.00	1.00	1.00			
Incremental Delay, d2	2.9	0.4			1.8	1.2	1.6	1.6	0.1			
Delay (s)	26.8	1.7			31.6	46.1	26.3	26.1	23.7			
Level of Service	C	A			C	D	C	C	C			
Approach Delay (s)		9.6			34.9			24.8			0.0	
Approach LOS		A			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			25.0				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)		13.5			
Intersection Capacity Utilization			74.5%				ICU Level of Service		D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
10: Wilsonville Rd & Town Center Loop W

Future Baseline 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔	↕↔		↔	↕↔		↔	↕↔	↔
Traffic Volume (vph)	345	575	45	20	585	45	230	75	45	35	50	540
Future Volume (vph)	345	575	45	20	585	45	230	75	45	35	50	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.0	4.0	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95		*0.95	0.91		1.00	0.95	0.95
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.96	0.95
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.97		1.00	0.88	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (prot)	3400	3494		1805	3437		1698	3263		1805	1505	1445
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (perm)	3400	3494		1805	3437		1698	3263		1805	1505	1445
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	371	618	48	22	629	48	247	81	48	38	54	581
RTOR Reduction (vph)	0	3	0	0	4	0	0	21	0	0	174	274
Lane Group Flow (vph)	371	663	0	22	673	0	126	229	0	38	147	40
Confl. Peds. (#/hr)	9		3	3			9	16				16
Confl. Bikes (#/hr)							2					
Heavy Vehicles (%)	3%	2%	2%	0%	4%	0%	1%	0%	0%	0%	0%	1%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases												4
Actuated Green, G (s)	16.9	62.3		3.0	48.4		13.2	13.2		14.0	14.0	14.0
Effective Green, g (s)	16.9	62.8		3.0	48.9		13.2	13.2		14.5	14.5	14.0
Actuated g/C Ratio	0.15	0.57		0.03	0.44		0.12	0.12		0.13	0.13	0.13
Clearance Time (s)	4.0	4.5		4.0	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.3		2.5	4.3		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	522	1994		49	1527		203	391		237	198	183
v/s Ratio Prot	c0.11	0.19		0.01	c0.20		c0.07	0.07		0.02	c0.10	
v/s Ratio Perm												0.03
v/c Ratio	0.71	0.33		0.45	0.44		0.62	0.59		0.16	0.74	0.22
Uniform Delay, d1	44.2	12.5		52.7	21.1		46.0	45.8		42.4	46.0	43.1
Progression Factor	1.00	0.66		0.89	1.44		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.0	0.4		4.6	0.9		5.0	1.9		0.2	13.4	0.4
Delay (s)	48.1	8.7		51.6	31.2		51.0	47.7		42.6	59.3	43.5
Level of Service	D	A		D	C		D	D		D	E	D
Approach Delay (s)		22.8			31.9			48.8			51.0	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 11: Wilsonville Rd & Town Center Loop E

