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Hedges Creek Industrial Transportation Impact Study Tualatin, Oregon

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Executive Summary

1. The proposed Hedges Creek Industrial project will include the construction of three industrial buildings, totaling approximately 442,035 square feet, where approximately 40 percent of the development will consist of manufacturing land uses while the remaining 60 percent will consist of warehousing space. The site is located at 11345 SW Herman Road (lot 2S122D000550) where the development will access the transportation system via four driveways along SW Myslony Street.
2. The trip generation calculations show that the proposed use is projected to generate a total of 165 morning peak hour trips, 179 evening peak hour trips, and 1,294 average weekday trips. Of these trips, the proposed use is projected to generate 10 morning peak hour truck trips, 13 evening peak hour truck trips, and 240 average weekday truck trips.
3. Based on a review of the most recent five years of available crash data, the study intersections of SW Tualatin-Sherwood Road at SW 124th Avenue and SW Tualatin-Sherwood Road at SW 112th Avenue were identified to have crash rates in excess of 1.00 CMEV. Upon closer inspection, the predominate crash type reported at both intersections were rear-end collisions that occurred along the SW Tualatin-Sherwood Road intersection approaches. Washington County is planning to widen SW Tualatin-Sherwood Road, which will add capacity to these intersection approaches and subsequently reduce the number of future recurring rear-end collisions at each intersection. No additional mitigation is necessary or recommended at these intersections and all other study intersections are expected to operate safely based on the available crash data.
4. Adequate intersection sight distances are available at the two westernmost site access intersections (i.e. Intersections 2 and 4) to allow safe and efficient operation along SW Myslony Street. Accordingly, no sight distance related mitigation is necessary or recommended at these two access intersections. Once the extension of SW Myslony Street along the rest of the site frontage has been completed, the two easternmost site access intersections (Intersections 5 and 6) should be designed in a manner to safely accommodate vehicles turning to and from these accesses.
5. Left-turn lane warrants are not projected to be met for the applicable site access intersections along SW Myslony Street under any analysis scenario through year 2024, regardless of whether or not the proposed development is constructed.
6. Traffic signal warrants are met at the intersection of SW Myslony Street at SW 124th Avenue under existing year conditions. As part of a 2018 Tualatin Bond Issue for the SW Myslony Street extension project, the intersection of SW Myslony Street at SW 124th Avenue was approved and currently planned for installation of a traffic signal. Therefore, no mitigation as part of the proposed development is necessary. Traffic signal warrants are not projected to be met at the intersection of SW Myslony Street at SW 112th Avenue under any of the analysis scenarios.
7. All study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2024 site buildout year.

Project Description

Introduction

The proposed Hedges Creek Industrial project will include the construction of three industrial buildings, totaling approximately 442,035 square feet, where approximately 40 percent of the development will consist of manufacturing land uses while the remaining 60 percent will consist of warehousing space. The site is located at 11345 SW Herman Road (lot 2S122D000550) where the development will access the transportation system via four driveways along SW Myslony Street.

Based on correspondence with City of Tualatin staff and their transportation consultant, the report conducts safety and capacity/level of service analyses at the following intersections during the morning and evening peak hours:

1. SW Myslony Street at SW 124th Avenue;
2. West Truck Access at SW Myslony Street;
3. SW Myslony Street at SW 112th Avenue;
4. West General Access at SW Myslony Street;
5. East Truck Access at SW Myslony Street;
6. East General Access at SW Myslony Street;
7. SW Tualatin-Sherwood Road at SW 124th Avenue; and
8. SW Tualatin-Sherwood Road at SW 112th Avenue.

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses, and to determine any mitigation that may be necessary to do so. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations is included in the appendix to this report.

Location Description

The site is located north of SW Myslony Street and east of SW 118th Avenue in Tualatin, Oregon. The subject site is located within a predominately industrial area of the City, with industrial uses and undeveloped land surrounding the site in all directions.

The project site includes the southern portion of tax lot 550, where the net site area encompasses an approximate 19.6 acres. The project site is currently undeveloped but following buildout of the proposed development the site will take access to Myslony Street via four driveways.

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow and tax lot 550 outlined in red.

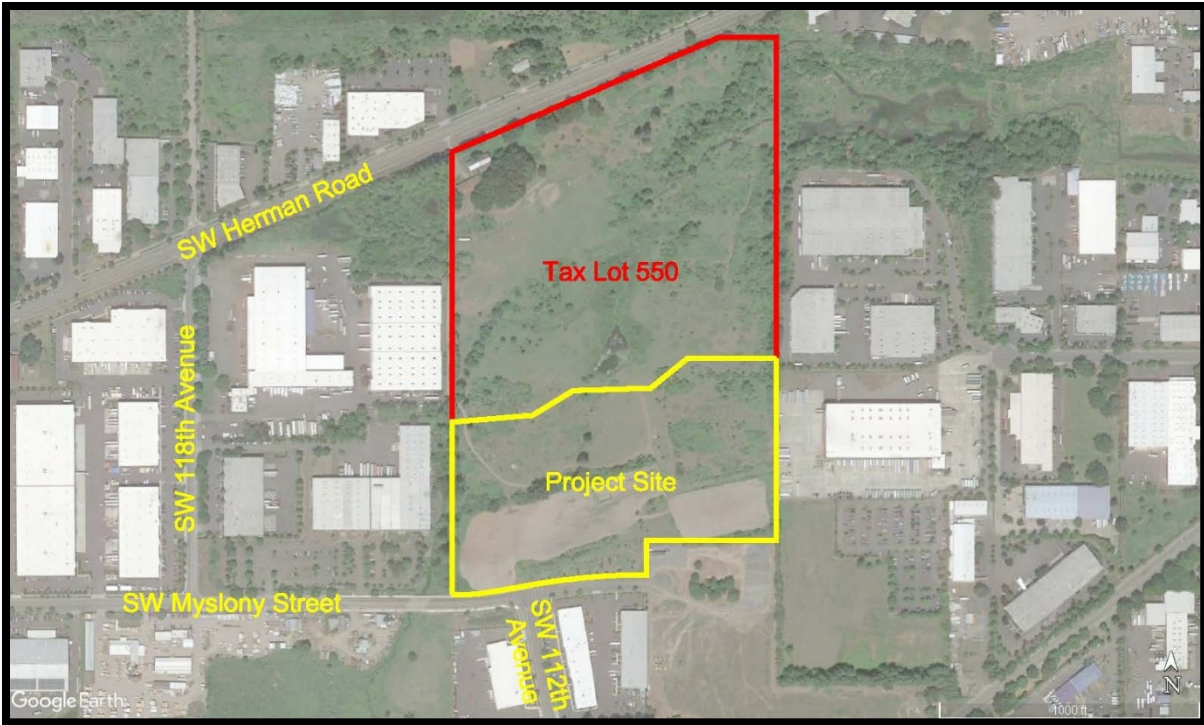


Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Vicinity Streets

The proposed development is expected to impact five roadways near the site. Table 1 provides a description of each vicinity roadway.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Speed (MPH)	On-Street Parking	Curbs & Sidewalks	Bicycle Lanes
SW Myslony Street	City of Tualatin	Major Collector	25	Partially Permitted	Partial Both Sides	Partial Both Sides
SW Tualatin-Sherwood Road	Washington County	Major Arterial	45	Not Permitted	Both Sides	Both Sides
SW 124th Avenue	City of Tualatin	Major Arterial	45	Not Permitted	Partial Both Sides	Partial Both Sides
SW 112th Avenue	City of Tualatin	Major Collector	25	Not Permitted	Both Sides	Both Sides
SW Avery Street	City of Tualatin	Major Collector	35	Not Permitted	Both Sides	Both Sides

Table Notes: Functional classification based on City of Tualatin TSP.

Study Intersections

Based on coordination with City of Tualatin and Washington County staff, four existing intersections were identified for analysis. A summarized description of these study intersections, under their existing lane configurations, is provided in Table 2.

Table 2: Study Intersection Descriptions

Number	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	SW Myslony Street at SW 124th Avenue	Four-Legged	Stop-Controlled	Stop-Controlled EB/WB Approaches, Center Two-Way Left-turn Lane
3	SW Myslony Street at SW 112th Avenue	Three-Legged	Stop-Controlled	All-Way Stop-Controlled (Except EB Right-turn)
7	SW Tualatin-Sherwood Road at SW 124th Avenue	Four-Legged	Signalized	FYA NB/SB/EB/WB Left-turns, Overlap SB/EB/WB Right-turns
8	SW Tualatin-Sherwood Road at SW 112th Avenue	Four-Legged	Signalized	FYA NEB/SWB Left-turns, Protected NWB/SEB Left-turns, Overlap NEB/SWB Right-turns

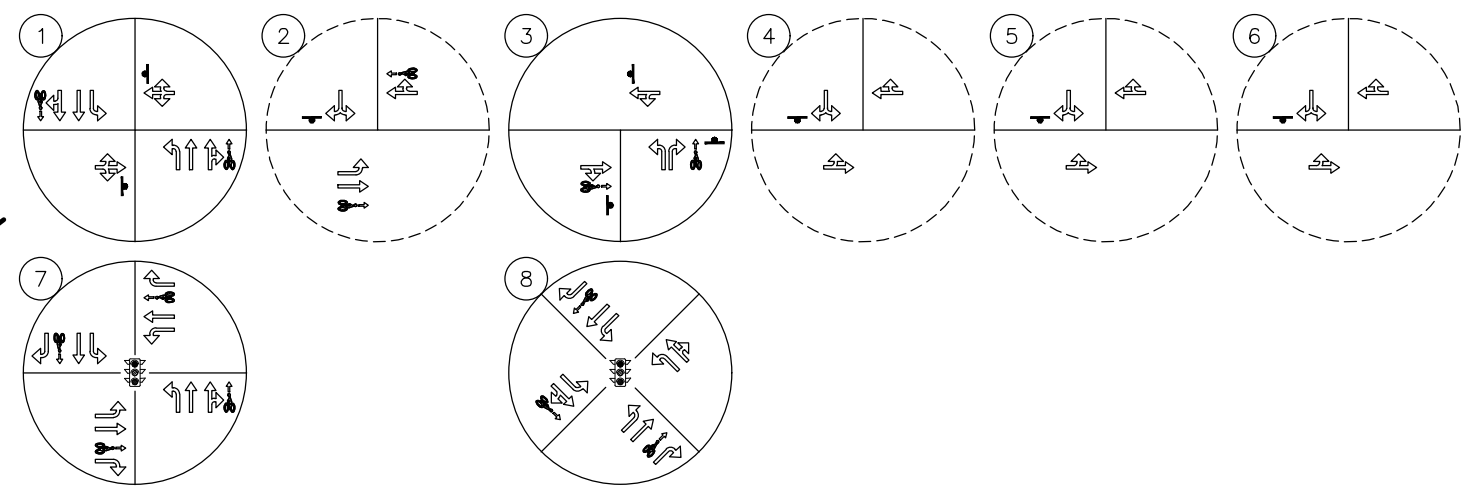
Table Notes: Flashing-Yellow-Arrow denoted as FYA.

Based on correspondence with City of Tualatin staff as well as referencing the *Four-S Corp Distribution Center Transportation Impact Study (TIS)*, dated August 28th, 2018, the intersection of SW Myslony Street at SW 124th Avenue is planned for signalization in the near-future. For the purposes of this analysis, the intersection was analyzed assuming operation under two-way stop-control and traffic signal control for future year 2024 conditions.

Transit

The project site is located near bus line 97 – *Tualatin-Sherwood Road*, which has stops located within a half-mile walking/biking distance of the project site. The nearest transit stops to the site are located at the intersection of SW Tualatin-Sherwood Road at SW 112th Avenue. Complete sidewalks and marked crossings at intermittent public intersections are available between the site and these transit stops. Weekday morning service is scheduled between approximately 6:20 AM to 9:30 AM while afternoon service is scheduled between approximately 3:10 PM to 7:00 PM, with typical headways off approximately 60 to 70 minutes. Weekend bus service is not provided for this transit route.

A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.



LEGEND

	STUDY INTERSECTION (EXISTING)		PROJECT SITE
	STUDY INTERSECTION (PROPOSED)		ARTERIAL ROADWAY
	STOP SIGN		COLLECTOR ROADWAY
	TRAFFIC SIGNAL		LOCAL ROADWAY
	BIKE LANE		FUTURE/PROPOSED ROADWAY



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VICINITY MAP

Site Trips

Trip Generation

The proposed Hedges Creek Industrial development will include the construction of three industrial buildings, totaling approximately 442,035 square feet, where approximately 40 percent of the development will consist of manufacturing land uses while the remaining 60 percent will consist of warehousing space. To estimate the number of trips that will be generated by the proposed use, trip rates from the *Trip Generation Manual*¹ were used. Specifically, data from land use codes 140, *Manufacturing*, and 150, *Warehousing*, were used based on the square-footage of the gross building floor area.

The trip generation calculations show that the proposed use is projected to generate a total of 165 morning peak hour trips, 179 evening peak hour trips, and 1,294 average weekday trips. Of these trips, the proposed use is projected to generate 10 morning peak hour truck trips, 13 evening peak hour truck trips, and 240 average weekday truck trips. The trip generation estimates associated with the proposed development are summarized in Table 3 and detailed trip generation calculations are included in the appendix.

Table 3: Trip Generation Summary

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Total Trip Generation									
Manufacturing	140	176,814 SF	91	29	120	41	90	131	840
Warehousing	150	265,221 SF	35	10	45	13	35	48	454
Total Trips		442,035 SF	126	39	165	54	125	179	1,294
Truck Trip Generation									
Manufacturing	140	176,814 SF	3	2	5	2	3	5	80
Warehousing	150	265,221 SF	3	2	5	4	4	8	160
Total Trips		442,035 SF	6	4	10	6	7	13	240
Passenger Vehicle Trip Generation									
Manufacturing	140	176,814 SF	88	27	115	39	87	126	760
Warehousing	150	265,221 SF	32	8	40	9	31	40	294
Total Trips		442,035 SF	120	35	155	48	118	166	1,054

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.

Trip Distribution

The directional distribution of site trips to/from the project site was estimated based on the locations of likely trip destinations, locations of major transportation facilities in the site vicinity, and existing travel patterns at the study intersections. Based on correspondence with City of Tualatin staff and their consulting transportation engineer, the following trip distribution was confirmed and utilized:

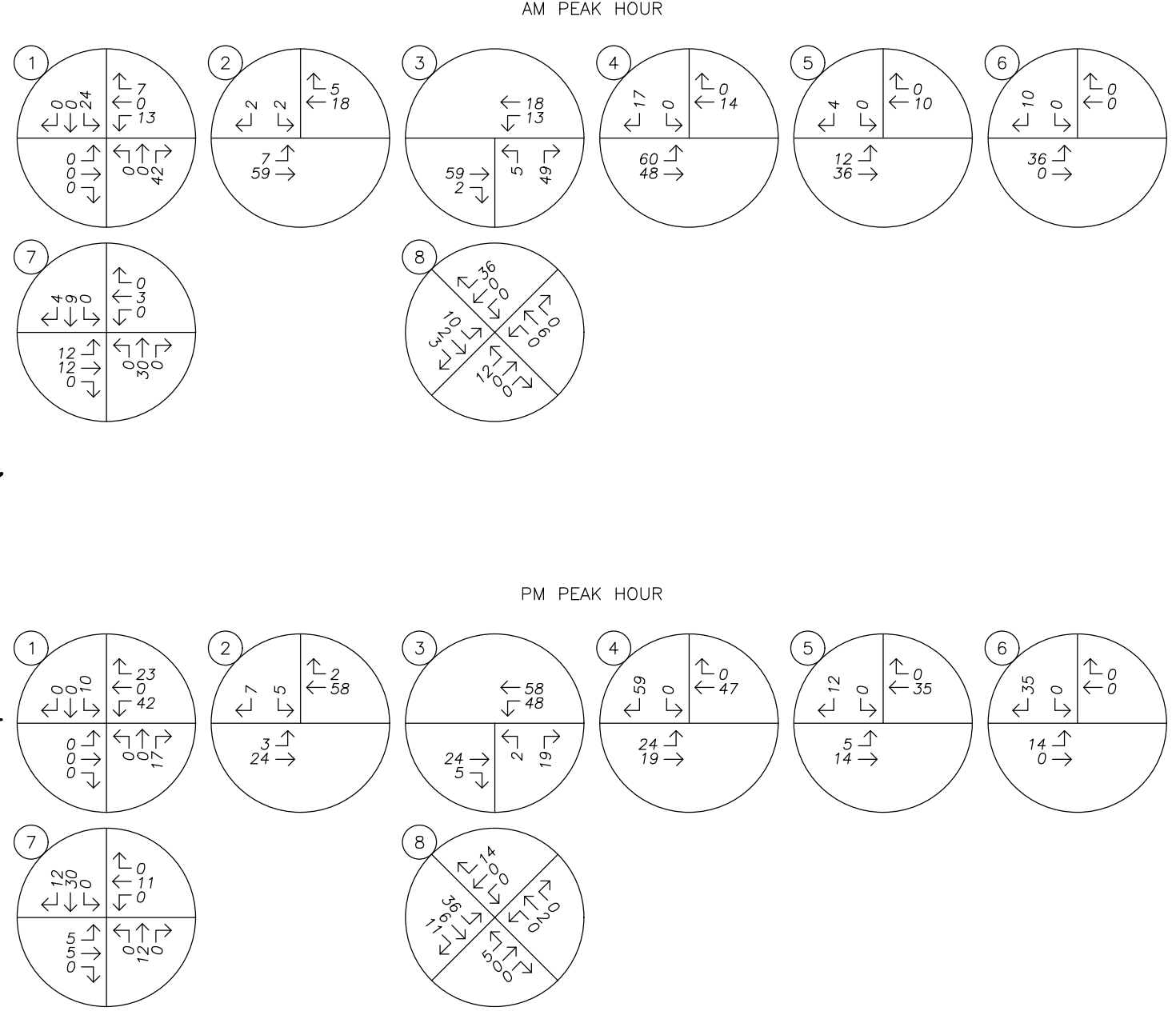
- Approximately 30 percent of site trips will travel to/from the east along SW Tualatin-Sherwood Road;
- Approximately 25 percent of site trips will travel to/from the south along SW 124th Avenue (via SW Myslony Street);
- Approximately 20 percent of site trips will travel to/from the west along SW Tualatin-Sherwood Road (split distribution between SW 124th Avenue/SW Myslony Street and SW 112th Avenue);
- Approximately 20 percent of site trips will travel to/from the north along SW 124th Avenue (via Myslony); and
- Approximately 5 percent of site trips will travel to/from the east along SW Avery Street.

Based on the site plan layout, site trip as assumed to utilize the site access driveways as follows:

2. West Truck Access at SW Myslony Street:
 - Approximately 25 percent of truck trips will utilize this access.
 - Approximately 10 percent of passenger vehicle trips will utilize this access.
4. West General Access at SW Myslony Street:
 - Approximately 50 percent of passenger vehicle trips will utilize this access.
5. East Truck Access at SW Myslony Street:
 - Approximately 75 percent of truck trips will utilize this access.
 - Approximately 10 percent of passenger vehicle trips will utilize this access.
6. East General Access at SW Myslony Street:
 - Approximately 30 percent of passenger vehicle trips will utilize this access.