Future Baseline 2021 - PM
 Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	395	65	125	360	150	45	45	35	150	120	110
Future Volume (vph)	140	395	65	125	360	150	45	45	35	150	120	110
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5	4.0	4.5		4.0	4.0		4.0	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	0.96	1.00	0.99		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1751	1863	1553	1781	3356		1770	1709		1787	1900	1490
Flt Permitted	0.41	1.00	1.00	0.44	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	760	1863	1553	821	3356		1770	1709		1787	1900	1490
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	151	425	70	134	387	161	48	48	38	161	129	118
RTOR Reduction (vph)	0	0	30	0	26	0	0	35	0	0	0	101
Lane Group Flow (vph)	151	425	40	134	522	0	48	51	0	161	129	17
Confl. Peds. (#/hr)	3		8	8		3	7		6	6		7
Confl. Bikes (#/hr)			1			1						2
Heavy Vehicles (%)	3%	2%	0%	1%	2%	2%	2%	2%	3%	1%	0%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6								4
Actuated Green, G (s)	72.0	63.5	63.5	71.0	63.0		5.5	7.4		14.6	16.0	16.0
Effective Green, g (s)	72.0	63.5	63.5	71.0	63.0		5.5	7.4		14.6	16.0	16.0
Actuated g/C Ratio	0.65	0.58	0.58	0.65	0.57		0.05	0.07		0.13	0.15	0.15
Clearance Time (s)	4.0	4.5	4.5	4.0	4.5		4.0	4.0		4.0	4.5	4.5
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	574	1075	896	599	1922		88	114		237	276	216
v/s Ratio Prot	c0.02	c0.23		0.02	0.16		0.03	c0.03		c0.09	0.07	
v/s Ratio Perm	0.15		0.03	0.13								0.01
v/c Ratio	0.26	0.40	0.05	0.22	0.27		0.55	0.45		0.68	0.47	0.08
Uniform Delay, d1	7.3	12.7	10.1	7.9	11.9		51.0	49.3		45.5	43.1	40.6
Progression Factor	0.77	0.95	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2	1.1	0.1	0.1	0.3		5.4	2.1		6.9	0.9	0.1
Delay (s)	5.8	13.2	10.2	8.1	12.2		56.4	51.4		52.3	44.0	40.7
Level of Service	A	B	B	A	B		E	D		D	D	D
Approach Delay (s)		11.1			11.4			53.2			46.3	
Approach LOS		B			B			D			D	

Intersection Summary		
HCM 2000 Control Delay	21.9	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.43	
Actuated Cycle Length (s)	110.0	Sum of lost time (s) 17.0
Intersection Capacity Utilization	56.8%	ICU Level of Service B
Analysis Period (min)	15	
c Critical Lane Group		

Appendix E – Future 2021 Background + Boeckman Road Traffic Detour HCM Reports

HCM Signalized Intersection Capacity Analysis
1: 95th Ave & Boones Ferry Rd

Future Detour 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↖↖	↖	↖		↖↖	↖↖		↖	↖↖	↖
Traffic Volume (vph)	195	5	905	60	20	5	665	835	5	10	1030	165
Future Volume (vph)	195	5	905	60	20	5	665	835	5	10	1030	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor		1.00	0.88	1.00	1.00		0.97	0.95		1.00	0.95	1.00
Frbp, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	0.99	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1743	2726	1795	1695		3183	3464		1621	3539	1553
Flt Permitted		0.71	1.00	0.46	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1302	2726	875	1695		3183	3464		1621	3539	1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	205	5	953	63	21	5	700	879	5	11	1084	174
RTOR Reduction (vph)	0	0	12	0	4	0	0	0	0	0	0	86
Lane Group Flow (vph)	0	210	941	63	22	0	700	884	0	11	1084	88
Confl. Peds. (#/hr)			7	7					4	4		
Confl. Bikes (#/hr)			1						3			
Heavy Vehicles (%)	4%	0%	3%	0%	11%	0%	10%	4%	25%	11%	2%	4%
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		8	1		4		1	6		5	2	
Permitted Phases	8		8	4								2
Actuated Green, G (s)		19.2	43.9	19.2	19.2		24.7	60.0		0.8	36.1	36.1
Effective Green, g (s)		19.2	43.9	19.2	19.2		24.7	60.0		0.8	36.1	36.1
Actuated g/C Ratio		0.20	0.46	0.20	0.20		0.26	0.63		0.01	0.38	0.38
Clearance Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)		2.5	3.0	2.5	2.5		3.0	5.0		2.3	3.0	3.0
Lane Grp Cap (vph)		263	1403	176	342		827	2187		13	1344	590
v/s Ratio Prot			c0.17		0.01		c0.22	0.26		0.01	c0.31	
v/s Ratio Perm		c0.16	0.17	0.07								0.06
v/c Ratio		0.80	0.67	0.36	0.06		0.85	0.40		0.85	0.81	0.15
Uniform Delay, d1		36.1	19.9	32.6	30.6		33.4	8.7		47.0	26.3	19.4
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		15.0	1.3	0.9	0.1		8.0	0.6		163.8	5.3	0.5
Delay (s)		51.0	21.2	33.5	30.7		41.4	9.2		210.8	31.6	19.9
Level of Service		D	C	C	C		D	A		F	C	B
Approach Delay (s)		26.6			32.7			23.4			31.5	
Approach LOS		C			C			C			C	