The trip distribution and assignment for the site trips generated during the morning and evening peak hours is shown in the following figures:

- Figure 3 – Passenger Vehicle Trips
- Figure 4 – Truck Trips
- Figure 5 – Total Trips



LEGEND

XX% PERCENT OF PROJECT TRIPS

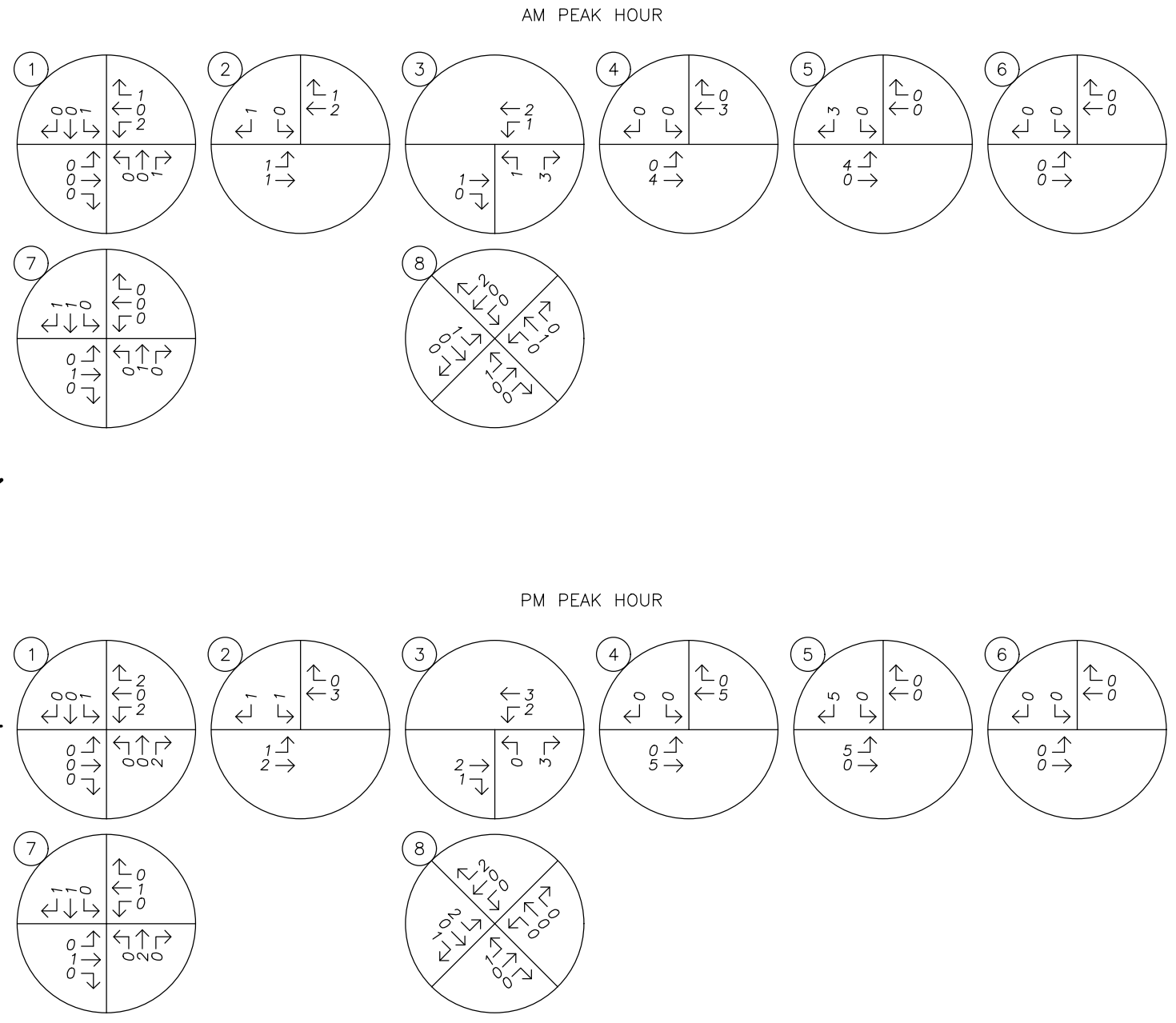
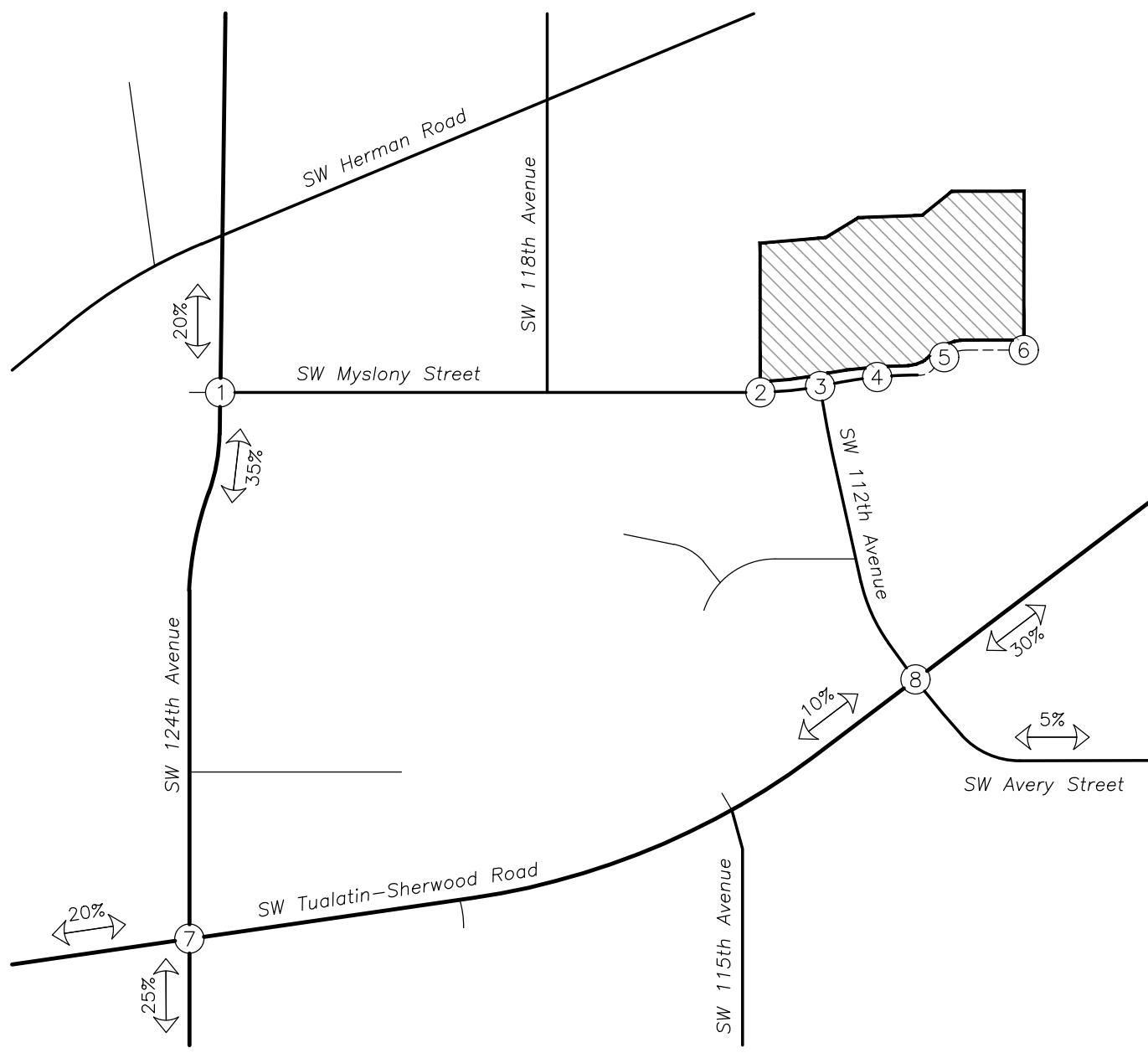
PASSENGER VEHICLE TRIP GENERATION			
	IN	OUT	TOTAL
AM	120	35	155
PM	48	118	166



No Scale



SITE TRIP DISTRIBUTION & ASSIGNMENT
 Proposed Development Plan - Passenger Vehicle Trips
 AM & PM Peak Hours



LEGEND

XX% PERCENT OF PROJECT TRIPS

TRUCK TRIP GENERATION			
	IN	OUT	TOTAL
AM	6	4	10
PM	6	7	13



SITE TRIP DISTRIBUTION & ASSIGNMENT

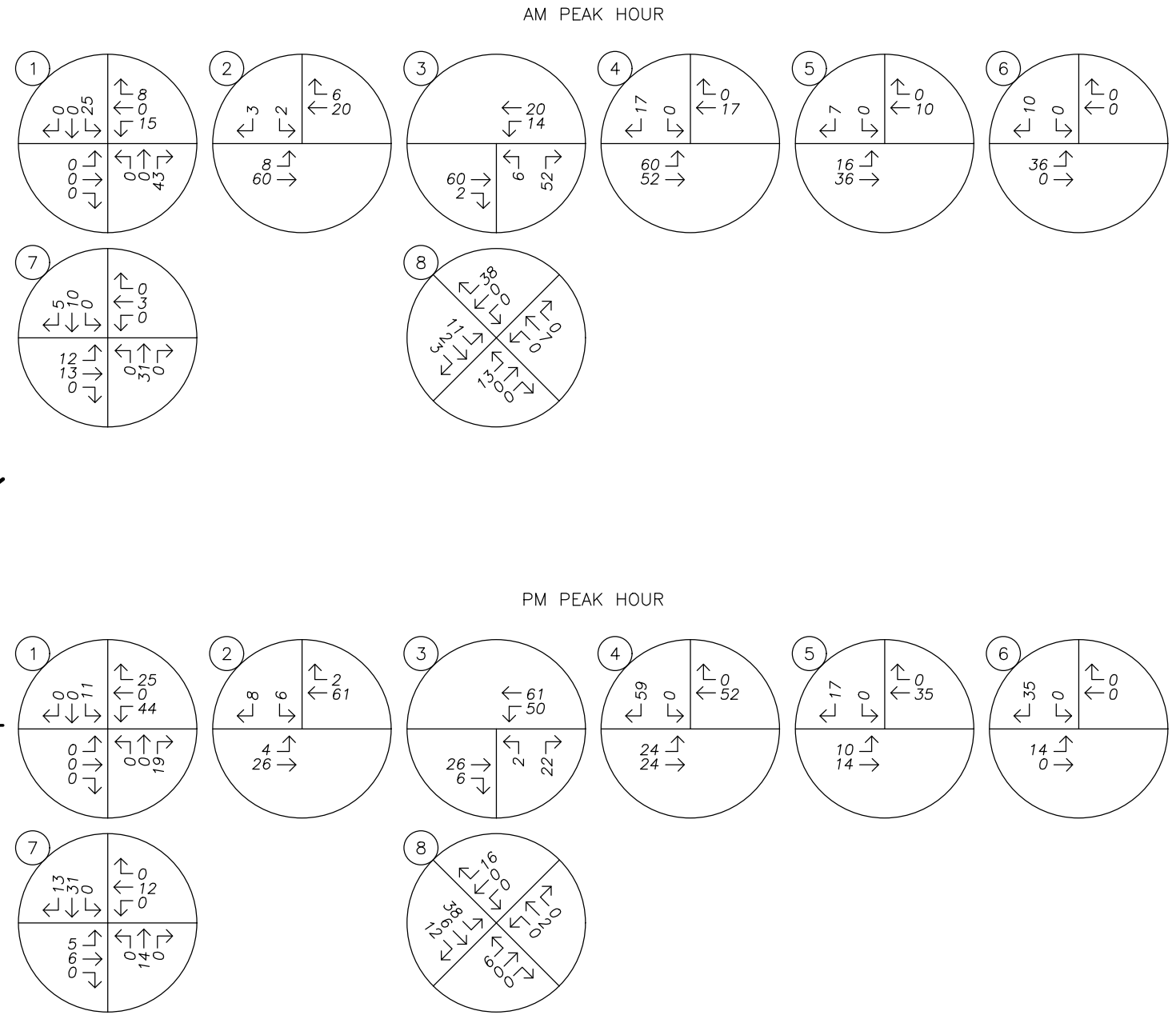
Proposed Development Plan - Truck Trips
AM & PM Peak Hours



LEGEND

XX% PERCENT OF PROJECT TRIPS

TOTAL TRIP GENERATION			
	IN	OUT	TOTAL
AM	126	39	165
PM	54	125	179



No Scale



SITE TRIP DISTRIBUTION & ASSIGNMENT

Proposed Development Plan - Total Trips

AM & PM Peak Hours

Traffic Volumes

Existing Conditions

Due to the ongoing COVID-19 viral pandemic, traffic volumes around Oregon have been depressed relative to normal conditions. A review of available traffic count data yielded historical traffic counts at the following intersections:

1. SW Myslony Street at SW 124th Avenue on Tuesday, October 8, 2019, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM.
3. SW Myslony Street at SW 112th Avenue on Tuesday, October 8, 2019, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM.
7. SW Tualatin-Sherwood Road at SW 124th Avenue on Thursday, February 7, 2019, from 7:00 AM to 9:00 AM and on Wednesday, February 6, 2019, from 4:00 PM to 6:00 PM.
8. SW Tualatin-Sherwood Road at SW 112th Avenue on Tuesday, October 8, 2019, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM.

Given these available counts and at the direction of the City of Tualatin's transportation consultant, the following methodology for data collection and volume adjustment was used:

- The historical 2019 intersection traffic counts were grown to reflect 2021 existing conditions by applying a conservative two percent per year compounded growth factor over a two-year period to the intersection volumes.
- At the direction of the City's transportation consultant, year 2021 intersection traffic counts were collected at the study intersections. These counts were collected on Tuesday, December 7, 2021, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM.
- The 2019 historical count data (grown to reflect 2021 conditions) and the recently collected 2021 counts were compared. Based on the difference in total entering volumes at each of the study intersections during the morning and evening peak hours, adjustment factors were calculated. These adjustment factors are intended to estimate normal traffic conditions without impacts from the COVID-19 virus (i.e. normal commuter patterns, businesses open, school in session, etc).
- The calculated adjustment factors were applied to the collected 2021 morning and evening peak hour traffic counts.

Table 4 presents the calculated adjustment factors for each of the study intersections. Figure 6 shows the existing traffic volumes at the study intersections during the morning and evening peak hours.

Table 4: COVID-19 Adjustment Factor Calculations

	AM Peak Hour	PM Peak Hour
1. SW Myslony Street at SW 124th Avenue		
Collected 2021 Peak Hour Volumes	751	967
Historical 2019 Peak Hour Volumes	1,029	1,067
Compounded Growth Factor (2% Per Year Over 2 Years)	1.0404	1.0404
Historical 2019 Peak Hour Volumes (Grown to 2021)	1,071	1,110
New Volumes > Grown Historical Volumes?	No	No
Adjustment Factor	1.4261	1.1479
3. SW Myslony Street at SW 112th Avenue		
Collected 2021 Peak Hour Volumes	203	228
Historical 2019 Peak Hour Volumes	153	197
Compounded Growth Factor (2% Per Year Over 2 Years)	1.0404	1.0404
Historical 2019 Peak Hour Volumes (Grown to 2021)	159	205
New Volumes > Grown Historical Volumes?	Yes	Yes
Adjustment Factor	1.0000	1.0000
7. SW Tualatin-Sherwood Road at SW 124th Avenue		
Collected 2021 Peak Hour Volumes	2,121	2,584
Historical 2019 Peak Hour Volumes	2,274	2,492
Compounded Growth Factor (2% Per Year Over 2 Years)	1.0404	1.0404
Historical 2019 Peak Hour Volumes (Grown to 2021)	2,366	2,593
New Volumes > Grown Historical Volumes?	No	No
Adjustment Factor	1.1155	1.0035
8. SW Tualatin-Sherwood Road at SW 112th Avenue		
Collected 2021 Peak Hour Volumes	1,740	2,058
Historical 2019 Peak Hour Volumes	1,898	1,950
Compounded Growth Factor (2% Per Year Over 2 Years)	1.0404	1.0404
Historical 2019 Peak Hour Volumes (Grown to 2021)	1,975	2,029
New Volumes > Grown Historical Volumes?	No	Yes
Adjustment Factor	1.1351	1.0000



Background Conditions

To provide analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. It is expected that the proposed development will be constructed and in operation by year 2024. In order to approximate the future year 2024 traffic volumes at the study intersections, a compounded growth rate of two percent per year for an assumed buildout condition of three years was applied to the adjusted 2021 existing traffic volumes.

In addition to the traffic volume growth described above, trips associated with several in-process developments within the site vicinity, there are currently approved but not yet fully constructed or occupied, were added to the existing volumes in addition to the calculated volume growth. The following projects were assumed to be completed and occupied prior to year 2024:

- Columbia Roofing Building Expansion (18525 SW 126th Place)
- API Expansion (12505 SW Herman Road)
- Tualatin Logistics (20400 SW Cipole Road)
- Lucky Foods Addition (11847 SW Itel Street)
- Tualatin Industrial Park (11045 SW Tualatin-Sherwood Road)
- Mutual Materials (10700 SW Tualatin-Sherwood Road)

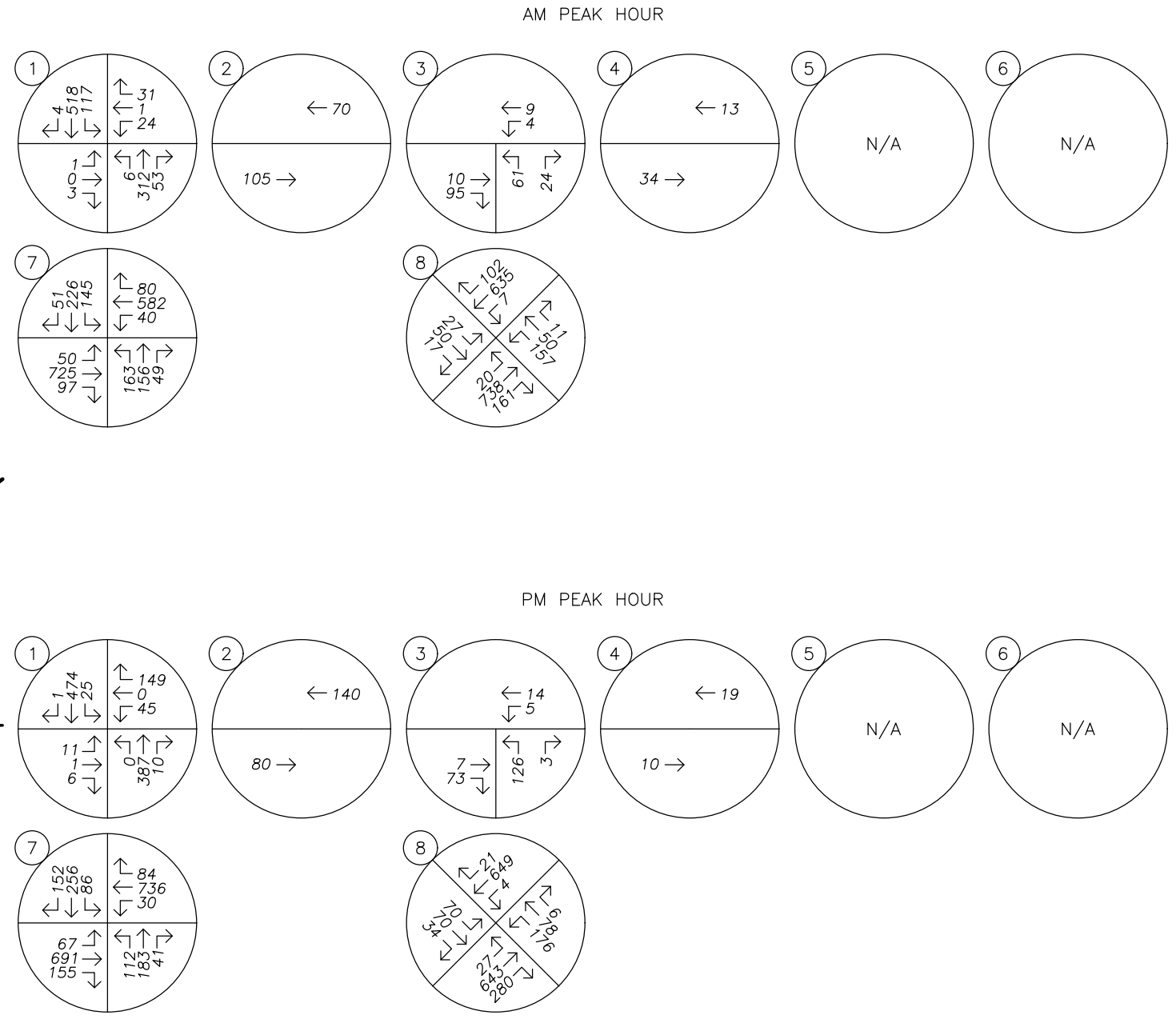
The in-process developments are currently not fully contributing trips to the transportation system but may potentially be by the assumed 2024 buildout year of the proposed development. Additional trips corresponding to each in-process development were added to the 2021 existing year traffic volumes in addition to the three years of traffic growth at each of the applicable study intersections. To maintain a conservative analysis of operation at the study intersections, the in-process developments were assumed to be fully built-out by year 2024.

Figure 7 shows the projected year 2024 background traffic volumes at the study intersections during the morning and evening peak hours. A figure depicting in-process trips is included in the appendix to this report.

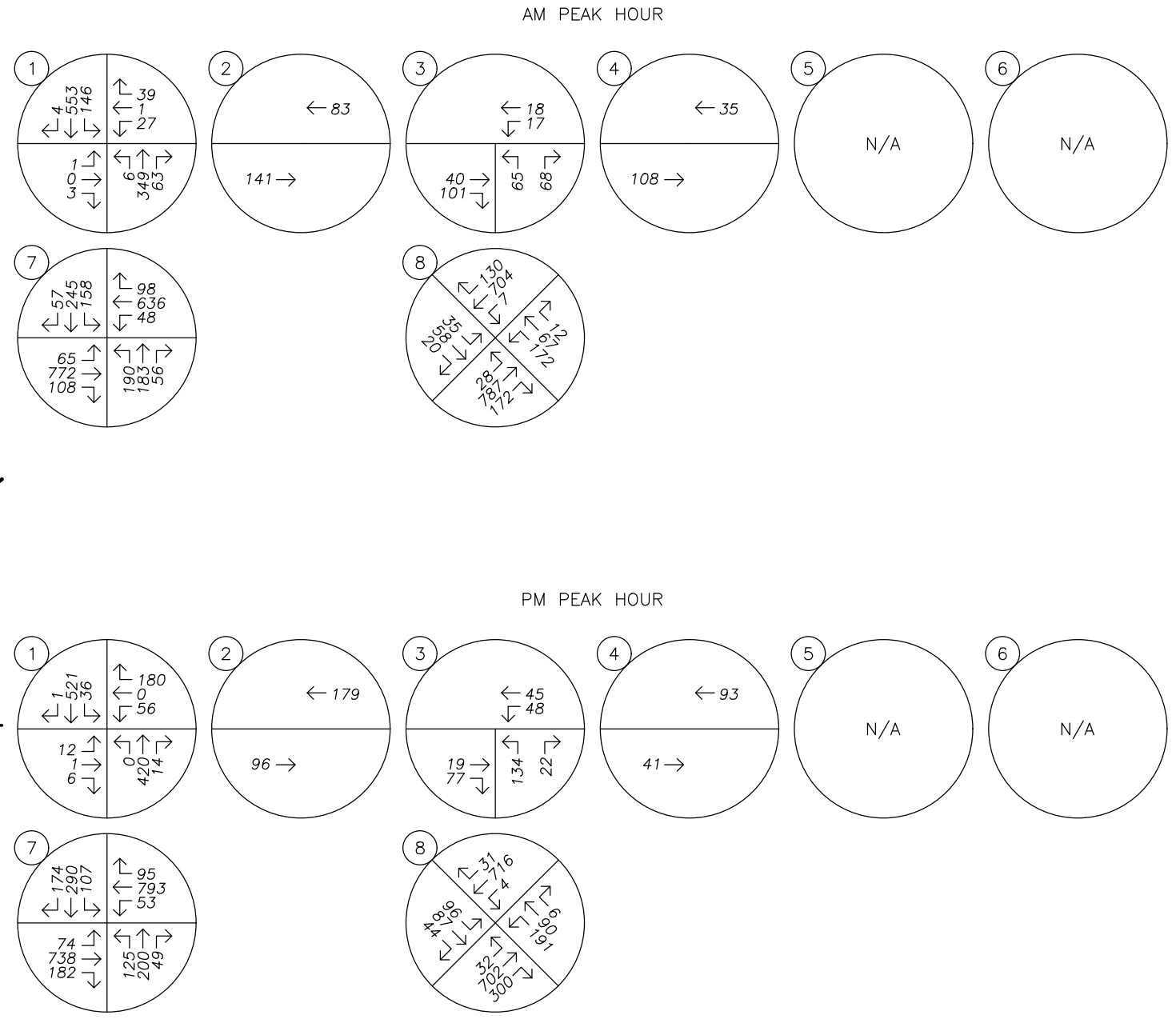
Buildout Conditions

Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the projected year 2024 background traffic volumes to obtain the expected 2024 site buildout volumes.

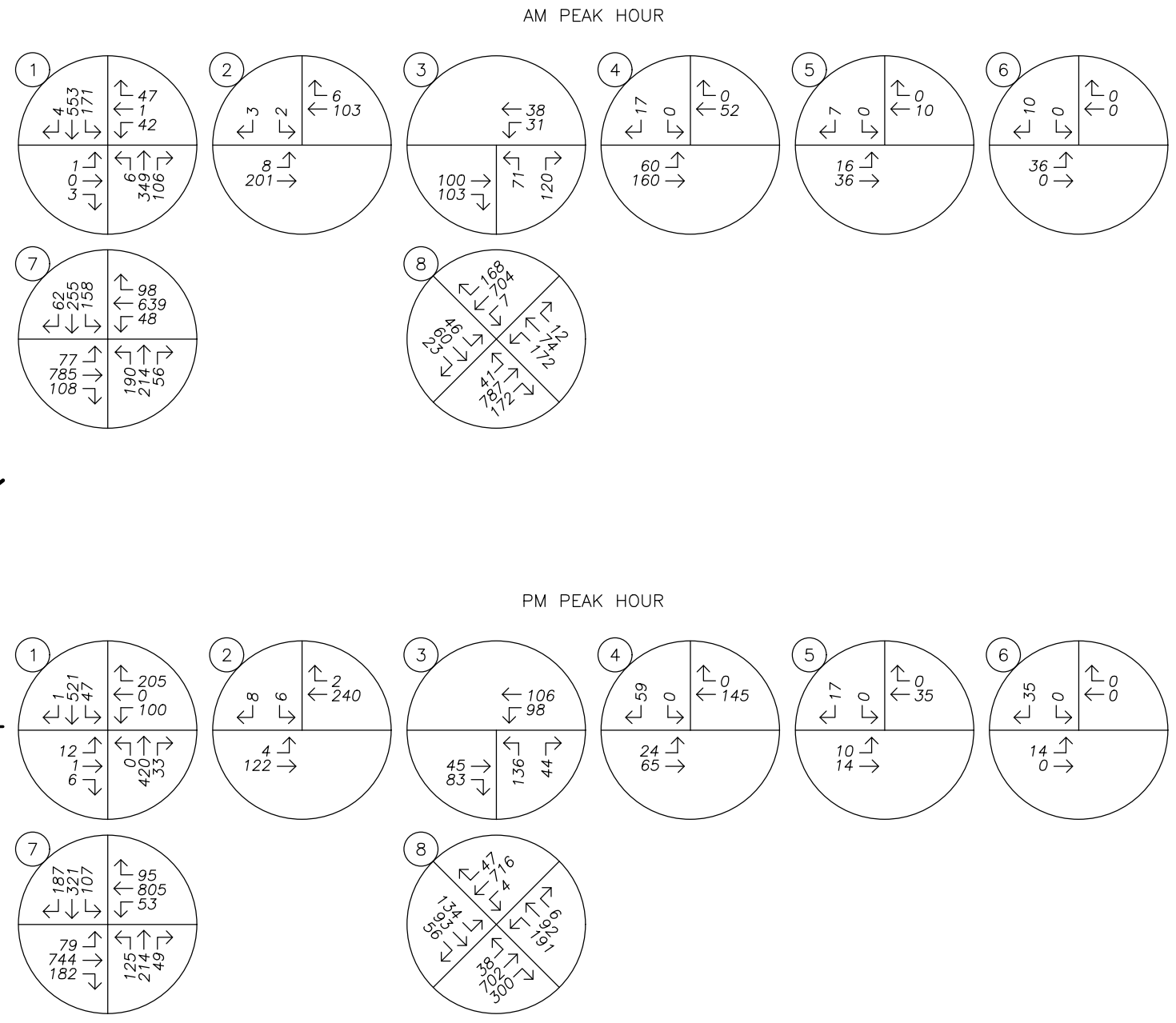
Figure 8 shows year 2024 buildout traffic volumes at the study intersections during the morning and evening peak hours.



TRAFFIC VOLUMES
Year 2021 Existing Conditions
AM & PM Peak Hours



TRAFFIC VOLUMES
 Year 2024 Background Conditions
 AM & PM Peak Hours



No Scale



TRAFFIC VOLUMES
 Year 2024 Buildout Conditions
 AM & PM Peak Hours

Safety Analysis

Crash History Review

Using data obtained from ODOT’s Crash Analysis and Reporting Unit, a review was performed of the most recent five years of available crash data at the study intersections (January 2015 through December 2019). The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions, and the resulting crash rate for each intersection. Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated under the common assumption that traffic counted during the evening peak hour represents approximately ten percent of annual average daily traffic (AADT) at each intersection. Crash rates in excess of 1.00 crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

With regard to crash severity, ODOT classifies crashes in the following categories:

- Property Damage Only (PDO);
- Possible Injury – Complaint of Pain (Injury C);
- Non-Incapacitating Injury (Injury B);
- Incapacitating Injury – Bleeding, Broken Bones (Injury A); and
- Fatality or Fatal Injury.

Table 5 provides a summary of crash types while Table 6 summarizes crash severities and rates for each of the study intersections. Detailed crash data is provided in the appendix to this report.

Table 5: Crash Type Summary

Number	Intersection	Crash Type						Total
		Rear End	Turn/ Angle	Fixed Object	Side swipe	Ped/ Bike	Other	
1	SW Myslony Street at SW 124th Avenue	0	2	0	1	0	0	3
3	SW Myslony Street at SW 112th Avenue	0	0	0	0	0	0	0
7	SW Tualatin-Sherwood Road at SW 124th Avenue	58	6	1	1	0	0	66
8	SW Tualatin-Sherwood Road at SW 112th Avenue	54	9	0	1	1	0	65

Table 6: Crash Severity and Rate Summary

Number	Intersection	Crash Severity						Total Crashes	AADT	Crash Rate
		PDO	C	B	A	Fatal	Unknown			
1	SW Myslony Street at SW 124th Avenue	1	1	1	0	0	0	3	11,090	0.148
3	SW Myslony Street at SW 112th Avenue	0	0	0	0	0	0	0	2,280	0.000
7	SW Tualatin-Sherwood Road at SW 124th Avenue	31	32	3	0	0	0	66	25,930	1.395
8	SW Tualatin-Sherwood Road at SW 112th Avenue	27	30	7	1	0	0	65	20,580	1.731

Table Notes: **BOLDED** text indicates a crash rate in excess of 1.00 CMEV or ODOT's 90th percentile rate.

There were two crashes at the intersection of SW Tualatin-Sherwood Road at SW 112th Avenue that involved either a bicyclist or was classified as Injury A.

- The bicycle-related collision occurred when a southwest-bound bicyclist failed to decrease their speed of travel and collided with a southwest-bound passenger car. The bicyclist sustained injuries consistent with Injury C classification while the occupant of the passenger car was uninjured.
- The crash that was classified as Injury A occurred when the driver of a southwest-bound passenger car rear-ended another passenger car stopped at the intersection. A third passenger car was struck after the initial collision occurred. Of the six occupants in the three vehicles, two people sustained injuries classified as Injury C, one person as Injury B, and one person as Injury A.

The intersections of SW Tualatin-Sherwood Road at SW 124th Avenue and SW Tualatin-Sherwood Road at SW 112th Avenue were identified to have crash rates in excess of 1.00 CMEV. Both intersections are included on the Washington County's Safety Priority Index System (SPIS) list and the following improvement per the City's Transportation System Plan (TSP) and Washington County website² is planned:

- Widen SW Tualatin-Sherwood Road to five lanes between SW Teton Avenue and SW Langer Farms Parkway.
 - Estimated construction start and completion dates: Summer 2022 to Fall 2025 (timing subject to change).
 - Project Cost: \$31.5 million, funding through Major Streets Transportation Improvement Program (MSTIP) Phase 3e.

² [Tualatin-Sherwood Road \(Langer Farms Parkway to Teton Avenue\) \(washington.or.us\)](https://www.washington.or.us/transportation/transportation-system-plan)



Upon closer inspection, the predominate crash type reported at both intersections were rear-end collisions that occurred along the SW Tualatin-Sherwood Road intersection approaches (approximately 81 to 83 percent of intersection crashes). All other crash types at each intersection were relatively infrequent. Rear-end collisions are relatively common at signalized intersections, may result from limited capacity at the intersection or applicable roadway approaches, and are generally difficult to mitigate. In the case of the study intersections, the SW Tualatin-Sherwood Road approaches generally serve high volumes of traffic during the morning and evening peak hours via a single through lane in the eastbound and westbound directions of travel. As described above, the roadway widening project is expected to increase capacity and reduce congestion at the SW Tualatin-Sherwood Road study intersections, which is expected to subsequently reduce the frequency of recurring rear-end collisions along the SW Tualatin-Sherwood Road approaches of each intersection. No additional mitigation is necessary or recommended at these intersections.

No significant trends or crash patterns were identified at any of the other study intersections that were indicative of safety concerns.

Sight Distance Evaluation

Intersection sight distances were measured at two of the proposed site access locations along SW Myslony Street (Intersections 2 and 4) and evaluated in accordance with the standards established in *A Policy of Geometric Design of Highways and Streets*³. Note that field measurements were not conducted at the other two access intersections due to ongoing construction related to the Tualatin Industrial Park (11045 SW Tualatin-Sherwood Road) and the extension of SW Myslony Street occurring. Therefore, these site access driveways along the extension of SW Myslony Street should be designed to provide adequate sight distances to allow safe operation of these intersections.

Sight Distance Methodology

According to AASHTO, the driver's eye is assumed to be approximately 15 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement (7.6 feet for trucks). The vehicle driver's eye height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement. Based on the assumed statutory/design speed of 25 mph along SW Myslony Street, the minimum recommended intersection sight distances include the following:

- 280 feet to the east for left-turn vehicles (425 feet for trucks).
- 240 feet to the west for right-turn vehicles (390 feet for trucks).

Note that for the segment of SW Myslony Street to the west of SW 112th Avenue, the roadway has a three-lane cross-section with a center two-way left-turn lane which could serve minor-street left-turn vehicles as a receiving lane. For Intersection 2 where left-turning vehicles are not required to immediately travel across more than one lane of traffic to enter the major-street (i.e. they can first enter the center two-way left-turn lane, or TWLTL) a time gap of 7.5 seconds (11.5 seconds for trucks) was utilized in lieu of 8.0 seconds (12.0 seconds for trucks) for a typical three-lane cross-section without a TWLTL.

³ American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6th Edition, 2011.

Per the AASHTO manual intersection sight distance is an operation measure intended to provide sufficient line of sight along the major-street so that a driver could turn from the minor-street approach without impeding traffic flow. Conversely, stopping sight distance is considered the minimum requirement to ensure safe operation of an intersection. This is the distance that allows an oncoming driver to see a hazard on the roadway, react, and come to a complete stop, if necessary, to avoid a collision. Based on the assumed statutory/design speed of 25 mph along SW Myslony Street, the minimum required stopping sight distance is 155 feet, assuming a major-street approach roadway grade of 3 percent or less.

2. West Truck Access at SW Myslony Street

At the west truck access intersection along SW Myslony Street, sight distances to the east and west were measured to be in excess of 300 feet for passenger vehicles and in excess of 450 feet for trucks. No sight distance related mitigation is necessary at this access intersection.

4. West General Access at SW Myslony Street

At the west general use access intersection along SW Myslony Street, sight distance to the east and west were measured to be in excess of 300 feet for passenger vehicles. No sight distance related mitigation is necessary at this access intersection.

Analysis Findings

Based on the above measurements, adequate intersection sight distances are available at the two westernmost site access intersections (i.e. Intersections 2 and 4) to allow safe and efficient operation along SW Myslony Street. Accordingly, no sight distance related mitigation is necessary or recommended at these two access intersections. Once the extension of SW Myslony Street has been completed along the rest of the site frontage, the two easternmost site access intersections (Intersections 5 and 6) should be designed in a manner to safely accommodate vehicles turning to and from these accesses.

Warrant Analysis

Left-turn lane and preliminary traffic signal warrants were examined at the study intersections where such treatments would be applicable.

Left-turn Lane Warrant

A left-turn refuge lane is primarily a safety consideration for the major-street, removing left-turning vehicles from the through traffic stream at unsignalized intersections. The left-turn lane warrants used were developed from the *National Cooperative Highway Research Project's (NCHRP) Report 457*. Turn lane warrants were evaluated based on the number of advancing and opposing vehicles as well as the number of turning vehicles, the travel speed, and the number of through lanes.

Left-turn lane warrants are not projected to be met for the applicable site access intersections along SW Myslony Street under any analysis scenario through year 2024, regardless of whether or not the proposed development is constructed. Accordingly, no new turn lanes are necessary or recommended.

Preliminary Traffic Signal Warrant

Preliminary traffic signal warrants were examined for the unsignalized study intersections of SW Myslony Street at SW 124th Avenue and SW Myslony Street at SW 112th Avenue to determine whether the installation of a new traffic signal will be warranted at the intersections by the 2024 buildout year of the site. Based on the analysis, traffic signal warrants are met at the intersection of SW Myslony Street at SW 124th Avenue under existing year conditions. As part of a 2018 Tualatin Bond Issue for the SW Myslony Street extension project, the intersection of SW Myslony Street at SW 124th Avenue was approved and currently planned for installation of a traffic signal. Therefore, no mitigation as part of the proposed development is necessary.

Traffic signal warrants are not projected to be met at the intersection of SW Myslony Street at SW 112th Avenue under any of the analysis scenarios.

Operational Analysis

Intersection Capacity Analysis

A capacity and delay analysis were conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual (HCM)*⁴. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Performance Standards

The operating standards adopted by the City of Tualatin and Washington County are summarized below.

City of Tualatin

The City of Tualatin requires signalized intersections to operate at a minimum LOS D or better and unsignalized intersections operate at LOS E or better. For both LOS and delay related to the analysis of unsignalized intersections, the reported result applies to the worst minor-street approach lane.

Washington County

Washington County requires intersections operate with a v/c ratio of 0.99 or less.

Delay & Capacity Analysis

As part of a 2018 Tualatin Bond Issue for the SW Myslony Street extension project, the intersection of SW Myslony Street at SW 124th Avenue was approved and currently planned for installation of a traffic signal. As such, the analysis of SW Myslony Street at SW 124th Avenue reflects intersection operation assuming both two-way stop-control and signal control for year 2024 analysis scenarios.

The LOS, delay, and v/c results of the capacity analysis are shown in Table 7 for the morning and evening peak hours. The TrafficWare Synchro software utilized for analysis does not report the overall v/c ratio of signalized intersections in the HCM 6th Edition capacity reports. For these intersections, the v/c ratio was calculated based on methods detailed in ODOT's *APM Section 13 Signalized Intersection Analysis*. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

⁴ Transportation Research Board, *Highway Capacity Manual 6th Edition*, 2016.

Table 7: Capacity Analysis Summary

	AM Peak Hour			PM Peak Hour		
	LOS	Delay (s)	v/c	LOS	Delay (s)	v/c
1. SW Myslony Street at SW 124th Avenue						
2021 Existing Conditions	B	15	0.14	B	13	0.31
2024 Background Conditions (TWSC)	C	16	0.18	B	14	0.40
2024 Buildout Conditions (TWSC)	C	19	0.28	C	18	0.55
2024 Background Conditions (Signal)	A	7	0.35	A	6	0.31
2024 Buildout Conditions (Signal)	A	7	0.41	A	8	0.40
2. West Truck Access at SW Myslony Street						
2024 Buildout Conditions	A	10	0.01	B	11	0.03
3. SW Myslony Street at SW 112th Avenue						
2021 Existing Conditions	A	8	0.15	A	9	0.24
2024 Background Conditions	A	9	0.22	A	9	0.27
2024 Buildout Conditions	A	10	0.34	B	11	0.40
4. West General Access at SW Myslony Street						
2024 Buildout Conditions	A	9	0.05	A	10	0.09
5. East Truck Access at SW Myslony Street						
2024 Buildout Conditions	A	9	0.01	A	9	0.02
6. East General Access at SW Myslony Street						
2024 Buildout Conditions	A	8	0.03	A	8	0.04
7. SW Tualatin-Sherwood Road at SW 124th Avenue						
2021 Existing Conditions	C	34	0.84	C	30	0.81
2024 Background Conditions	D	40	0.92	C	34	0.89
2024 Buildout Conditions	D	40	0.94	D	37	0.92
8. SW Tualatin-Sherwood Road at SW 112th Avenue						
2021 Existing Conditions	C	24	0.73	C	23	0.64
2024 Background Conditions	C	28	0.79	C	27	0.71
2024 Buildout Conditions	C	29	0.79	C	29	0.73

Table Notes: **BOLDED** text indicates intersection operation above jurisdictional standards.