Intersection Summary		
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.83	C
Actuated Cycle Length (s)	95.0	Sum of lost time (s)
Intersection Capacity Utilization	77.7%	15.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		D

HCM Signalized Intersection Capacity Analysis

2: I-5 SB & Elligsen Rd

Future Detour 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↘	↖	↗
Traffic Volume (vph)	0	1110	885	0	860	455	0	0	0	360	120	645
Future Volume (vph)	0	1110	885	0	860	455	0	0	0	360	120	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0				4.5	4.5	4.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.95	0.95	1.00
Frbp, ped/bikes		1.00	0.98		1.00	0.98				1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00				1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85				1.00	1.00	0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95	0.98	1.00
Satd. Flow (prot)		3471	1536		3438	1551				1649	1693	1482
Flt Permitted		1.00	1.00		1.00	1.00				0.95	0.98	1.00
Satd. Flow (perm)		3471	1536		3438	1551				1649	1693	1482
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1156	922	0	896	474	0	0	0	375	125	672
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	13
Lane Group Flow (vph)	0	1156	922	0	896	474	0	0	0	247	253	659
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	4%	3%	0%	5%	2%	0%	0%	0%	4%	4%	9%
Turn Type		NA	Free		NA	Free				Split	NA	custom
Protected Phases		2			6					4	4	5
Permitted Phases			Free			Free					4	4
Actuated Green, G (s)		76.1	105.0		39.3	105.0				19.4	19.4	51.7
Effective Green, g (s)		77.1	105.0		40.3	105.0				19.4	19.4	51.7
Actuated g/C Ratio		0.73	1.00		0.38	1.00				0.18	0.18	0.49
Clearance Time (s)		5.0			5.0					4.5	4.5	4.5
Vehicle Extension (s)		4.1			4.1					2.3	2.3	2.3
Lane Grp Cap (vph)		2548	1536		1319	1551				304	312	793
v/s Ratio Prot		0.33			c0.26					0.15	0.15	c0.26
v/s Ratio Perm			0.60			0.31						0.19
v/c Ratio		0.45	0.60		0.68	0.31				0.81	0.81	0.83
Uniform Delay, d1		5.6	0.0		27.0	0.0				41.1	41.0	22.9
Progression Factor		1.00	1.00		0.83	1.00				1.00	1.00	1.00
Incremental Delay, d2		0.2	1.7		2.6	0.5				14.6	14.2	7.2
Delay (s)		5.7	1.7		24.9	0.5				55.7	55.2	30.1
Level of Service		A	A		C	A				E	E	C
Approach Delay (s)		4.0			16.4			0.0			40.9	
Approach LOS		A			B			A			D	