Based on the results of the operational analysis, all study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2024 site buildout year. Accordingly, no operational mitigation is necessary or recommended at the study intersections.



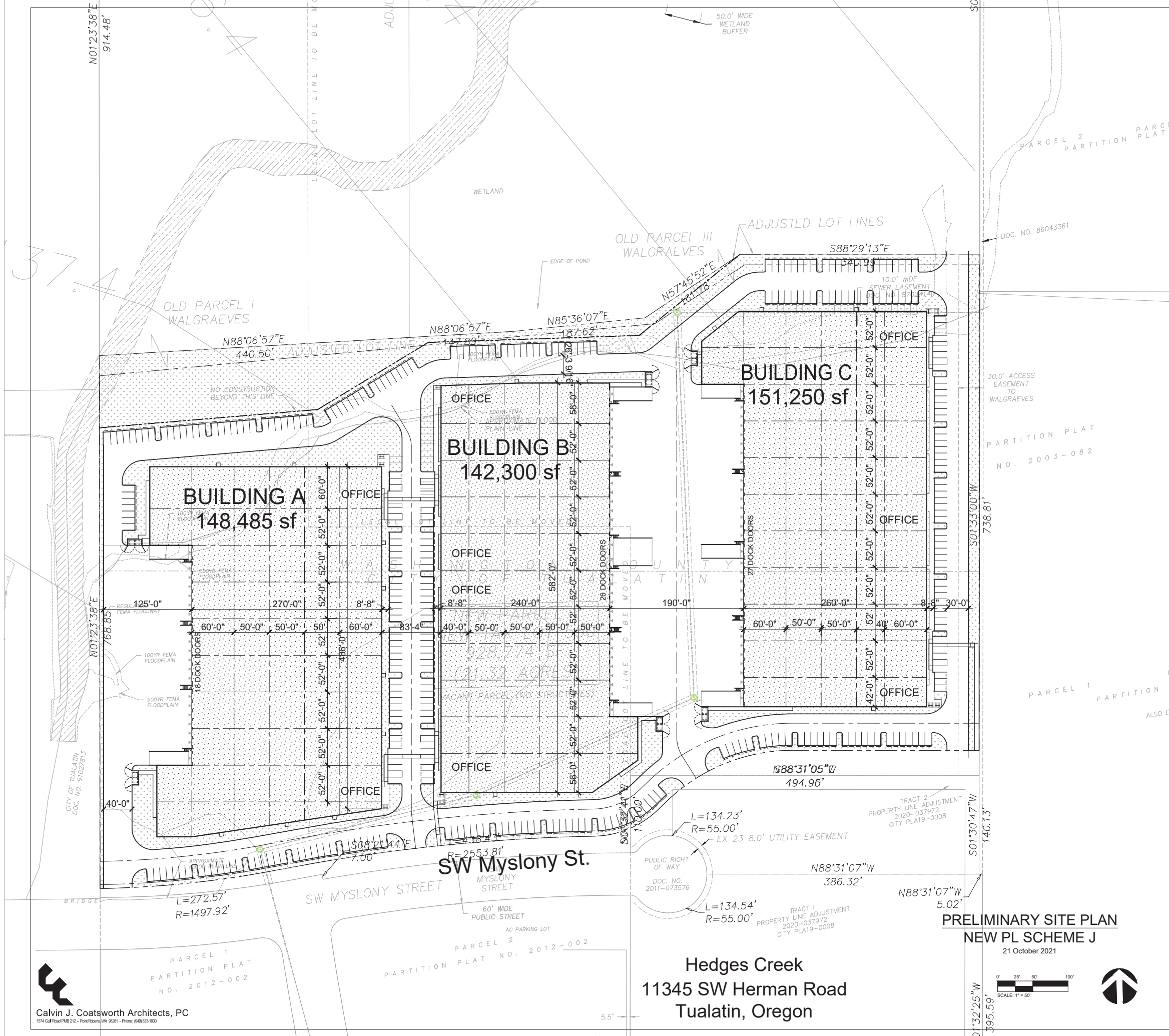
Conclusions

- Based on a review of the most recent five years of available crash data, the study intersections of SW Tualatin-Sherwood Road at SW 124th Avenue and SW Tualatin-Sherwood Road at SW 112th Avenue were identified to have crash rates in excess of 1.00 CMEV. Upon closer inspection, the predominate crash type reported at both intersections were rear-end collisions that occurred along the SW Tualatin-Sherwood Road intersection approaches. Washington County is planning to widen SW Tualatin-Sherwood Road, which will add capacity to these intersection approaches and subsequently reduce the number of future recurring rear-end collisions at each intersection. No additional mitigation is necessary or recommended at these intersections and all other study intersections are expected to operate safely based on the available crash data.
- Adequate intersection sight distances are available at the two westernmost site access intersections (i.e. Intersections 2 and 4) to allow safe and efficient operation along SW Myslony Street. Accordingly, no sight distance related mitigation is necessary or recommended at these two access intersections. Once the extension of SW Myslony Street along the rest of the site frontage has been completed, the two easternmost site access intersections (Intersections 5 and 6) should be designed in a manner to safely accommodate vehicles turning to and from these accesses.
- Left-turn lane warrants are not projected to be met for the applicable site access intersections along SW Myslony Street under any analysis scenario through year 2024, regardless of whether or not the proposed development is constructed.
- Traffic signal warrants are met at the intersection of SW Myslony Street at SW 124th Avenue under existing year conditions. As part of a 2018 Tualatin Bond Issue for the SW Myslony Street extension project, the intersection of SW Myslony Street at SW 124th Avenue was approved and currently planned for installation of a traffic signal. Therefore, no mitigation as part of the proposed development is necessary. Traffic signal warrants are not projected to be met at the intersection of SW Myslony Street at SW 112th Avenue under any of the analysis scenarios.
- All study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2024 site buildout year.

Appendix A

Site Plan

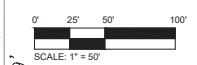




GROSS LOT AREA:	TBD
NET LOT AREA:	? sf
TOTAL BUILDING AREA:	442,035 sf
BUILDING A:	148,485 sf
BUILDING B:	142,300 sf
BUILDING C:	151,250 sf
SITE COVERAGE (on NET):	? %
DOCK DOOR RATIO:	
BUILDING A:	1 / 8,249 sf
BUILDING B:	1 / 5,473 sf
BUILDING C:	1 / 5,403 sf
PARKING REQUIRED:	336 spaces
BUILDING A:	113 spaces
WAREHOUSE (65%) at .3 per 1,000:	29 spaces
MANUFACTURING (35%) at 1.6 per 1,000:	84 spaces
BUILDING B:	108 spaces
WAREHOUSE (65%) at .3 per 1,000:	28 spaces
MANUFACTURING (35%) at 1.6 per 1,000:	80 spaces
BUILDING C:	115 spaces
WAREHOUSE (65%) at .3 per 1,000:	30 spaces
MANUFACTURING (35%) at 1.6 per 1,000:	85 spaces
PARKING PROVIDED:	344 spaces
BUILDING A:	119 spaces
0.80 per 1,000 sf	
BUILDING B:	102 spaces
0.72 per 1,000 sf	
BUILDING C:	123 spaces
0.81 per 1,000 sf	
LANDSCAPE REQUIRED:	? sf
LANDSCAPE PROVIDED:	TBD

21 October 2021 p:\2019\19500 phelan development\19500.36-walgraevae property, or new road schemes\19500.36 new wetlands scheme\10212021.dwg

PRELIMINARY SITE PLAN
NEW PL SCHEME J
 21 October 2021



Appendix B

Trip Generation Calculations





TRIP GENERATION CALCULATIONS - TOTAL VEHICLES

Land Use: Manufacturing
Land Use Code: 140
Setting/Location: General Urban/Suburban
Variable: 1,000 Square Feet
Variable Quantity: 176.814

AM PEAK HOUR

Trip Rate: 0.68

	Enter	Exit	Total
Directional Distribution	76%	24%	
Trip Ends	91	29	120

PM PEAK HOUR

Trip Rate: 0.74

	Enter	Exit	Total
Directional Distribution	31%	69%	
Trip Ends	41	90	131

WEEKDAY

Trip Rate: 4.75

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	420	420	840

SATURDAY

Trip Rate: 1.49

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	132	132	264



TRIP GENERATION CALCULATIONS - TRUCKS

Land Use: Manufacturing

Land Use Code: 140

Variable: 1,000 Square Feet of Gross Floor Area

Variable Quantity: 176.814

AM PEAK HOUR

Trip Rate: 0.03

	Enter	Exit	Total
Directional Distribution	56%	44%	
Trip Ends	3	2	5

PM PEAK HOUR

Trip Rate: 0.03

	Enter	Exit	Total
Directional Distribution	41%	59%	
Trip Ends	2	3	5

WEEKDAY

Trip Rate: 0.45

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	40	40	80



TRIP GENERATION CALCULATIONS - TOTAL VEHICLES

Land Use: Warehousing
Land Use Code: 150
Variable: 1,000 Square Feet
Variable Quantity: 265.221

AM PEAK HOUR

Trip Rate: 0.17

	Enter	Exit	Total
Directional Distribution	77%	23%	
Trip Ends	35	10	45

PM PEAK HOUR

Trip Rate: 0.18

	Enter	Exit	Total
Directional Distribution	28%	72%	
Trip Ends	13	35	48

WEEKDAY

Trip Rate: 1.71

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	227	227	454

SATURDAY

Trip Rate: 0.15

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	20	20	40



TRIP GENERATION CALCULATIONS - TRUCKS

Land Use: Warehousing
Land Use Code: 150
Variable: 1,000 Square Feet
Variable Quantity: 265.221

AM PEAK HOUR

Trip Rate: 0.02

	Enter	Exit	Total
Directional Distribution	52%	48%	
Trip Ends	3	2	5

PM PEAK HOUR

Trip Rate: 0.03

	Enter	Exit	Total
Directional Distribution	52%	48%	
Trip Ends	4	4	8

WEEKDAY

Trip Rate: 0.60

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	80	80	160

Appendix C

Traffic Counts

In-Process Development Trips





ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

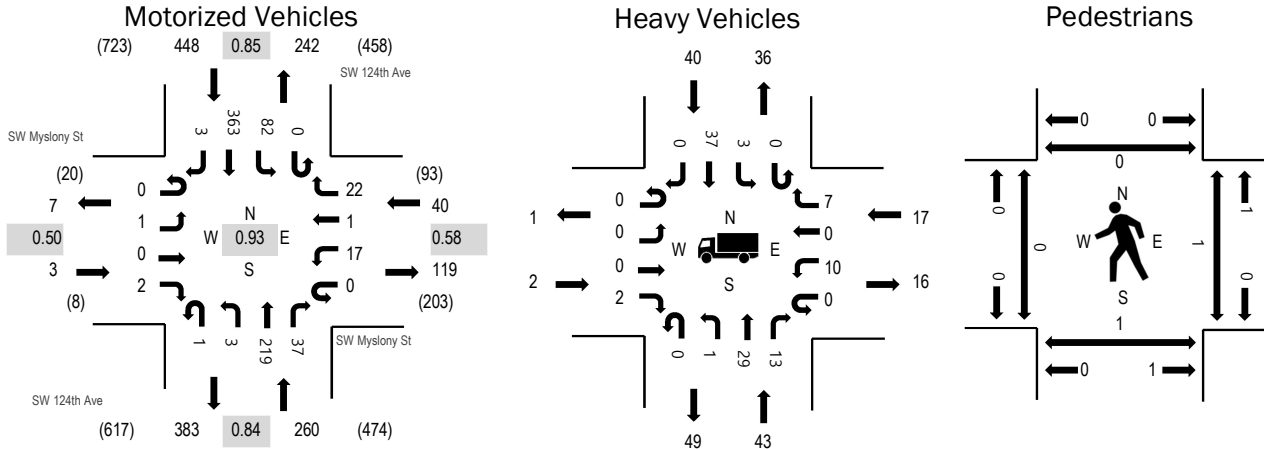
Location: 1 SW 124th Ave & SW Myslony St AM

Date: Tuesday, December 7, 2021

Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	66.7%	0.50
WB	42.5%	0.58
NB	16.5%	0.84
SB	8.9%	0.85
All	13.6%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Myslony St Eastbound				SW Myslony St Westbound				SW 124th Ave Northbound				SW 124th Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	1	2	0	1	16	3	0	5	18	0	46	621
7:05 AM	0	0	0	0	0	1	0	1	0	0	17	1	0	7	19	0	46	635
7:10 AM	0	1	0	0	0	2	2	3	0	1	9	2	0	7	13	0	40	646
7:15 AM	0	0	0	1	0	3	0	2	0	0	18	6	0	2	19	1	52	660
7:20 AM	0	1	0	0	0	3	0	2	0	0	12	5	0	2	14	1	40	679
7:25 AM	0	0	1	0	0	0	0	5	0	1	16	5	0	4	13	0	45	696
7:30 AM	0	1	0	0	0	1	0	0	0	0	18	2	0	7	13	2	44	724
7:35 AM	0	0	0	0	0	3	0	2	0	0	19	4	0	6	31	1	66	743
7:40 AM	0	0	0	0	0	1	0	2	0	0	18	1	0	5	24	1	52	742
7:45 AM	0	0	0	0	0	1	0	3	0	0	23	2	0	15	26	0	70	751
7:50 AM	0	0	0	0	0	1	0	1	0	1	19	5	0	6	15	2	50	736
7:55 AM	0	0	0	0	0	1	0	4	0	0	26	2	0	14	23	0	70	747
8:00 AM	0	0	0	0	0	2	0	1	0	1	10	3	0	10	32	1	60	
8:05 AM	0	0	0	0	0	2	1	1	0	0	19	3	0	7	24	0	57	
8:10 AM	0	1	0	1	0	2	0	3	0	0	17	3	0	2	25	0	54	
8:15 AM	0	0	0	0	0	3	0	2	0	0	17	4	0	5	40	0	71	
8:20 AM	0	0	0	1	0	1	0	2	0	0	17	3	0	6	27	0	57	
8:25 AM	0	0	0	0	0	1	0	3	0	1	18	3	0	5	42	0	73	
8:30 AM	0	0	0	0	0	0	0	2	0	0	20	2	0	2	37	0	63	
8:35 AM	0	0	0	0	0	2	0	0	0	0	14	4	0	2	43	0	65	
8:40 AM	0	0	0	0	0	1	0	0	1	0	19	3	0	8	29	0	61	
8:45 AM	0	0	0	0	0	2	0	8	0	0	16	1	0	3	24	1	55	
8:50 AM	0	0	0	0	0	2	0	5	0	0	22	0	0	5	27	0	61	
Count Total	0	4	1	3	0	35	4	54	1	6	400	67	0	135	578	10	1,298	
Peak Hour	0	1	0	2	0	17	1	22	1	3	219	37	0	82	363	3	751	

Location: 1 SW 124th Ave & SW Myslony St AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	2	1	2	5	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	1	4	6	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	4	4	2	10	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	4	1	4	9	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	1	1
7:20 AM	1	5	2	3	11	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	1	3	2	2	8	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	1	1
7:30 AM	1	2	1	2	6	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	4	2	9	15	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	2	3	2	7	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	2	1	3	6	7:45 AM	0	0	0	0	0	7:45 AM	0	1	1	0	2
7:50 AM	0	4	1	2	7	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	3	3	1	7	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	5	2	6	13	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	4	1	5	10	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	1	5	2	1	9	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	3	3	5	11	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	1	1	1	3	6	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	8	2	6	16	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	0	5	6	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	3	0	2	5	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	4	1	1	6	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	4	4	4	12	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	3	3	3	9	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
Count Total	5	77	41	77	200	Count Total	0	0	0	0	0	Count Total	0	1	1	2	4
Peak Hour	2	43	17	40	102	Peak Hour	0	0	0	0	0	Peak Hour	0	1	1	0	2

Location: 2 SW 112th Ave & SW Myslony St AM



ALL TRAFFIC DATA SERVICES

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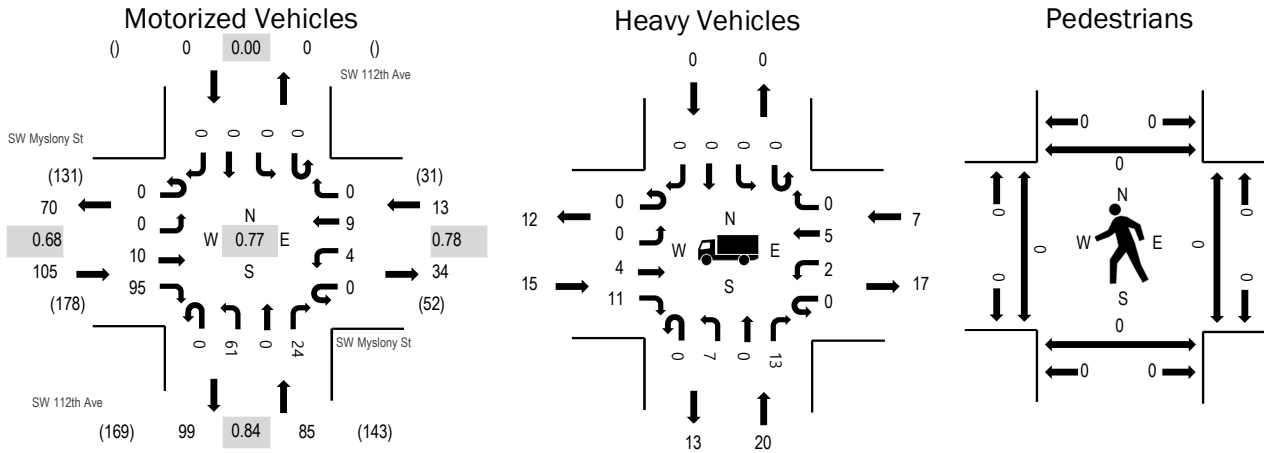
Location: 2 SW 112th Ave & SW Myslony St AM

Date: Tuesday, December 7, 2021

Peak Hour: 07:10 AM - 08:10 AM

Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	14.3%	0.68
WB	53.8%	0.78
NB	23.5%	0.84
SB	0.0%	0.00
All	20.7%	0.77

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Myslony St Eastbound				SW Myslony St Westbound				SW 112th Ave Northbound				SW 112th Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	8	0	0	0	0	0	5	0	1	0	0	0	0	14	191
7:05 AM	0	0	2	3	0	0	1	0	0	4	0	2	0	0	0	0	12	200
7:10 AM	0	0	0	4	0	0	0	0	0	6	0	5	0	0	0	0	15	203
7:15 AM	0	0	0	4	0	1	2	0	0	6	0	3	0	0	0	0	16	200
7:20 AM	0	0	0	6	0	0	0	0	0	4	0	1	0	0	0	0	11	196
7:25 AM	0	0	2	0	0	0	0	0	0	7	0	5	0	0	0	0	14	198
7:30 AM	0	0	1	12	0	0	1	0	0	5	0	2	0	0	0	0	21	198
7:35 AM	0	0	0	7	0	0	1	0	0	3	0	2	0	0	0	0	13	185
7:40 AM	0	0	1	4	0	0	0	0	0	4	0	2	0	0	0	0	11	186
7:45 AM	0	0	2	15	0	0	0	0	0	3	0	1	0	0	0	0	21	190
7:50 AM	0	0	1	17	0	1	1	0	0	10	0	2	0	0	0	0	32	188
7:55 AM	0	0	2	4	0	0	1	0	0	3	0	1	0	0	0	0	11	172
8:00 AM	0	0	0	15	0	0	3	0	0	5	0	0	0	0	0	0	23	
8:05 AM	0	0	1	7	0	2	0	0	0	5	0	0	0	0	0	0	15	
8:10 AM	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0	0	12	
8:15 AM	0	0	2	5	0	0	2	0	0	3	0	0	0	0	0	0	12	
8:20 AM	0	0	2	0	0	3	0	0	0	7	0	1	0	0	0	0	13	
8:25 AM	0	0	0	8	0	1	2	0	0	3	0	0	0	0	0	0	14	
8:30 AM	0	0	1	2	0	1	0	0	0	3	0	1	0	0	0	0	8	
8:35 AM	0	0	0	8	0	3	0	0	0	2	0	1	0	0	0	0	14	
8:40 AM	0	0	3	7	0	0	1	0	0	4	0	0	0	0	0	0	15	
8:45 AM	0	0	0	10	0	0	2	0	0	7	0	0	0	0	0	0	19	
8:50 AM	0	0	1	5	0	0	2	0	0	7	0	1	0	0	0	0	16	
Count Total	0	0	21	157	0	12	19	0	0	112	0	31	0	0	0	0	352	
Peak Hour	0	0	10	95	0	4	9	0	0	61	0	24	0	0	0	0	203	

Location: 2 SW 112th Ave & SW Myslony St AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	1	0	0	2	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	1	1	0	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	1	1	0	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	1	5	0	0	6	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	3	1	1	0	5	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	2	0	0	3	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	3	0	0	4	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	3	2	0	0	5	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	3	3	0	0	6	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	1	1	0	2	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	2	1	3	0	6	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	2	0	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	1	0	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	2	0	2	0	4	8:15 AM	0	0	0	0	0	8:15 AM	0	0	2	0	2
8:20 AM	0	1	2	0	3	8:20 AM	0	0	0	0	0	8:20 AM	1	0	0	0	1
8:25 AM	0	0	2	0	2	8:25 AM	0	0	0	0	0	8:25 AM	0	1	2	0	3
8:30 AM	1	1	1	0	3	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	2	0	3	0	5	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	3	2	0	0	5	8:40 AM	0	0	0	0	0	8:40 AM	0	2	0	0	2
8:45 AM	3	3	1	0	7	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	1	2	2	0	5	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
Count Total	30	31	21	0	82	Count Total	0	0	0	0	0	Count Total	1	3	4	0	8
Peak Hour	15	20	7	0	42	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 3 SW 124th Ave & SW Tualatin Sherwood Rd AM



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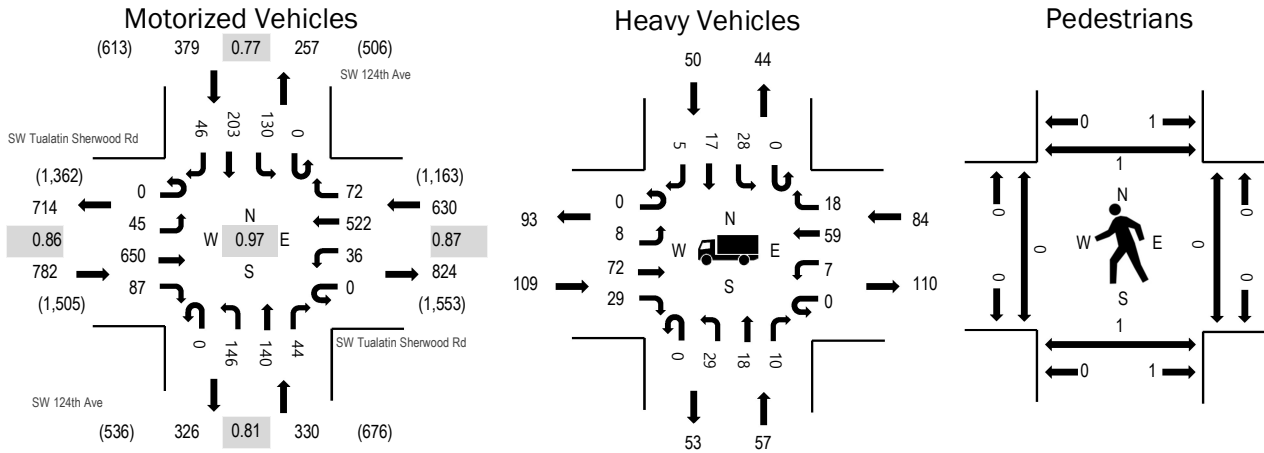
Location: 3 SW 124th Ave & SW Tualatin Sherwood Rd AM

Date: Tuesday, December 7, 2021

Peak Hour: 07:50 AM - 08:50 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	13.9%	0.86
WB	13.3%	0.87
NB	17.3%	0.81
SB	13.2%	0.77
All	14.1%	0.97

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Tualatin Sherwood Rd Eastbound				SW Tualatin Sherwood Rd Westbound				SW 124th Ave Northbound				SW 124th Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	5	45	6	0	3	49	6	0	11	11	9	0	4	7	5	161	2,046
7:05 AM	0	5	57	8	0	1	40	3	0	20	13	4	0	9	10	3	173	2,050
7:10 AM	0	4	68	10	0	3	38	5	0	13	6	0	0	7	6	5	165	2,051
7:15 AM	0	6	66	11	0	5	35	5	0	7	14	4	0	6	6	4	169	2,058
7:20 AM	0	3	52	5	0	2	37	3	0	10	11	4	0	4	8	4	143	2,061
7:25 AM	0	6	57	3	0	7	54	3	0	18	15	6	0	3	8	1	181	2,092
7:30 AM	0	4	59	5	0	1	48	4	0	20	11	5	0	7	19	4	187	2,079
7:35 AM	0	4	51	4	0	5	35	5	0	10	15	3	0	8	13	10	163	2,070
7:40 AM	0	5	61	4	0	3	43	4	0	7	14	2	0	5	9	5	162	2,089
7:45 AM	0	7	43	4	0	4	42	1	0	17	20	12	0	7	11	5	173	2,116
7:50 AM	0	3	62	9	0	2	51	4	0	16	23	1	0	11	6	7	195	2,121
7:55 AM	0	4	51	5	0	8	51	6	0	9	14	5	0	8	11	2	174	2,085
8:00 AM	0	0	57	6	0	2	35	9	0	15	8	6	0	12	9	6	165	
8:05 AM	0	6	57	2	0	2	41	11	0	13	8	3	0	11	17	3	174	
8:10 AM	0	4	50	6	0	0	57	3	0	18	10	3	0	9	10	2	172	
8:15 AM	0	7	53	9	0	5	37	2	0	8	11	4	0	11	19	6	172	
8:20 AM	0	4	54	10	0	2	35	5	0	13	11	4	0	18	14	4	174	
8:25 AM	0	7	55	5	0	3	19	7	0	14	16	3	0	12	25	2	168	
8:30 AM	0	4	51	10	0	3	41	7	0	7	7	3	0	13	29	3	178	
8:35 AM	0	3	48	5	0	5	43	4	0	12	14	7	0	13	26	2	182	
8:40 AM	0	2	55	9	0	2	56	9	0	9	7	2	0	10	25	3	189	
8:45 AM	0	1	57	11	0	2	56	5	0	12	11	3	0	2	12	6	178	
8:50 AM	0	4	49	2	0	1	33	5	0	10	22	2	0	10	16	5	159	
Count Total	0	98	1,258	149	0	71	976	116	0	289	292	95	0	200	316	97	3,957	
Peak Hour	0	45	650	87	0	36	522	72	0	146	140	44	0	130	203	46	2,121	

Location: 3 SW 124th Ave & SW Tualatin Sherwood Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	11	2	3	3	19	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	12	3	6	6	27	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	11	5	7	4	27	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	11	3	6	3	23	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	9	7	3	6	25	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	8	9	11	1	29	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	8	5	6	2	21	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	7	5	4	8	24	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	9	1	3	4	17	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	11	6	6	1	24	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	9	5	10	4	28	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	10	2	11	1	24	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	8	8	3	7	26	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	8	5	8	8	29	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	14	2	11	2	29	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	11	3	1	3	18	8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	0	1
8:20 AM	8	5	3	7	23	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	3	10	6	6	25	8:25 AM	0	0	1	0	1	8:25 AM	0	0	0	0	0
8:30 AM	7	2	5	4	18	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	7	5	11	3	26	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	1	1
8:40 AM	16	5	5	3	29	8:40 AM	0	0	1	0	1	8:40 AM	0	0	0	0	0
8:45 AM	8	5	10	2	25	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	6	7	6	3	22	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
Count Total	212	110	145	91	558	Count Total	0	0	2	0	2	Count Total	0	1	0	1	2
Peak Hour	109	57	84	50	300	Peak Hour	0	0	2	0	2	Peak Hour	0	1	0	1	2

Location: 4 SW 112th Ave & SW Tualatin Sherwood Rd AM



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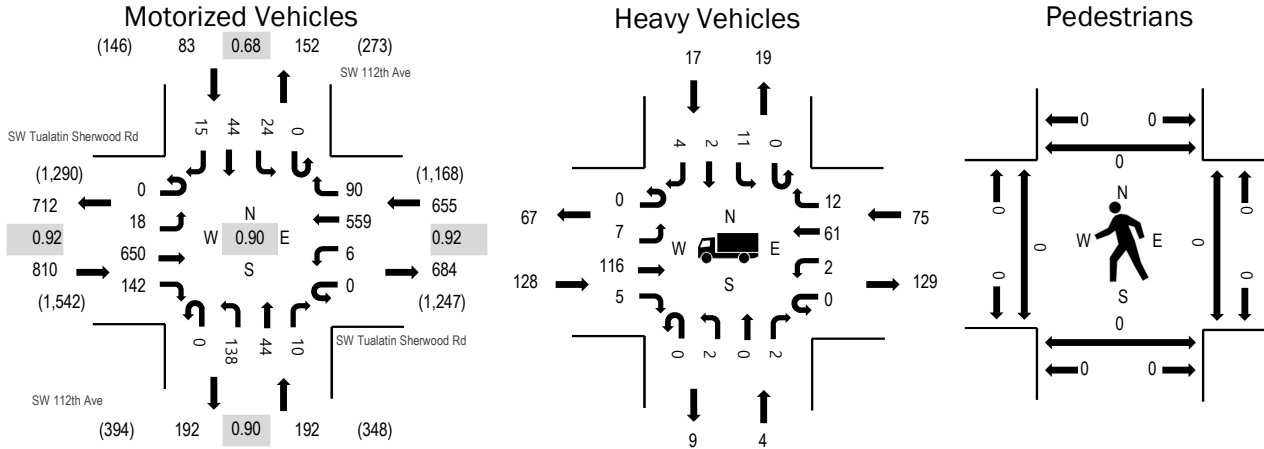
Location: 4 SW 112th Ave & SW Tualatin Sherwood Rd AM

Date: Tuesday, December 7, 2021

Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	15.8%	0.92
WB	11.5%	0.92
NB	2.1%	0.90
SB	20.5%	0.68
All	12.9%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Tualatin Sherwood Rd Eastbound				SW Tualatin Sherwood Rd Westbound				SW 112th Ave Northbound				SW 112th Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	48	13	0	1	52	8	0	15	4	1	0	2	1	1	148	1,678
7:05 AM	0	2	40	9	0	3	42	2	0	10	6	0	0	0	1	0	115	1,683
7:10 AM	0	1	56	17	0	0	32	8	0	7	4	0	0	1	1	0	127	1,721
7:15 AM	0	0	61	13	0	0	35	8	0	10	7	0	0	1	3	1	139	1,740
7:20 AM	0	1	44	13	0	1	53	8	0	17	6	0	0	5	3	1	152	1,704
7:25 AM	0	2	50	11	0	0	45	12	0	11	3	1	0	1	3	1	140	1,684
7:30 AM	0	2	47	9	0	0	44	6	0	12	5	0	0	0	7	0	132	1,692
7:35 AM	0	2	36	13	0	0	54	8	0	9	1	1	0	2	1	0	127	1,689
7:40 AM	0	1	61	19	0	0	36	3	0	12	4	0	0	0	3	1	140	1,706
7:45 AM	0	2	53	8	0	0	41	4	0	12	2	1	0	4	3	0	130	1,713
7:50 AM	0	3	50	9	0	3	55	8	0	15	7	1	0	4	9	3	167	1,703
7:55 AM	0	2	71	12	0	1	46	6	0	8	5	1	0	3	4	2	161	1,687
8:00 AM	0	1	66	15	0	0	39	6	0	15	1	1	0	3	5	1	153	
8:05 AM	0	0	56	7	0	0	57	16	0	11	3	1	0	0	1	1	153	
8:10 AM	0	2	55	13	0	1	54	5	0	6	0	3	0	1	2	4	146	
8:15 AM	0	0	42	12	0	0	31	4	0	6	4	1	0	2	0	1	103	
8:20 AM	0	2	49	16	0	2	33	6	0	14	2	1	0	4	2	1	132	
8:25 AM	0	0	52	27	0	0	38	3	0	15	3	0	0	1	6	3	148	
8:30 AM	0	2	48	21	0	1	38	4	0	10	2	0	0	1	1	1	129	
8:35 AM	0	4	49	12	0	1	50	3	0	14	0	0	0	5	3	3	144	
8:40 AM	0	1	47	20	0	0	52	10	0	6	3	2	0	2	1	3	147	
8:45 AM	0	9	36	11	0	0	30	4	0	15	5	1	0	7	0	2	120	
8:50 AM	0	4	62	18	0	1	48	6	0	2	3	0	0	3	1	3	151	
Count Total	0	45	1,179	318	0	15	1,005	148	0	252	80	16	0	52	61	33	3,204	
Peak Hour	0	18	650	142	0	6	559	90	0	138	44	10	0	24	44	15	1,740	

Location: 4 SW 112th Ave & SW Tualatin Sherwood Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	4	1	7	1	13	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	10	0	9	0	19	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	14	0	4	1	19	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	10	0	7	1	18	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	6	0	10	4	20	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	10	0	4	1	15	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	7	0	3	1	11	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	10	1	3	0	14	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	12	0	5	1	18	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	18	0	11	0	29	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	10	0	5	3	18	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	14	1	10	1	26	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	13	1	2	3	19	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	8	1	8	1	18	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	10	0	7	1	18	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	11	1	1	2	15	8:15 AM	0	0	0	0	0	8:15 AM	1	1	0	0	2
8:20 AM	9	1	5	1	16	8:20 AM	0	0	0	0	0	8:20 AM	0	1	0	0	1
8:25 AM	14	1	5	2	22	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	6	0	5	1	12	8:30 AM	0	0	0	0	0	8:30 AM	0	0	1	1	2
8:35 AM	6	3	7	4	20	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	10	1	6	2	19	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	9	4	3	1	17	8:45 AM	0	0	0	0	0	8:45 AM	0	1	0	1	2
8:50 AM	8	0	9	3	20	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
Count Total	229	16	136	35	416	Count Total	0	0	0	0	0	Count Total	1	3	1	2	7
Peak Hour	128	4	75	17	224	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



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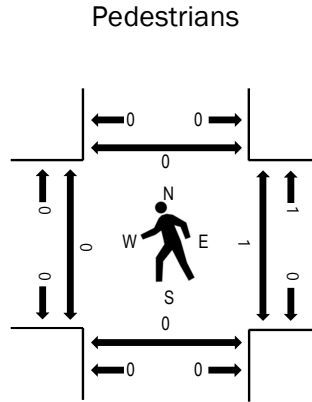
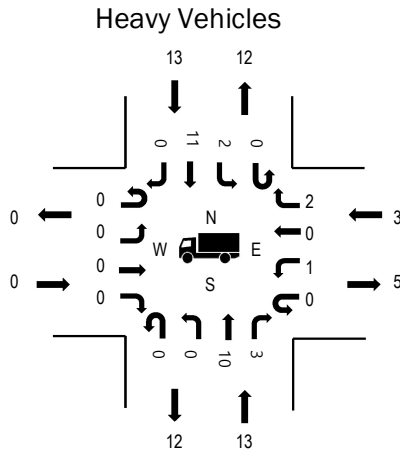
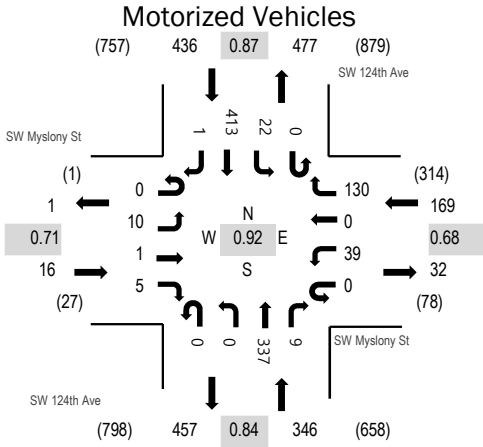
Location: 1 SW 124th Ave & SW Myslony St PM

Date: Tuesday, December 7, 2021

Peak Hour: 04:35 PM - 05:35 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.71
WB	1.8%	0.68
NB	3.8%	0.84
SB	3.0%	0.87
All	3.0%	0.92

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Myslony St Eastbound				SW Myslony St Westbound				SW 124th Ave Northbound				SW 124th Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	1	0	8	0	16	0	0	34	3	0	5	30	0	97	937
4:05 PM	0	0	1	2	0	7	0	17	0	0	36	0	0	2	29	0	94	913
4:10 PM	0	0	0	0	0	7	0	8	0	0	34	0	0	1	30	0	80	915
4:15 PM	0	1	0	0	0	7	0	13	0	0	21	2	0	5	27	0	76	929
4:20 PM	0	0	1	0	0	6	0	5	0	0	24	1	0	1	19	0	57	924
4:25 PM	0	1	0	1	0	4	0	7	0	0	32	0	0	3	16	0	64	946
4:30 PM	0	0	0	0	0	2	0	6	0	0	19	1	0	1	32	0	61	947
4:35 PM	0	0	0	1	0	0	0	14	0	0	28	2	0	2	39	0	86	967
4:40 PM	0	1	0	0	0	5	0	9	0	0	24	1	0	2	45	0	87	937
4:45 PM	0	0	0	0	0	2	0	8	0	0	25	2	0	4	34	0	75	908
4:50 PM	0	3	0	0	0	0	0	8	0	0	31	2	0	2	38	1	85	895
4:55 PM	0	1	0	0	0	1	0	11	0	0	38	0	0	0	24	0	75	852
5:00 PM	0	0	0	1	0	5	0	12	0	0	26	0	0	3	26	0	73	819
5:05 PM	0	3	1	0	0	8	0	22	0	0	26	0	0	3	33	0	96	
5:10 PM	0	0	0	0	0	4	0	8	0	0	31	0	0	0	51	0	94	
5:15 PM	0	1	0	0	0	3	0	8	0	0	27	0	0	2	30	0	71	
5:20 PM	0	1	0	0	0	3	0	7	0	0	31	2	0	3	32	0	79	
5:25 PM	0	0	0	1	0	4	0	10	0	0	24	0	0	0	26	0	65	
5:30 PM	0	0	0	2	0	4	0	13	0	0	26	0	0	1	35	0	81	
5:35 PM	0	0	1	0	0	1	0	4	0	0	18	0	0	2	30	0	56	
5:40 PM	0	0	0	0	0	1	0	6	0	0	27	1	0	3	20	0	58	
5:45 PM	0	2	0	0	0	4	0	5	0	0	19	2	0	6	24	0	62	
5:50 PM	0	0	0	0	0	1	0	7	0	0	15	0	0	3	16	0	42	
5:55 PM	0	0	0	0	0	1	0	2	0	0	23	0	0	1	15	0	42	
Count Total	0	14	4	9	0	88	0	226	0	0	639	19	0	55	701	1	1,756	
Peak Hour	0	10	1	5	0	39	0	130	0	0	337	9	0	22	413	1	967	

Location: 1 SW 124th Ave & SW Myslony St PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	4	3	8	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	4	2	1	7	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	2	1	2	5	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	2	3	2	7	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	1	2	2	5	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	2	1	1	4	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	2	0	2	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	1	0	2	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	3	0	1	4	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	1	0	1	2	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	2	0	1	3	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	1	1	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	0	1
5:05 PM	0	1	0	2	3	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	2	1	2	5	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	2	0	0	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	1	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	3	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	2	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	1	1	0	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	1	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	1	1	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	28	18	30	76	Count Total	0	0	0	0	0	Count Total	0	0	1	0	1
Peak Hour	0	13	3	13	29	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	0	1

Location: 2 SW 112th Ave & SW Myslony St PM



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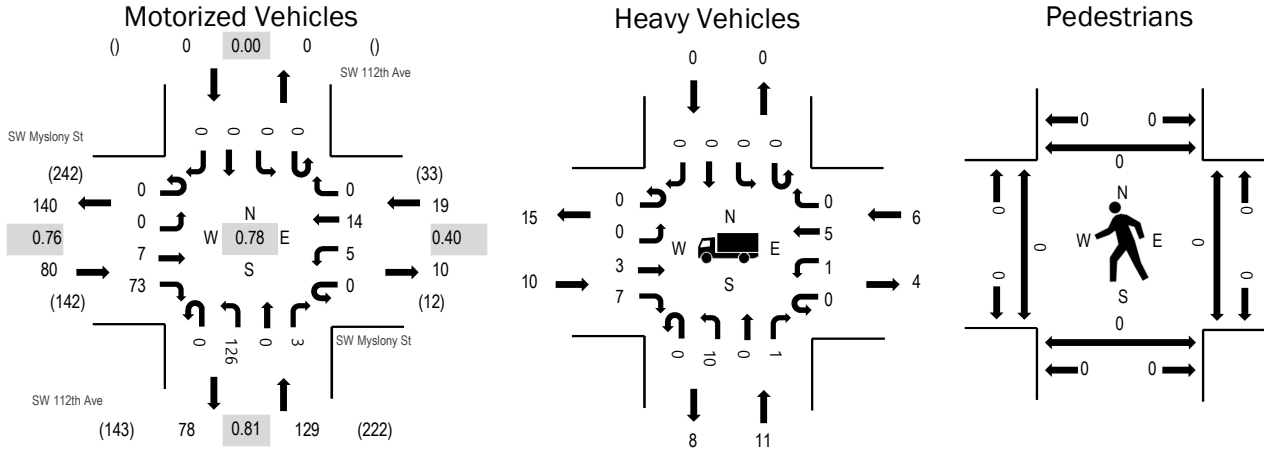
Location: 2 SW 112th Ave & SW Myslony St PM