Intersection Summary

HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: I-5 NB & Elligsen Rd

Future Detour 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗	↗↗		↗			
Traffic Volume (vph)	0	830	640	0	930	780	385	0	265	0	0	0
Future Volume (vph)	0	830	640	0	930	780	385	0	265	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Lane Util. Factor		0.95	1.00		0.95	1.00	0.97		1.00			
Frbp, ped/bikes		1.00	0.97		1.00	0.98	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00		1.00			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3505	1484		3539	1566	3242		1568			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3505	1484		3539	1566	3242		1568			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	892	688	0	1000	839	414	0	285	0	0	0
RTOR Reduction (vph)	0	0	183	0	0	224	0	0	151	0	0	0
Lane Group Flow (vph)	0	892	505	0	1000	615	414	0	134	0	0	0
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	3%	6%	0%	2%	1%	8%	0%	3%	0%	0%	0%
Turn Type		NA	Perm		NA	Perm	Perm		Perm			
Protected Phases		2			6							
Permitted Phases			2			6	8		8			
Actuated Green, G (s)		77.0	77.0		77.0	77.0	18.0		18.0			
Effective Green, g (s)		77.0	77.0		77.0	77.0	18.0		18.0			
Actuated g/C Ratio		0.73	0.73		0.73	0.73	0.17		0.17			
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Vehicle Extension (s)		4.1	4.1		4.1	4.1	2.3		2.3			
Lane Grp Cap (vph)		2570	1088		2595	1148	555		268			
v/s Ratio Prot		0.25			0.28							
v/s Ratio Perm			0.34			c0.39	c0.13		0.09			
v/c Ratio		0.35	0.46		0.39	0.54	0.75		0.50			
Uniform Delay, d1		5.0	5.7		5.2	6.2	41.3		39.4			
Progression Factor		1.32	5.14		0.72	7.25	1.00		1.00			
Incremental Delay, d2		0.3	1.3		0.4	1.5	5.0		0.9			
Delay (s)		7.0	30.3		4.1	46.1	46.3		40.3			
Level of Service		A	C		A	D	D		D			
Approach Delay (s)		17.1			23.3			43.9			0.0	
Approach LOS		B			C			D			A	
Intersection Summary												
HCM 2000 Control Delay			24.4				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)		10.0			
Intersection Capacity Utilization			52.5%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Argyle Square Access/Parkway Ave & Elligsen Rd

Future Detour 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	555	480	80	935	35	495	25	55	70	20	280
Future Volume (vph)	60	555	480	80	935	35	495	25	55	70	20	280
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.0	5.0	4.5	5.0		5.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.96	1.00
Satd. Flow (prot)	1752	3471	1599	1752	5051		1698	1705	1583		1787	1584
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.96	1.00
Satd. Flow (perm)	1752	3471	1599	1752	5051		1698	1705	1583		1787	1584
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	66	610	527	88	1027	38	544	27	60	77	22	308
RTOR Reduction (vph)	0	0	303	0	3	0	0	0	48	0	0	176
Lane Group Flow (vph)	66	610	224	88	1062	0	283	288	12	0	99	132
Confl. Peds. (#/hr)	3					3	2					
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	3%	4%	1%	3%	2%	3%	1%	4%	2%	3%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			2						8			7
Actuated Green, G (s)	6.6	44.7	44.7	7.6	45.7		21.7	21.7	21.7		11.5	11.5
Effective Green, g (s)	6.6	44.7	44.7	7.6	45.7		21.7	21.7	21.7		11.5	11.5
Actuated g/C Ratio	0.06	0.43	0.43	0.07	0.44		0.21	0.21	0.21		0.11	0.11
Clearance Time (s)	4.5	5.0	5.0	4.5	5.0		5.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0		1.0	1.0	1.0		1.0	1.0
Lane Grp Cap (vph)	110	1477	680	126	2198		350	352	327		195	173
v/s Ratio Prot	0.04	0.18		c0.05	c0.21		0.17	c0.17			0.06	
v/s Ratio Perm			0.14						0.01			c0.08
v/c Ratio	0.60	0.41	0.33	0.70	0.48		0.81	0.82	0.04		0.51	0.76
Uniform Delay, d1	47.9	21.0	20.1	47.6	21.2		39.7	39.8	33.3		44.1	45.4
Progression Factor	1.03	0.86	1.29	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.4	0.8	1.2	12.8	0.1		12.2	13.1	0.0		0.8	16.1
Delay (s)	54.7	18.8	27.2	60.3	21.3		51.9	52.8	33.3		44.8	61.6
Level of Service	D	B	C	E	C		D	D	C		D	E
Approach Delay (s)		24.5			24.2			50.5			57.5	
Approach LOS		C			C			D			E	

Intersection Summary

HCM 2000 Control Delay	33.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Canyon Creek Rd & Elligsen Rd