Date: Tuesday, December 7, 2021

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:50 PM - 05:05 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	12.5%	0.76
WB	31.6%	0.40
NB	8.5%	0.81
SB	0.0%	0.00
All	11.8%	0.78

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Myslony St Eastbound				SW Myslony St Westbound				SW 112th Ave Northbound				SW 112th Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	4	8	0	2	5	0	0	14	0	1	0	0	0	0	34	228
4:05 PM	0	0	1	6	0	0	2	0	0	9	0	2	0	0	0	0	20	223
4:10 PM	0	0	0	3	0	0	3	0	0	7	0	0	0	0	0	0	13	224
4:15 PM	0	0	0	6	0	0	1	0	0	11	0	0	0	0	0	0	18	221
4:20 PM	0	0	0	7	0	1	1	0	0	5	0	0	0	0	0	0	14	213
4:25 PM	0	0	0	9	0	1	0	0	0	10	0	0	0	0	0	0	20	217
4:30 PM	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	10	210
4:35 PM	0	0	0	4	0	0	0	0	0	18	0	0	0	0	0	0	22	217
4:40 PM	0	0	1	7	0	0	0	0	0	14	0	0	0	0	0	0	22	200
4:45 PM	0	0	0	3	0	0	0	0	0	8	0	0	0	0	0	0	11	190
4:50 PM	0	0	0	10	0	0	0	0	0	11	0	0	0	0	0	0	21	193
4:55 PM	0	0	1	5	0	1	2	0	0	14	0	0	0	0	0	0	23	185
5:00 PM	0	0	1	8	0	2	1	0	0	17	0	0	0	0	0	0	29	169
5:05 PM	0	0	0	12	0	1	0	0	0	8	0	0	0	0	0	0	21	
5:10 PM	0	0	0	2	0	0	0	0	0	8	0	0	0	0	0	0	10	
5:15 PM	0	0	0	2	0	0	0	0	0	8	0	0	0	0	0	0	10	
5:20 PM	0	0	0	6	0	0	3	0	0	9	0	0	0	0	0	0	18	
5:25 PM	0	0	0	3	0	0	2	0	0	8	0	0	0	0	0	0	13	
5:30 PM	0	0	0	2	0	0	2	0	0	13	0	0	0	0	0	0	17	
5:35 PM	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5	
5:40 PM	0	0	0	5	0	0	1	0	0	6	0	0	0	0	0	0	12	
5:45 PM	0	0	1	5	0	0	0	0	0	8	0	0	0	0	0	0	14	
5:50 PM	0	0	0	6	0	2	0	0	0	5	0	0	0	0	0	0	13	
5:55 PM	0	0	0	5	0	0	0	0	0	2	0	0	0	0	0	0	7	
Count Total	0	0	9	133	0	10	23	0	0	219	0	3	0	0	0	0	397	
Peak Hour	0	0	7	73	0	5	14	0	0	126	0	3	0	0	0	0	228	

Location: 2 SW 112th Ave & SW Myslony St PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	2	1	0	5	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	1	3	1	0	5	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	2	0	3	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	1	0	0	2	4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	0	0
4:20 PM	0	0	2	0	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	1	0	0	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	0	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	2	1	0	0	3	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	2	0	0	0	2	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	2	0	0	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	1	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	1	0	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	2	0	0	0	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	1	0	0	2	5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1
5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	16	15	6	0	37	Count Total	1	1	0	0	2	Count Total	0	0	2	0	2
Peak Hour	10	11	6	0	27	Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0

Location: 3 SW 124th Ave & SW Tualatin Sherwood Rd PM



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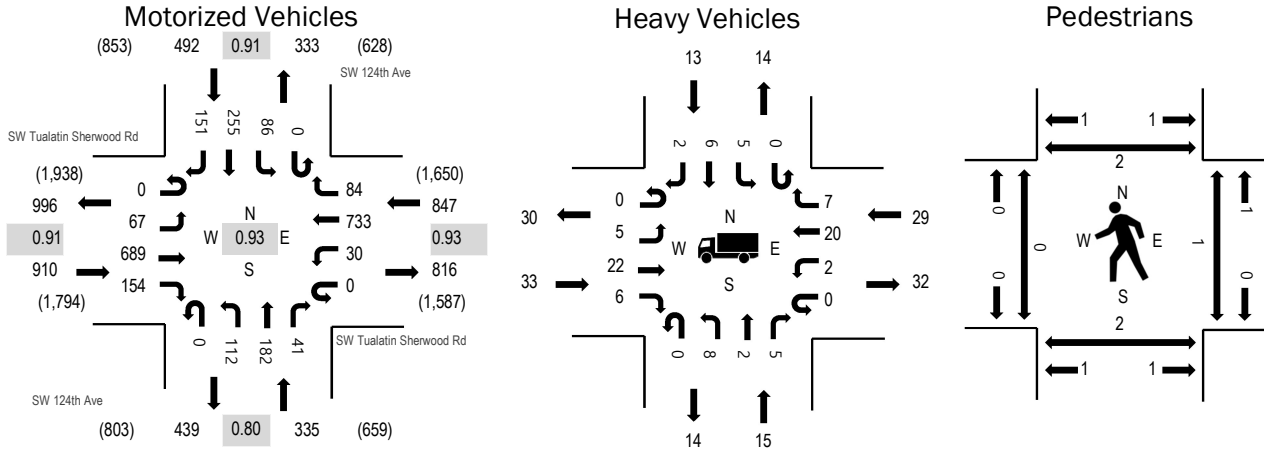
Location: 3 SW 124th Ave & SW Tualatin Sherwood Rd PM

Date: Tuesday, December 7, 2021

Peak Hour: 04:35 PM - 05:35 PM

Peak 15-Minutes: 05:10 PM - 05:25 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.6%	0.91
WB	3.4%	0.93
NB	4.5%	0.80
SB	2.6%	0.91
All	3.5%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Tualatin Sherwood Rd Eastbound				SW Tualatin Sherwood Rd Westbound				SW 124th Ave Northbound				SW 124th Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	5	51	10	0	2	54	6	0	9	22	2	0	5	22	13	201	2,485
4:05 PM	0	4	44	13	0	6	38	12	0	12	24	1	0	5	28	14	201	2,502
4:10 PM	0	0	64	12	0	2	56	7	0	14	26	3	0	7	25	12	228	2,506
4:15 PM	0	5	65	16	0	5	70	3	0	5	8	1	0	2	8	9	197	2,513
4:20 PM	0	5	55	20	0	3	57	3	0	12	18	6	0	3	13	13	208	2,550
4:25 PM	0	8	62	7	0	2	52	3	0	6	24	2	0	8	16	6	196	2,570
4:30 PM	0	3	61	19	0	4	52	5	0	9	7	2	0	3	13	9	187	2,583
4:35 PM	0	6	42	11	0	4	55	13	0	10	16	7	0	7	32	14	217	2,584
4:40 PM	0	8	58	6	0	1	57	3	0	11	13	3	0	3	14	11	188	2,564
4:45 PM	0	6	69	14	0	4	63	3	0	6	9	2	0	9	34	11	230	2,582
4:50 PM	0	6	55	15	0	6	60	10	0	7	15	3	0	12	19	8	216	2,545
4:55 PM	0	9	51	14	0	0	54	7	0	12	25	9	0	8	15	12	216	2,513
5:00 PM	0	6	53	16	0	5	68	7	0	9	15	3	0	6	15	15	218	2,471
5:05 PM	0	3	65	10	0	0	60	11	0	6	9	1	0	4	26	10	205	
5:10 PM	0	6	71	13	0	1	67	7	0	12	12	1	0	13	22	10	235	
5:15 PM	0	3	65	18	0	3	65	10	0	10	16	2	0	5	19	18	234	
5:20 PM	0	5	69	9	0	3	67	5	0	9	18	1	0	8	20	14	228	
5:25 PM	0	5	58	13	0	2	63	4	0	11	15	6	0	4	15	13	209	
5:30 PM	0	4	33	15	0	1	54	4	0	9	19	3	0	7	24	15	188	
5:35 PM	0	1	57	16	0	1	55	2	0	10	9	5	0	18	11	12	197	
5:40 PM	0	6	63	20	0	0	59	13	0	12	11	2	0	1	12	7	206	
5:45 PM	0	1	48	8	0	5	71	7	0	4	14	3	0	5	11	16	193	
5:50 PM	0	5	52	8	0	2	75	1	0	11	10	1	0	6	7	6	184	
5:55 PM	0	7	51	12	0	1	67	2	0	8	8	3	0	4	4	7	174	
Count Total	0	117	1,362	315	0	63	1,439	148	0	224	363	72	0	153	425	275	4,956	
Peak Hour	0	67	689	154	0	30	733	84	0	112	182	41	0	86	255	151	2,584	

Location: 3 SW 124th Ave & SW Tualatin Sherwood Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	6	2	3	4	15	4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0
4:05 PM	3	6	2	3	14	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	3	3	2	9	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	5	2	5	2	14	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	3	1	4	1	9	4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	0	1
4:25 PM	5	2	2	2	11	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	5	1	3	1	10	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	2	1	7	1	11	4:35 PM	0	0	0	0	0	4:35 PM	0	1	0	0	1
4:40 PM	5	5	0	0	10	4:40 PM	0	0	0	0	0	4:40 PM	0	0	1	0	1
4:45 PM	0	1	2	1	4	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	1	2
4:50 PM	3	1	3	1	8	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	3	2	2	1	8	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	3	0	4	0	7	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	2	2	5	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	2	1	3	1	7	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	1	1
5:15 PM	4	0	2	2	8	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	2	2	1	0	5	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	5	1	0	0	6	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	3	1	3	4	11	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	4	0	1	2	7	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	2	1	2	0	5	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	4	2	1	0	7	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	3	0	3	0	6	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	4	1	3	0	8	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	78	36	61	30	205	Count Total	0	0	1	0	1	Count Total	0	3	1	2	6
Peak Hour	33	15	29	13	90	Peak Hour	0	0	0	0	0	Peak Hour	0	2	1	2	5

Location: 4 SW 112th Ave & SW Tualatin Sherwood Rd PM



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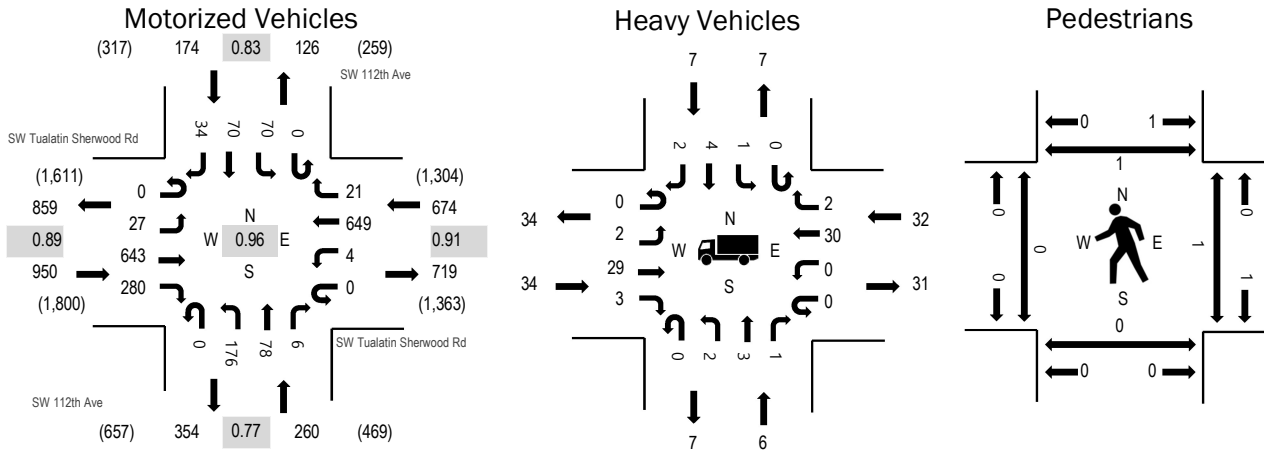
Location: 4 SW 112th Ave & SW Tualatin Sherwood Rd PM

Date: Tuesday, December 7, 2021

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.6%	0.89
WB	4.7%	0.91
NB	2.3%	0.77
SB	4.0%	0.83
All	3.8%	0.96

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Tualatin Sherwood Rd Eastbound				SW Tualatin Sherwood Rd Westbound				SW 112th Ave Northbound				SW 112th Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	53	19	0	0	45	7	0	9	7	0	0	2	4	2	152	1,940
4:05 PM	0	2	39	20	0	0	47	3	0	23	7	1	0	10	11	3	166	1,959
4:10 PM	0	3	56	26	0	0	40	5	0	11	5	0	0	7	5	2	160	1,979
4:15 PM	0	2	40	21	0	1	51	3	0	11	8	1	0	8	2	0	148	1,991
4:20 PM	0	5	54	18	0	0	55	2	0	9	2	0	0	4	2	0	151	2,008
4:25 PM	0	1	39	23	0	0	30	1	0	15	7	2	0	11	7	2	138	2,047
4:30 PM	0	1	44	33	0	1	64	2	0	15	1	1	0	4	7	3	176	2,058
4:35 PM	0	2	51	21	0	0	50	3	0	27	18	1	0	9	8	3	193	2,036
4:40 PM	0	2	57	24	0	0	54	1	0	8	6	1	0	6	3	3	165	1,982
4:45 PM	0	3	40	19	0	0	42	1	0	20	7	0	0	7	7	2	148	1,991
4:50 PM	0	4	64	25	0	1	42	1	0	14	7	0	0	4	7	3	172	1,991
4:55 PM	0	3	44	26	0	0	68	3	0	8	9	1	0	6	3	0	171	1,968
5:00 PM	0	5	47	23	0	0	57	3	0	14	10	2	0	6	2	2	171	1,950
5:05 PM	0	2	54	23	0	2	52	3	0	18	2	0	0	11	14	5	186	
5:10 PM	0	0	75	22	0	0	50	1	0	13	4	0	0	6	0	1	172	
5:15 PM	0	2	61	22	0	0	46	2	0	13	5	0	0	3	6	5	165	
5:20 PM	0	1	58	25	0	0	83	1	0	6	3	0	0	6	4	3	190	
5:25 PM	0	2	48	17	0	0	41	0	0	20	6	0	0	2	9	4	149	
5:30 PM	0	2	49	20	0	0	60	3	0	7	8	1	0	3	0	1	154	
5:35 PM	0	3	44	17	0	0	46	0	0	13	3	1	0	5	6	1	139	
5:40 PM	0	2	69	25	0	0	57	3	0	9	0	0	0	2	6	1	174	
5:45 PM	0	6	44	13	0	0	46	2	0	22	5	1	0	2	7	0	148	
5:50 PM	0	3	48	20	0	0	50	3	0	4	5	0	0	5	6	5	149	
5:55 PM	0	3	38	19	0	0	65	5	0	9	3	0	0	5	5	1	153	
Count Total	0	63	1,216	521	0	5	1,241	58	0	318	138	13	0	134	131	52	3,890	
Peak Hour	0	27	643	280	0	4	649	21	0	176	78	6	0	70	70	34	2,058	

Location: 4 SW 112th Ave & SW Tualatin Sherwood Rd PM

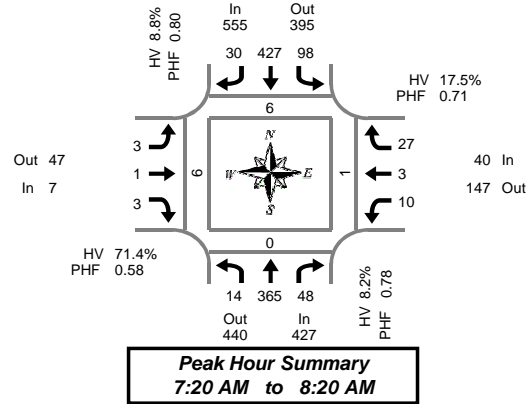
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	5	1	4	0	10	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	6	1	6	1	14	4:05 PM	0	0	0	0	0	4:05 PM	1	0	0	0	1
4:10 PM	2	1	2	0	5	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	2	2	2	1	7	4:15 PM	0	0	0	1	1	4:15 PM	1	0	0	0	1
4:20 PM	4	0	4	0	8	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	5	2	0	3	10	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	4	0	2	0	6	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	3	2	7	1	13	4:35 PM	0	1	0	0	1	4:35 PM	0	0	1	0	1
4:40 PM	5	1	2	0	8	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	2	1	1	2	6	4:45 PM	0	0	0	0	0	4:45 PM	0	0	1	0	1
4:50 PM	2	0	3	2	7	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	2	2	4	0	8	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	3	0	2	1	6	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	3	0	4	0	7	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	3	0	2	0	5	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1
5:20 PM	4	0	1	0	5	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	3	0	3	1	7	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	4	1	2	0	7	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	3	1	3	0	7	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	4	0	2	1	7	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	5	0	2	1	8	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	4	0	2	0	6	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	3	1	3	1	8	5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	1	1
Count Total	81	16	64	15	176	Count Total	1	1	0	1	3	Count Total	2	0	2	2	6
Peak Hour	34	6	32	7	79	Peak Hour	0	1	0	0	1	Peak Hour	0	0	2	1	3

Total Vehicle Summary



Clay Carney
(503) 833-2740



SW 124th Ave & SW Myslony St

Tuesday, October 08, 2019

7:00 AM to 9:00 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	11	3	0	9	24	0	0	0	0	0	0	1	0	2	0	50	0	0	0	0
7:05 AM	2	22	3	0	6	31	0	0	0	0	0	0	1	0	1	0	66	0	0	0	0
7:10 AM	2	20	2	0	5	30	1	0	0	0	0	0	3	2	0	0	65	0	0	0	0
7:15 AM	2	19	5	0	8	26	1	0	0	0	0	1	1	1	0	0	64	2	0	0	1
7:20 AM	1	20	4	0	11	28	3	0	1	0	1	0	1	0	5	0	75	0	0	0	0
7:25 AM	1	17	2	0	6	37	1	0	1	0	0	0	1	0	1	0	67	2	0	0	5
7:30 AM	2	22	4	0	7	51	1	0	0	0	0	0	2	0	2	0	91	0	0	0	1
7:35 AM	0	31	5	0	7	41	3	0	0	0	0	0	0	0	4	0	91	0	0	0	0
7:40 AM	1	27	3	0	11	48	4	0	0	0	0	0	2	0	2	0	98	0	0	0	0
7:45 AM	0	43	8	1	10	39	2	0	0	0	0	0	0	1	1	0	104	0	0	0	0
7:50 AM	2	32	3	0	9	38	4	0	0	1	0	0	0	0	0	0	89	0	0	0	0
7:55 AM	1	44	3	0	7	22	5	0	0	0	0	0	1	1	4	0	88	2	0	0	0
8:00 AM	2	34	5	0	13	32	1	0	1	0	0	0	1	1	2	0	92	0	0	0	0
8:05 AM	1	43	3	0	7	28	3	0	0	0	1	0	1	0	3	0	90	0	0	0	0
8:10 AM	3	17	3	0	5	36	1	0	0	0	0	0	1	0	3	0	69	0	0	0	0
8:15 AM	0	35	5	0	5	27	2	0	0	0	1	0	0	0	0	0	75	2	0	1	0
8:20 AM	3	21	6	0	3	28	2	0	1	0	0	0	1	0	0	0	65	0	0	0	0
8:25 AM	0	21	3	0	5	27	0	0	1	0	0	0	1	0	0	0	58	0	0	0	0
8:30 AM	2	30	2	0	2	15	0	0	0	0	0	0	1	0	1	0	53	0	0	0	0
8:35 AM	0	23	3	0	2	18	0	0	0	0	0	0	1	0	1	0	48	0	0	0	0
8:40 AM	1	26	4	0	1	11	0	0	0	0	0	0	2	0	1	0	46	0	0	0	0
8:45 AM	0	26	0	0	1	27	0	0	0	0	0	0	2	0	1	0	57	0	0	0	0
8:50 AM	0	23	2	0	2	15	0	0	0	0	0	0	1	0	2	0	45	0	0	0	0
8:55 AM	2	25	2	0	4	35	1	0	0	0	0	0	3	0	0	0	72	0	0	0	0
Total Survey	28	632	83	1	146	714	35	0	5	1	4	0	28	6	36	0	1,718	8	0	1	7