Future Detour 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (vph)	385	130	250	575	195	195
Future Volume (vph)	385	130	250	575	195	195
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	4.5
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1831		1805	1845	1805	1580
Flt Permitted	1.00		0.37	1.00	0.95	1.00
Satd. Flow (perm)	1831		694	1845	1805	1580
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	423	143	275	632	214	214
RTOR Reduction (vph)	21	0	0	0	0	159
Lane Group Flow (vph)	545	0	275	632	214	55
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	2			6		
Permitted Phases			6		8	8
Actuated Green, G (s)	29.6		29.6	29.6	13.2	13.2
Effective Green, g (s)	29.6		29.6	29.6	13.2	13.2
Actuated g/C Ratio	0.57		0.57	0.57	0.25	0.25
Clearance Time (s)	4.5		4.5	4.5	4.5	4.5
Vehicle Extension (s)	5.0		2.5	2.5	5.0	5.0
Lane Grp Cap (vph)	1046		396	1054	459	402
v/s Ratio Prot	0.30			0.34		
v/s Ratio Perm			c0.40		c0.12	0.03
v/c Ratio	0.52		0.69	0.60	0.47	0.14
Uniform Delay, d1	6.8		7.9	7.2	16.3	14.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9		9.7	2.5	1.6	0.3
Delay (s)	8.6		17.5	9.8	17.9	15.2
Level of Service	A		B	A	B	B
Approach Delay (s)	8.6			12.1	16.6	
Approach LOS	A			B	B	

Intersection Summary

HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	51.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Int Delay, s/veh 1440.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	220	540	395	520	660	345
Future Vol, veh/h	220	540	395	520	660	345
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	4	0	0	0	0	0
Mvmt Flow	222	545	399	525	667	348

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2167	844	1018	0	-	0
Stage 1	844	-	-	-	-	-
Stage 2	1323	-	-	-	-	-
Critical Hdwy	6.44	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 51	~ 366	689	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 21	~ 365	687	-	-	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-	-
Stage 1	~ 175	-	-	-	-	-
Stage 2	246	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, \$	5069.6	7.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	687	-	64	-	-
HCM Lane V/C Ratio	0.581	-	11.995	-	-
HCM Control Delay (s)	17.2	\$	5069.6	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	3.8	-	91.1	-	-

Notes

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

HCM Signalized Intersection Capacity Analysis

7: Boones Ferry Rd & Wilsonville Rd

Future Detour 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	750	115	345	550	200	180	105	370	445	200	60
Future Volume (vph)	30	750	115	345	550	200	180	105	370	445	200	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	4.0		5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.91		0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	4980		3467	3539	1405	1805	1863	1572	3400	1788	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	4980		3467	3539	1405	1805	1863	1572	3400	1788	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	789	121	363	579	211	189	111	389	468	211	63
RTOR Reduction (vph)	0	19	0	0	0	85	0	0	45	0	11	0
Lane Group Flow (vph)	32	891	0	363	579	126	189	111	344	468	263	0
Confl. Peds. (#/hr)	6		2	2		6	1		5	5		1
Confl. Bikes (#/hr)			1			2			1			2
Heavy Vehicles (%)	4%	2%	1%	1%	2%	11%	0%	2%	2%	3%	2%	3%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases						6			8			
Actuated Green, G (s)	4.9	26.1		25.7	46.9	46.9	16.4	16.4	42.1	21.8	21.8	
Effective Green, g (s)	4.9	27.1		25.7	47.9	47.9	16.4	16.4	42.1	21.8	21.8	
Actuated g/C Ratio	0.04	0.25		0.23	0.44	0.44	0.15	0.15	0.38	0.20	0.20	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.5	0.5		2.5	4.3	4.3	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	77	1226		810	1541	611	269	277	673	673	354	
v/s Ratio Prot	0.02	c0.18		0.10	0.16		c0.10	0.06	c0.12	0.14	c0.15	
v/s Ratio Perm						0.09			0.10			
v/c Ratio	0.42	0.73		0.45	0.38	0.21	0.70	0.40	0.51	0.70	0.74	
Uniform Delay, d1	51.2	38.1		36.1	21.0	19.3	44.5	42.4	26.1	41.0	41.5	
Progression Factor	1.00	1.00		0.57	1.32	2.15	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.6	3.8		0.3	0.6	0.7	7.5	0.7	0.5	2.9	7.7	
Delay (s)	53.8	41.8		20.7	28.3	42.2	52.0	43.0	26.5	43.9	49.2	
Level of Service	D	D		C	C	D	D	D	C	D	D	
Approach Delay (s)		42.2			28.5			36.2			45.9	
Approach LOS		D			C			D			D	

Intersection Summary

HCM 2000 Control Delay	37.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
8: I-5 SB & Wilsonville Rd

Future Detour 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑↑	↑↑					↑	↑	↑↑
Traffic Volume (vph)	0	865	700	485	1020	0	0	0	0	90	0	105
Future Volume (vph)	0	865	700	485	1020	0	0	0	0	90	0	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Lane Util. Factor		0.91	1.00	0.97	0.95					0.95	0.95	0.88
Frbp, ped/bikes		1.00	0.97	1.00	1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		5085	1505	3433	3471					1698	1698	2733
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		5085	1505	3433	3471					1698	1698	2733
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	920	745	516	1085	0	0	0	0	96	0	112
RTOR Reduction (vph)	0	0	459	0	0	0	0	0	0	0	0	74
Lane Group Flow (vph)	0	920	286	516	1085	0	0	0	0	48	48	38
Confl. Peds. (#/hr)	10		9	9		10				4	4	
Confl. Bikes (#/hr)			4									
Heavy Vehicles (%)	0%	2%	4%	2%	4%	0%	0%	0%	0%	1%	0%	4%
Turn Type		NA	Perm	Prot	NA					Split	NA	custom
Protected Phases		2		1	6					7	7	4
Permitted Phases			2									
Actuated Green, G (s)		39.0	39.0	20.5	64.0					37.0	37.0	37.0
Effective Green, g (s)		39.0	39.0	20.5	64.0					37.0	37.0	37.0
Actuated g/C Ratio		0.35	0.35	0.19	0.58					0.34	0.34	0.34
Clearance Time (s)		4.5	4.5	4.5	4.5					4.5	4.5	4.5
Vehicle Extension (s)		4.9	4.9	2.3	4.9					2.3	2.3	2.3
Lane Grp Cap (vph)		1802	533	639	2019					571	571	919
v/s Ratio Prot		0.18		c0.15	c0.31					c0.03	0.03	0.01
v/s Ratio Perm			0.19									
v/c Ratio		0.51	0.54	0.81	0.54					0.08	0.08	0.04
Uniform Delay, d1		28.0	28.3	42.9	14.0					24.9	24.9	24.6
Progression Factor		0.98	4.12	1.57	0.44					1.00	1.00	1.00
Incremental Delay, d2		0.8	3.1	7.9	0.9					0.3	0.3	0.0
Delay (s)		28.2	119.5	75.4	7.0					25.2	25.2	24.6
Level of Service		C	F	E	A					C	C	C
Approach Delay (s)		69.1			29.0			0.0			24.9	
Approach LOS		E			C			A			C	

Intersection Summary

HCM 2000 Control Delay	48.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9: I-5 NB & Wilsonville Rd