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	4	53	8	0	20	85	1	0	0	0	0	0	5	2	3	0	181	0	0	0	0
7:15 AM	4	56	11	0	25	91	5	0	2	0	2	0	3	1	6	0	206	4	0	0	6
7:30 AM	3	80	12	0	25	140	8	0	0	0	0	0	4	0	8	0	280	0	0	0	1
7:45 AM	3	119	14	1	26	99	11	0	0	1	0	0	1	2	5	0	281	2	0	0	0
8:00 AM	6	94	11	0	25	96	5	0	1	0	1	0	3	1	8	0	251	0	0	0	0
8:15 AM	3	77	14	0	13	82	4	0	2	0	1	0	2	0	0	0	198	2	0	1	0
8:30 AM	3	79	9	0	5	44	0	0	0	0	0	0	4	0	3	0	147	0	0	0	0
8:45 AM	2	74	4	0	7	77	1	0	0	0	0	0	6	0	3	0	174	0	0	0	0
Total Survey	28	632	83	1	146	714	35	0	5	1	4	0	28	6	36	0	1,718	8	0	1	7

Peak Hour Summary

7:20 AM to 8:20 AM

By Approach	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	427	440	867	1	555	395	950	0	7	47	54	0	40	147	187	0	1,029	6	0	1	6
%HV	8.2%				8.8%				71.4%				17.5%				9.3%				
PHF	0.78				0.80				0.58				0.71				0.88				

By Movement	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	14	365	48	427	98	427	30	555	3	1	3	7	10	3	27	40	1,029
%HV	0.0%	9.3%	2.1%	8.2%	3.1%	10.8%	0.0%	8.8%	66.7%	0.0%	###	71.4%	20.0%	0.0%	18.5%	17.5%	9.3%
PHF	0.58	0.75	0.75	0.78	0.82	0.76	0.68	0.80	0.38	0.25	0.38	0.58	0.63	0.38	0.75	0.71	0.88

Rolling Hour Summary

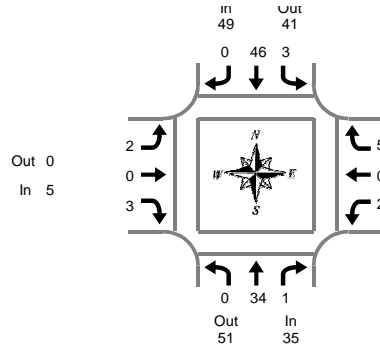
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	14	308	45	1	96	415	25	0	2	1	2	0	13	5	22	0	948	6	0	0	7
7:15 AM	16	349	48	1	101	426	29	0	3	1	3	0	11	4	27	0	1,018	6	0	0	7
7:30 AM	15	370	51	1	89	417	28	0	3	1	2	0	10	3	21	0	1,010	4	0	1	1
7:45 AM	15	369	48	1	69	321	20	0	3	1	2	0	10	3	16	0	877	4	0	1	0
8:00 AM	14	324	38	0	50	299	10	0	3	0	2	0	15	1	14	0	770	2	0	1	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SW 124th Ave & SW Myslony St

Tuesday, October 08, 2019

7:00 AM to 9:00 AM

Peak Hour Summary
7:20 AM to 8:20 AM

Heavy Vehicle 5-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	1	0	1	1	2	0	3	0	0	0	0	0	0	0	0	4
7:05 AM	0	4	0	4	0	3	0	3	0	0	0	0	1	0	0	1	8
7:10 AM	0	1	0	1	0	4	0	4	0	0	0	0	2	2	0	4	9
7:15 AM	0	2	0	2	0	4	0	4	0	0	1	1	1	0	0	1	8
7:20 AM	0	1	0	1	0	2	0	2	1	0	1	2	0	0	0	0	5
7:25 AM	0	3	0	3	0	5	0	5	1	0	0	1	0	0	1	1	10
7:30 AM	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0	7
7:35 AM	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0	7
7:40 AM	0	1	0	1	1	3	0	4	0	0	0	0	1	0	1	2	7
7:45 AM	0	2	0	2	1	3	0	4	0	0	0	0	0	0	0	0	6
7:50 AM	0	1	0	1	0	5	0	5	0	0	0	0	0	0	0	0	6
7:55 AM	0	2	0	2	0	2	0	2	0	0	0	0	1	0	1	2	6
8:00 AM	0	3	0	3	1	4	0	5	0	0	0	0	0	0	1	1	9
8:05 AM	0	8	0	8	0	5	0	5	0	0	1	1	0	0	1	1	15
8:10 AM	0	3	1	4	0	5	0	5	0	0	0	0	0	0	0	0	9
8:15 AM	0	4	0	4	0	4	0	4	0	0	1	1	0	0	0	0	9
8:20 AM	0	5	1	6	0	3	0	3	0	0	0	0	0	0	0	0	9
8:25 AM	0	3	1	4	0	3	0	3	0	0	0	0	0	0	0	0	7
8:30 AM	0	6	0	6	0	2	0	2	0	0	0	0	0	0	0	0	8
8:35 AM	0	3	2	5	0	4	0	4	0	0	0	0	0	0	1	1	10
8:40 AM	0	4	2	6	1	1	0	2	0	0	0	0	1	0	0	1	9
8:45 AM	0	6	0	6	0	3	0	3	0	0	0	0	1	0	0	1	10
8:50 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	0	1	1	6
8:55 AM	0	4	0	4	1	8	0	9	0	0	0	0	0	0	0	0	13
Total Survey	0	74	7	81	6	87	0	93	2	0	4	6	8	2	7	17	197

Heavy Vehicle 15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	6	0	6	1	9	0	10	0	0	0	0	3	2	0	5	21
7:15 AM	0	6	0	6	0	11	0	11	2	0	2	4	1	0	1	2	23
7:30 AM	0	7	0	7	1	11	0	12	0	0	0	0	1	0	1	2	21
7:45 AM	0	5	0	5	1	10	0	11	0	0	0	0	1	0	1	2	18
8:00 AM	0	14	1	15	1	14	0	15	0	0	1	1	0	0	2	2	33
8:15 AM	0	12	2	14	0	10	0	10	0	0	1	1	0	0	0	0	25
8:30 AM	0	13	4	17	1	7	0	8	0	0	0	0	1	0	1	2	27
8:45 AM	0	11	0	11	1	15	0	16	0	0	0	0	1	0	1	2	29
Total Survey	0	74	7	81	6	87	0	93	2	0	4	6	8	2	7	17	197

Heavy Vehicle Peak Hour Summary 7:20 AM to 8:20 AM

By Approach	Northbound SW 124th Ave			Southbound SW 124th Ave			Eastbound SW Myslony St			Westbound SW Myslony St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	35	51	86	49	41	90	5	0	5	7	4	11	96
PHF	0.55			0.82			0.42			0.44			0.73

By Movement	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	34	1	35	3	46	0	49	2	0	3	5	2	0	5	7	96
PHF	0.00	0.57	0.25	0.55	0.38	0.82	0.00	0.82	0.25	0.00	0.38	0.42	0.50	0.00	0.42	0.44	0.73

Heavy Vehicle Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	24	0	24	3	41	0	44	2	0	2	4	6	2	3	11	83
7:15 AM	0	32	1	33	3	46	0	49	2	0	3	5	3	0	5	8	95
7:30 AM	0	38	3	41	3	45	0	48	0	0	2	2	2	0	4	6	97
7:45 AM	0	44	7	51	3	41	0	44	0	0	2	2	2	0	4	6	103
8:00 AM	0	50	7	57	3	46	0	49	0	0	2	2	2	0	4	6	114

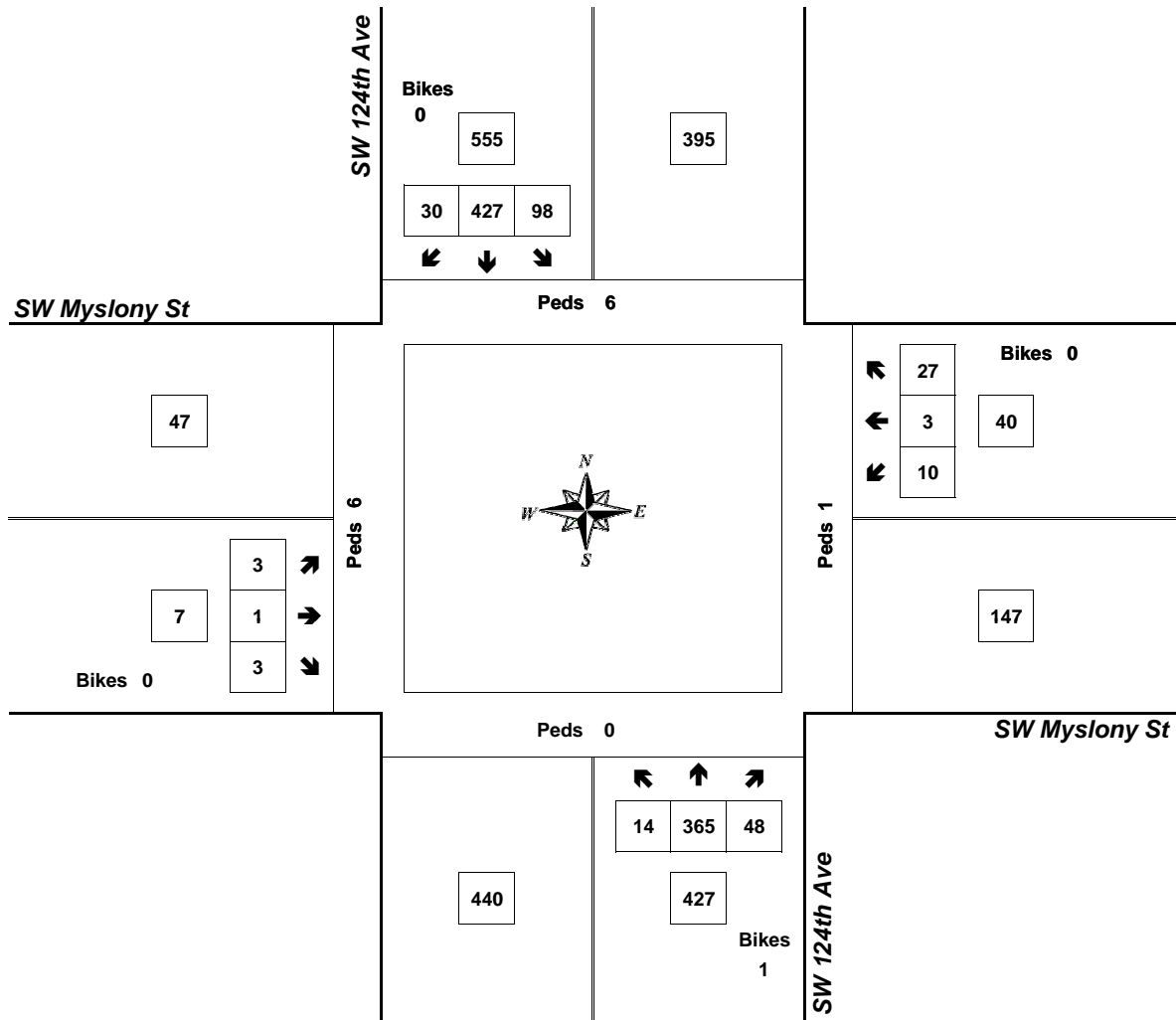
Peak Hour Summary



Clay Carney
(503) 833-2740

SW 124th Ave & SW Myslony St

7:20 AM to 8:20 AM
Tuesday, October 08, 2019



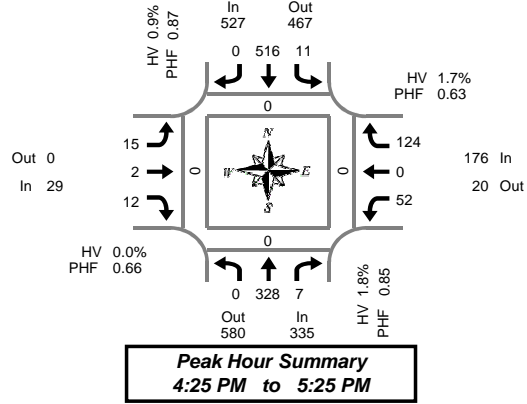
Approach	PHF	HV%	Volume
EB	0.58	71.4%	7
WB	0.71	17.5%	40
NB	0.78	8.2%	427
SB	0.80	8.8%	555
Intersection	0.88	9.3%	1,029

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



SW 124th Ave & SW Myslony St

Tuesday, October 08, 2019

4:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	13	0	0	0	44	0	0	4	0	1	0	16	0	14	0	92	0	0	0	2
4:05 PM	0	13	2	0	0	47	1	0	1	0	4	0	14	0	7	0	89	0	0	0	0
4:10 PM	1	30	0	0	3	44	0	0	1	0	2	0	11	0	4	0	96	0	0	0	0
4:15 PM	0	21	1	0	1	39	0	0	2	0	4	0	4	0	9	0	81	0	0	0	0
4:20 PM	0	17	1	0	1	32	1	0	0	1	1	0	6	0	10	0	70	0	0	0	0
4:25 PM	0	23	1	0	1	41	0	0	0	0	0	0	5	0	6	0	77	0	0	0	0
4:30 PM	0	19	0	0	1	49	0	0	4	1	2	0	2	0	5	0	83	0	0	0	0
4:35 PM	0	17	1	0	0	51	0	0	1	0	1	0	2	0	12	0	85	0	0	0	0
4:40 PM	0	25	0	0	0	51	0	0	1	0	1	0	5	0	14	0	97	0	0	0	0
4:45 PM	0	38	1	0	2	42	0	0	1	0	2	0	5	0	10	0	101	0	0	0	0
4:50 PM	0	28	1	0	1	36	0	0	0	0	1	0	1	0	5	0	73	0	0	0	0
4:55 PM	0	30	0	0	2	41	0	0	0	0	1	0	1	0	9	0	84	0	0	0	0
5:00 PM	0	23	1	0	0	35	0	0	2	0	1	0	9	0	13	0	84	0	0	0	0
5:05 PM	0	39	1	0	2	52	0	0	1	0	2	0	10	0	20	0	127	0	0	0	0
5:10 PM	0	24	1	0	1	46	0	0	1	0	1	0	7	0	11	0	92	0	0	0	0
5:15 PM	0	32	0	0	1	30	0	0	3	1	0	0	3	0	13	0	83	0	0	0	0
5:20 PM	0	30	0	0	0	42	0	0	1	0	0	0	2	0	6	0	81	0	0	0	0
5:25 PM	0	19	0	0	1	44	0	0	3	1	0	0	2	0	3	0	73	0	0	0	0
5:30 PM	0	23	0	0	0	48	0	0	1	0	0	0	1	0	2	0	75	0	0	1	0
5:35 PM	0	19	0	0	1	33	1	0	1	0	1	0	4	0	5	0	65	0	0	0	0
5:40 PM	0	27	0	0	2	48	0	0	0	0	1	0	0	0	6	0	84	0	0	0	0
5:45 PM	0	19	1	0	0	30	0	0	0	0	0	0	3	0	4	0	57	0	0	0	0
5:50 PM	0	33	0	0	0	34	0	0	1	0	0	0	2	1	1	0	72	0	0	0	0
5:55 PM	0	23	0	0	0	33	0	0	1	0	2	0	1	0	3	0	63	0	0	0	0
Total Survey	1	585	12	0	20	992	3	0	30	4	28	0	116	1	192	0	1,984	0	0	1	2

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	56	2	0	3	135	1	0	6	0	7	0	41	0	25	0	277	0	0	0	2
4:15 PM	0	61	3	0	3	112	1	0	2	1	5	0	15	0	25	0	228	0	0	0	0
4:30 PM	0	61	1	0	1	151	0	0	6	1	4	0	9	0	31	0	265	0	0	0	0
4:45 PM	0	96	2	0	5	119	0	0	1	0	4	0	7	0	24	0	258	0	0	0	0
5:00 PM	0	86	3	0	3	133	0	0	4	0	4	0	26	0	44	0	303	0	0	0	0
5:15 PM	0	81	0	0	2	116	0	0	7	2	0	0	7	0	22	0	237	0	0	0	0
5:30 PM	0	69	0	0	3	129	1	0	2	0	2	0	5	0	13	0	224	0	0	1	0
5:45 PM	0	75	1	0	0	97	0	0	2	0	2	0	6	1	8	0	192	0	0	0	0
Total Survey	1	585	12	0	20	992	3	0	30	4	28	0	116	1	192	0	1,984	0	0	1	2

Peak Hour Summary

4:25 PM to 5:25 PM

By Approach	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	335	580	915	0	527	467	994	0	29	0	29	0	176	20	196	0	1,067	0	0	0	0
%HV	1.8%				0.9%				0.0%				1.7%				1.3%				
PHF	0.85				0.87				0.66				0.63				0.88				

By Movement	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	328	7	335	11	516	0	527	15	2	12	29	52	0	124	176	1,067
%HV	0.0%	1.8%	0.0%	1.8%	0.0%	1.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	1.7%	1.3%
PHF	0.00	0.85	0.58	0.85	0.55	0.85	0.00	0.87	0.63	0.50	0.75	0.66	0.50	0.00	0.70	0.63	0.88

Rolling Hour Summary

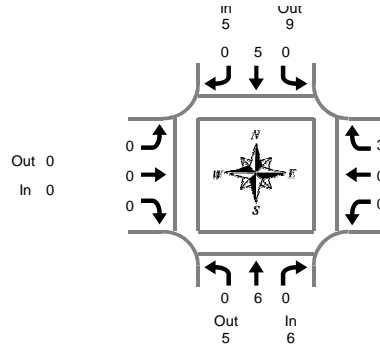
4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	274	8	0	12	517	2	0	15	2	20	0	72	0	105	0	1,028	0	0	0	2
4:15 PM	0	304	9	0	12	515	1	0	13	2	17	0	57	0	124	0	1,054	0	0	0	0
4:30 PM	0	324	6	0	11	519	0	0	18	3	12	0	49	0	121	0	1,063	0	0	0	0
4:45 PM	0	332	5	0	13	497	1	0	14	2	10	0	45	0	103	0	1,022	0	0	1	0
5:00 PM	0	311	4	0	8	475	1	0	15	2	8	0	44	1	87	0	956	0	0	1	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SW 124th Ave & SW Myslony St

Tuesday, October 08, 2019

4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
4:05 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	4
4:10 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
4:15 PM	0	5	1	6	0	0	0	0	0	0	0	0	0	0	1	1	7
4:20 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
4:25 PM	0	2	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:35 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:40 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	2	
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:35 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
5:40 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
Total Survey	0	16	2	18	1	16	0	17	0	0	0	0	1	0	6	7	42

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave			Total	Southbound SW 124th Ave			Total	Eastbound SW Myslony St			Total	Westbound SW Myslony St			Total	
	L	T	R		L	T	R		L	T	R		L	T	R		
4:00 PM	0	2	1	3	0	6	0	6	0	0	0	0	0	1	1	10	
4:15 PM	0	7	1	8	0	5	0	5	0	0	0	0	1	0	1	15	
4:30 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	3	
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	3	
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	1	1	4	
5:30 PM	0	2	0	2	0	3	0	3	0	0	0	0	0	0	0	5	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
Total Survey	0	16	2	18	1	16	0	17	0	0	0	0	1	0	6	7	42

Heavy Vehicle Peak Hour Summary

4:25 PM to 5:25 PM

By Approach	Northbound SW 124th Ave			Total	Southbound SW 124th Ave			Total	Eastbound SW Myslony St			Total	Westbound SW Myslony St			Total
	In	Out	Total		In	Out	Total		In	Out	Total		In	Out	Total	
Volume	6	5	11		5	9	14		0	0	0		3	0	3	14
PHF	0.38				0.42				0.00				0.38			0.50