Future Detour 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↑↑			↑↑↑	↗	↘	↖	↗↘			
Traffic Volume (vph)	270	685	0	0	1110	305	395	5	500	0	0	0
Future Volume (vph)	270	685	0	0	1110	305	395	5	500	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lane Util. Factor	0.97	0.95			0.91	1.00	0.95	0.95	0.88			
Frbp, ped/bikes	1.00	1.00			1.00	0.97	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (prot)	3367	3539			5085	1545	1588	1596	2787			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.95	1.00			
Satd. Flow (perm)	3367	3539			5085	1545	1588	1596	2787			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	284	721	0	0	1168	321	416	5	526	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	172	0	0	201	0	0	0
Lane Group Flow (vph)	284	721	0	0	1168	149	212	209	325	0	0	0
Confl. Peds. (#/hr)	11		8	8		11	1					1
Confl. Bikes (#/hr)						3						
Heavy Vehicles (%)	4%	2%	0%	0%	2%	1%	8%	0%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Split	NA	custom			
Protected Phases	5	2			6		3	3	8			
Permitted Phases						6						
Actuated Green, G (s)	18.5	59.5			36.5	36.5	41.5	41.5	41.5			
Effective Green, g (s)	18.5	59.5			36.5	36.5	41.5	41.5	41.5			
Actuated g/C Ratio	0.17	0.54			0.33	0.33	0.38	0.38	0.38			
Clearance Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Vehicle Extension (s)	2.3	4.9			4.9	4.9	2.3	2.3	2.3			
Lane Grp Cap (vph)	566	1914			1687	512	599	602	1051			
v/s Ratio Prot	c0.08	0.20			c0.23		c0.13	0.13	0.12			
v/s Ratio Perm						0.10						
v/c Ratio	0.50	0.38			0.69	0.29	0.35	0.35	0.31			
Uniform Delay, d1	41.6	14.6			31.9	27.2	24.6	24.5	24.2			
Progression Factor	0.56	0.10			0.93	1.42	1.00	1.00	1.00			
Incremental Delay, d2	2.8	0.5			2.0	1.2	1.6	1.6	0.1			
Delay (s)	26.0	1.9			31.8	39.9	26.3	26.1	24.2			
Level of Service	C	A			C	D	C	C	C			
Approach Delay (s)		8.7			33.6			25.1			0.0	
Approach LOS		A			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			24.0				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)		13.5			
Intersection Capacity Utilization			74.4%				ICU Level of Service		D			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
10: Wilsonville Rd & Town Center Loop W

Future Detour 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔	↕↔		↔	↕↔		↔	↕↔	↔
Traffic Volume (vph)	345	670	45	20	645	60	230	75	45	85	50	540
Future Volume (vph)	345	670	45	20	645	60	230	75	45	85	50	540
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.0	4.0	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95		*0.95	0.91		1.00	0.95	0.95
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.96	0.95
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.97		1.00	0.88	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (prot)	3400	3500		1805	3430		1698	3263		1805	1506	1446
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.98		0.95	1.00	1.00
Satd. Flow (perm)	3400	3500		1805	3430		1698	3263		1805	1506	1446
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	371	720	48	22	694	65	247	81	48	91	54	581
RTOR Reduction (vph)	0	3	0	0	5	0	0	21	0	0	173	273
Lane Group Flow (vph)	371	765	0	22	754	0	126	229	0	91	148	41
Confl. Peds. (#/hr)	9		3	3			9	16				16
Confl. Bikes (#/hr)							2					
Heavy Vehicles (%)	3%	2%	2%	0%	4%	0%	1%	0%	0%	0%	0%	1%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases												4
Actuated Green, G (s)	16.9	62.0		3.0	48.1		13.2	13.2		14.3	14.3	14.3
Effective Green, g (s)	16.9	62.5		3.0	48.6		13.2	13.2		14.8	14.8	14.3
Actuated g/C Ratio	0.15	0.57		0.03	0.44		0.12	0.12		0.13	0.13	0.13
Clearance Time (s)	4.0	4.5		4.0	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	2.5	4.3		2.5	4.3		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	522	1988		49	1515		203	391		242	202	187
v/s Ratio Prot	c0.11	0.22		0.01	c0.22		c0.07	0.07		0.05	c0.10	
v/s Ratio Perm												0.03
v/c Ratio	0.71	0.38		0.45	0.50		0.62	0.59		0.38	0.73	0.22
Uniform Delay, d1	44.2	13.1		52.7	22.0		46.0	45.8		43.4	45.7	42.8
Progression Factor	0.98	0.62		0.89	1.18		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.0	0.5		4.6	1.2		5.0	1.9		0.7	12.1	0.4
Delay (s)	47.2	8.7		51.4	27.0		51.0	47.7		44.1	57.8	43.3
Level of Service	D	A		D	C		D	D		D	E	D
Approach Delay (s)		21.2			27.7			48.8			49.8	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	33.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		
c	Critical Lane Group		

HCM Signalized Intersection Capacity Analysis
 11: Wilsonville Rd & Town Center Loop E

Future Detour 2021 - PM
 Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	540	65	125	440	285	45	45	35	225	120	110
Future Volume (vph)	140	540	65	125	440	285	45	45	35	225	120	110
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5	4.5	4.0	4.5		4.0	4.0		4.0	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.99		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1863	1553	1785	3295		1770	1709		1787	1900	1491
Flt Permitted	0.28	1.00	1.00	0.27	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	523	1863	1553	507	3295		1770	1709		1787	1900	1491
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	151	581	70	134	473	306	48	48	38	242	129	118
RTOR Reduction (vph)	0	0	35	0	70	0	0	35	0	0	0	93
Lane Group Flow (vph)	151	581	35	134	709	0	48	51	0	242	129	25
Confl. Peds. (#/hr)	3		8	8		3	7		6	6		7
Confl. Bikes (#/hr)			1			1						2
Heavy Vehicles (%)	3%	2%	0%	1%	2%	2%	2%	2%	3%	1%	0%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6								4
Actuated Green, G (s)	64.3	55.2	55.2	64.9	55.5		5.5	7.4		21.5	22.9	22.9
Effective Green, g (s)	64.3	55.2	55.2	64.9	55.5		5.5	7.4		21.5	22.9	22.9
Actuated g/C Ratio	0.58	0.50	0.50	0.59	0.50		0.05	0.07		0.20	0.21	0.21
Clearance Time (s)	4.0	4.5	4.5	4.0	4.5		4.0	4.0		4.0	4.5	4.5
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	407	934	779	408	1662		88	114		349	395	310
v/s Ratio Prot	c0.03	c0.31		0.03	0.22		0.03	c0.03		c0.14	0.07	
v/s Ratio Perm	0.19		0.02	0.17								0.02
v/c Ratio	0.37	0.62	0.05	0.33	0.43		0.55	0.45		0.69	0.33	0.08
Uniform Delay, d1	11.1	19.8	14.0	12.6	17.2		51.0	49.3		41.2	37.0	35.1
Progression Factor	0.71	1.01	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	3.1	0.1	0.3	0.8		5.4	2.1		5.4	0.4	0.1
Delay (s)	8.3	23.2	14.1	12.9	18.0		56.4	51.4		46.6	37.4	35.1
Level of Service	A	C	B	B	B		E	D		D	D	D
Approach Delay (s)		19.6			17.3			53.2			41.4	
Approach LOS		B			B			D			D	

Intersection Summary		
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.60	
Actuated Cycle Length (s)	110.0	Sum of lost time (s) 17.0
Intersection Capacity Utilization	66.9%	ICU Level of Service C
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis

6: Stafford Rd & 65th Ave

Future With Temp Signal 2021 - PM
Wilsonville - Boeckman Road Dip Detour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	220	540	395	520	660	345
Future Volume (vph)	220	540	395	520	660	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.98	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.95	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1736	1579	1805	1900	1798	
Flt Permitted	0.95	1.00	0.07	1.00	1.00	
Satd. Flow (perm)	1736	1579	131	1900	1798	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	222	545	399	525	667	348
RTOR Reduction (vph)	0	367	0	0	19	0
Lane Group Flow (vph)	222	178	399	525	996	0
Confl. Peds. (#/hr)			3			3
Confl. Bikes (#/hr)		1				
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	15.2	15.2	76.0	76.0	54.0	
Effective Green, g (s)	15.2	15.2	76.0	76.0	54.0	
Actuated g/C Ratio	0.15	0.15	0.77	0.77	0.54	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	266	241	404	1455	978	
v/s Ratio Prot	c0.13		c0.18	0.28	0.55	
v/s Ratio Perm		0.11	c0.58			
v/c Ratio	0.83	0.74	0.99	0.36	1.02	
Uniform Delay, d1	40.8	40.1	33.9	3.7	22.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	19.7	11.5	41.1	0.2	33.6	
Delay (s)	60.4	51.6	75.0	3.9	56.2	
Level of Service	E	D	E	A	E	
Approach Delay (s)	54.2			34.6	56.2	
Approach LOS	D			C	E	

Intersection Summary

HCM 2000 Control Delay	48.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	99.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			