By Movement	Northbound SW 124th Ave			Total	Southbound SW 124th Ave			Total	Eastbound SW Myslony St			Total	Westbound SW Myslony St			Total	
	L	T	R		L	T	R		L	T	R		L	T	R		
Volume	0	6	0	6	0	5	0	5	0	0	0	0	0	0	3	3	14
PHF	0.00	0.38	0.00	0.38	0.00	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.50

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Myslony St				Westbound SW Myslony St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	11	2	13	0	13	0	13	0	0	0	0	1	0	4	5	31
4:15 PM	0	10	1	11	0	7	0	7	0	0	0	0	1	0	3	4	22
4:30 PM	0	5	0	5	1	2	0	3	0	0	0	0	0	0	3	3	11
4:45 PM	0	5	0	5	1	4	0	5	0	0	0	0	0	0	3	3	13
5:00 PM	0	5	0	5	1	3	0	4	0	0	0	0	0	0	2	2	11

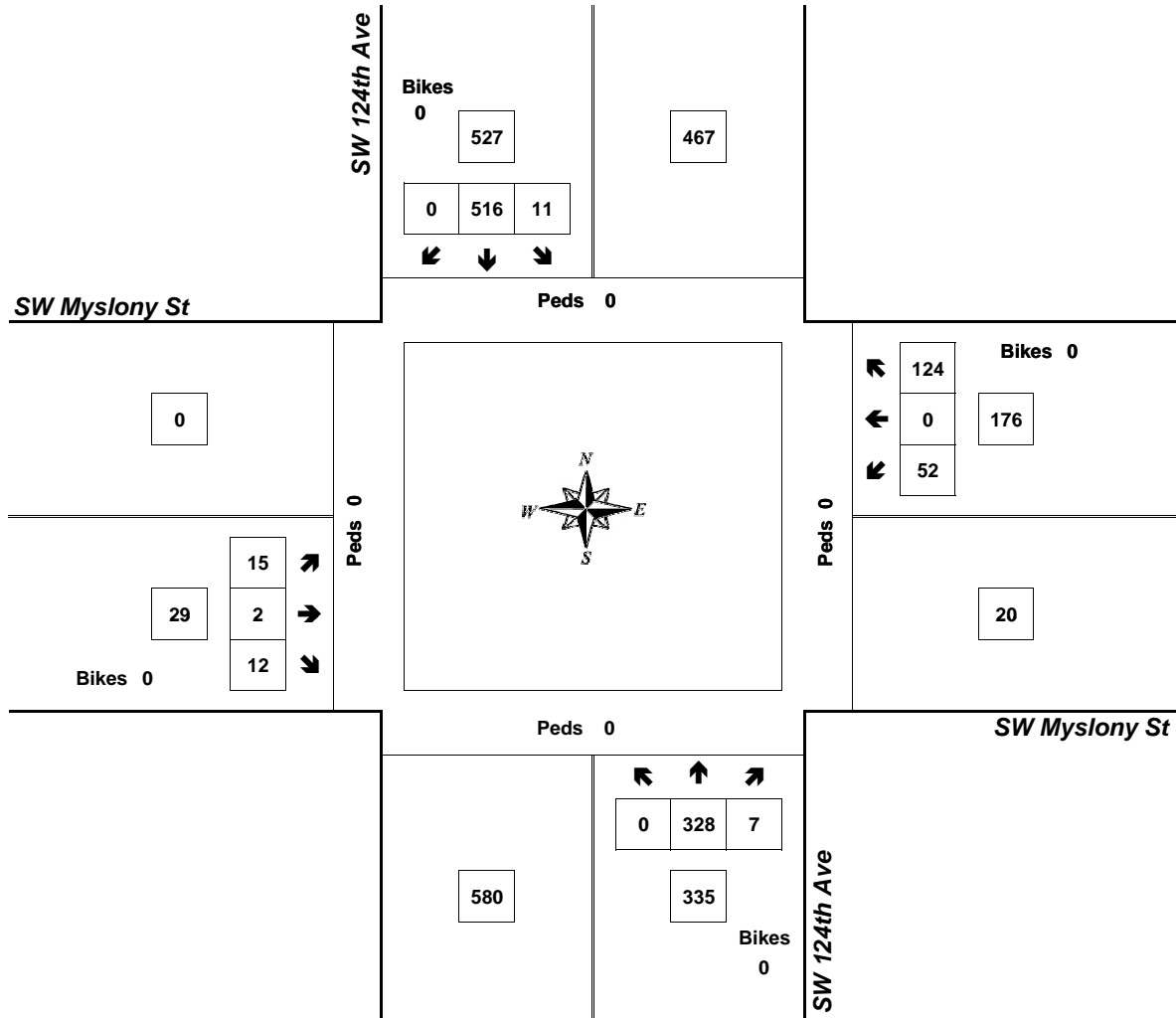
Peak Hour Summary



Clay Carney
(503) 833-2740

SW 124th Ave & SW Myslony St

4:25 PM to 5:25 PM
Tuesday, October 08, 2019



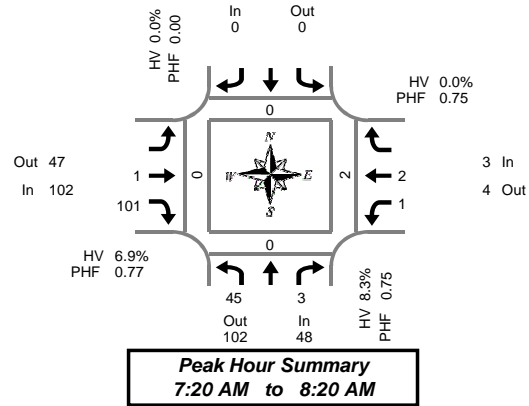
Approach	PHF	HV%	Volume
EB	0.66	0.0%	29
WB	0.63	1.7%	176
NB	0.85	1.8%	335
SB	0.87	0.9%	527
Intersection	0.88	1.3%	1,067

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



SW 112th Ave & NW Myslony St

Tuesday, October 08, 2019

7:00 AM to 9:00 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total	Pedestrians Crosswalk				
	L	R	Bikes			Bikes	T	R	Bikes	L	T	Bikes		North	South	East	West	
7:00 AM	3	0	0			0	0	4	0	0	0	0	7	0	0	0	0	
7:05 AM	6	0	0			0	0	5	0	0	0	0	11	0	0	0	0	
7:10 AM	3	0	0			0	0	3	0	0	0	0	6	0	0	0	0	
7:15 AM	4	0	0			0	0	2	0	0	0	0	6	0	0	0	0	
7:20 AM	6	0	0			0	0	10	0	0	0	0	16	0	0	0	0	
7:25 AM	1	0	0			0	0	11	0	0	0	0	12	0	0	0	0	
7:30 AM	3	0	0			0	0	5	0	0	1	0	9	0	0	0	0	
7:35 AM	3	0	0			0	0	1	3	0	0	0	7	0	0	0	0	
7:40 AM	2	0	0			0	0	9	0	0	0	0	11	0	0	0	0	
7:45 AM	2	0	0			0	0	10	0	1	0	0	13	0	0	0	0	
7:50 AM	6	0	0			0	0	9	0	0	0	0	15	0	0	0	0	
7:55 AM	4	0	0			0	0	8	0	0	0	0	12	0	0	0	0	
8:00 AM	4	2	0			0	0	10	0	0	1	0	17	0	0	0	0	
8:05 AM	4	0	0			0	0	15	0	0	0	0	19	0	0	0	0	
8:10 AM	4	0	0			0	0	4	0	0	0	0	8	0	0	0	0	
8:15 AM	6	1	0			0	0	7	0	0	0	0	14	0	0	2	0	
8:20 AM	2	0	0			0	0	5	0	0	0	0	7	0	0	2	0	
8:25 AM	2	0	0			0	0	8	0	0	1	0	11	0	0	0	0	
8:30 AM	0	0	0			0	0	1	0	0	0	0	1	0	0	0	0	
8:35 AM	1	0	0			0	0	2	0	0	0	0	3	0	0	0	0	
8:40 AM	3	0	0			0	0	4	0	0	0	0	7	0	0	0	0	
8:45 AM	2	0	0			0	0	1	3	0	0	0	6	0	0	0	0	
8:50 AM	2	0	0			0	0	2	0	0	0	0	4	0	0	0	0	
8:55 AM	2	0	0			0	0	3	0	1	1	1	7	0	0	0	0	
Total Survey	75	3	0			0	0	2	143	0	2	4	0	229	0	0	4	0

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total	Pedestrians Crosswalk				
	L	R	Bikes			Bikes	T	R	Bikes	L	T	Bikes		North	South	East	West	
7:00 AM	12	0	0			0	0	12	0	0	0	0	24	0	0	0	0	
7:15 AM	11	0	0			0	0	23	0	0	0	0	34	0	0	0	0	
7:30 AM	8	0	0			0	0	17	0	0	1	0	27	0	0	0	0	
7:45 AM	12	0	0			0	0	27	0	1	0	0	40	0	0	0	0	
8:00 AM	12	2	0			0	0	29	0	0	1	0	44	0	0	0	0	
8:15 AM	10	1	0			0	0	20	0	0	1	0	32	0	0	4	0	
8:30 AM	4	0	0			0	0	7	0	0	0	0	11	0	0	0	0	
8:45 AM	6	0	0			0	0	1	8	0	1	1	17	0	0	0	0	
Total Survey	75	3	0			0	0	2	143	0	2	4	0	229	0	0	4	0

Peak Hour Summary

7:20 AM to 8:20 AM

By Approach	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Total	Pedestrians Crosswalk							
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West				
Volume	48	102	150	0	0	0	0	102	47	149	0	3	4	7	0	153	0	0	2	0	
%HV	8.3%				0.0%				6.9%				0.0%			7.2%					
PHF	0.75				0.00				0.77				0.75			0.80					

By Movement	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Total				
	L	R	Total			Total	T	R	Total	L	T	Total					
Volume	45	3	48			0	1	101	102	1	2	3	153				
%HV	6.7%	NA	33.3%	8.3%	NA	NA	NA	0.0%	NA	0.0%	6.9%	6.9%	0.0%	0.0%	NA	0.0%	7.2%
PHF	0.80		0.38	0.75		0.00	0.25	0.77	0.77	0.25	0.50	0.75	0.80				

Rolling Hour Summary

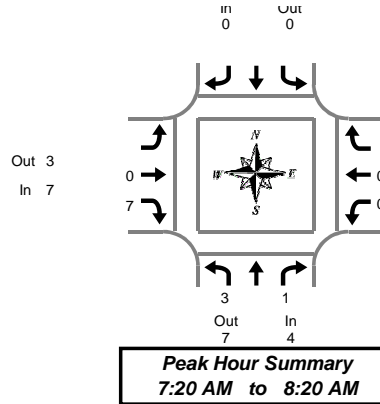
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total	Pedestrians Crosswalk			
	L	R	Bikes			Bikes	T	R	Bikes	L	T	Bikes		North	South	East	West
7:00 AM	43	0	0			0	1	79	0	1	1	0	125	0	0	0	0
7:15 AM	43	2	0			0	1	96	0	1	2	0	145	0	0	0	0
7:30 AM	42	3	0			0	1	93	0	1	3	0	143	0	0	4	0
7:45 AM	38	3	0			0	0	83	0	1	2	0	127	0	0	4	0
8:00 AM	32	3	0			0	1	64	0	1	3	0	104	0	0	4	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SW 112th Ave & NW Myslony St

Tuesday, October 08, 2019

7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total
	L	R	Total			Total	T	R	Total	L	T	Total	
7:00 AM	0	0	0			0			0	0	0	0	0
7:05 AM	1	0	1			0			0	0	0	0	1
7:10 AM	0	0	0			0			0	0	0	0	0
7:15 AM	0	0	0			0			0	0	0	0	0
7:20 AM	0	0	0			0			0	2	2	0	2
7:25 AM	0	0	0			0			0	1	1	0	1
7:30 AM	0	0	0			0			0	0	0	0	0
7:35 AM	0	0	0			0			0	0	0	0	0
7:40 AM	1	0	1			0			0	1	1	0	2
7:45 AM	0	0	0			0			0	0	0	0	0
7:50 AM	1	0	1			0			0	0	0	0	1
7:55 AM	0	0	0			0			0	0	0	0	0
8:00 AM	0	0	0			0			0	1	1	0	1
8:05 AM	0	0	0			0			0	1	1	0	1
8:10 AM	0	0	0			0			0	1	1	0	1
8:15 AM	1	1	2			0			0	0	0	0	2
8:20 AM	0	0	0			0			0	1	1	0	1
8:25 AM	0	0	0			0			0	0	0	1	1
8:30 AM	0	0	0			0			0	0	0	0	0
8:35 AM	1	0	1			0			0	0	0	0	1
8:40 AM	0	0	0			0			0	0	0	0	0
8:45 AM	2	0	2			0			0	1	1	0	3
8:50 AM	0	0	0			0			0	0	0	0	0
8:55 AM	1	0	1			0			0	0	0	1	2
Total Survey	8	1	9			0			0	9	9	0	20

Heavy Vehicle 15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total
	L	R	Total			Total	T	R	Total	L	T	Total	
7:00 AM	1	0	1			0			0	0	0	0	1
7:15 AM	0	0	0			0			0	3	3	0	3
7:30 AM	1	0	1			0			0	1	1	0	2
7:45 AM	1	0	1			0			0	0	0	0	1
8:00 AM	0	0	0			0			0	3	3	0	3
8:15 AM	1	1	2			0			0	1	1	0	4
8:30 AM	1	0	1			0			0	0	0	0	1
8:45 AM	3	0	3			0			0	1	1	0	5
Total Survey	8	1	9			0			0	9	9	0	20

Heavy Vehicle Peak Hour Summary 7:20 AM to 8:20 AM

By Approach	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	4	7	11	0	0	0	7	3	10	0	1	1	11
PHF	0.50			0.00			0.58			0.00			0.69

By Movement	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Total
	L	R	Total			Total	T	R	Total	L	T	Total	
Volume	3	1	4			0	0	7	7	0	0	0	11
PHF	0.38	0.25	0.50			0.00		0.00	0.58	0.58	0.00	0.00	0.69

Heavy Vehicle Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total
	L	R	Total			Total	T	R	Total	L	T	Total	
7:00 AM	3	0	3			0			0	4	4	0	7
7:15 AM	2	0	2			0			0	7	7	0	9
7:30 AM	3	1	4			0			0	5	5	0	10
7:45 AM	3	1	4			0			0	4	4	0	9
8:00 AM	5	1	6			0			0	5	5	0	13

Peak Hour Summary



Clay Carney
(503) 833-2740

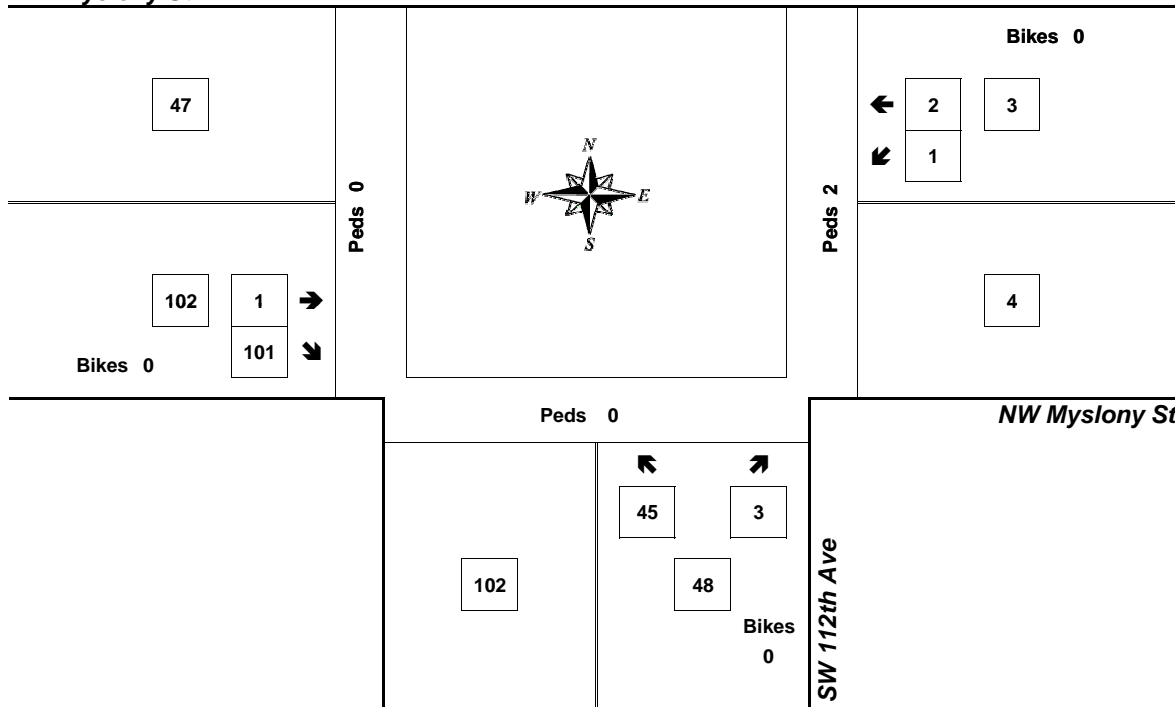
SW 112th Ave & NW Myslony St

7:20 AM to 8:20 AM
Tuesday, October 08, 2019

Bikes
0

NW Myslony St

Peds 0



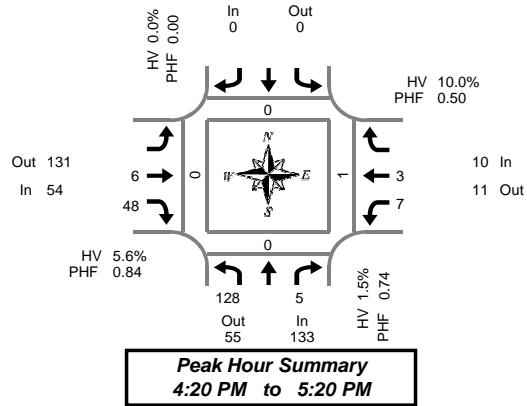
Approach	PHF	HV%	Volume
EB	0.77	6.9%	102
WB	0.75	0.0%	3
NB	0.75	8.3%	48
SB	0.00	0.0%	0
Intersection	0.80	7.2%	153

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



SW 112th Ave & NW Myslony St

Tuesday, October 08, 2019

4:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total	Pedestrians Crosswalk			
	L	R	Bikes			Bikes	T	R	Bikes	L	T	Bikes		North	South	East	West
4:00 PM	9	0	0			0	0	8	0	0	0	0	17	0	0	0	0
4:05 PM	7	0	0			0		8	0	1	0	0	16	0	0	2	0
4:10 PM	5	0	0			0		5	0	0	0	0	10	0	0	0	0
4:15 PM	4	0	0			0		4	0	0	0	0	8	0	0	0	0
4:20 PM	8	0	0			0		8	0	1	0	0	18	0	0	0	0
4:25 PM	6	0	0			0		3	0	0	0	0	9	0	0	0	0
4:30 PM	7	0	0			0		1	0	0	0	0	8	0	0	0	0
4:35 PM	15	0	0			0		4	0	0	0	0	20	0	0	0	0
4:40 PM	16	1	0			0		4	0	0	0	0	22	0	0	0	0
4:45 PM	11	0	0			0		5	0	1	0	0	18	0	0	0	0
4:50 PM	9	0	0			0		2	0	1	0	0	13	0	0	0	0
4:55 PM	4	0	0			0		3	0	1	1	0	9	0	0	0	0
5:00 PM	14	1	0			0		2	0	1	0	0	19	0	0	0	0
5:05 PM	13	0	0			0		10	0	1	1	0	25	0	0	0	0
5:10 PM	15	2	0			0		2	0	1	0	0	20	0	0	1	0
5:15 PM	10	1	0			0		4	0	0	1	0	16	0	0	0	0
5:20 PM	3	0	0			0		1	0	0	0	0	4	0	0	0	0
5:25 PM	2	0	0			0		4	0	0	0	0	6	0	0	0	0
5:30 PM	3	0	1			0		1	0	0	0	0	4	0	0	0	0
5:35 PM	7	0	0			0		5	0	0	0	0	12	0	0	0	0
5:40 PM	4	0	0			0		0	0	0	3	0	7	0	0	0	0
5:45 PM	7	0	0			0		3	0	0	2	0	12	0	0	0	0
5:50 PM	1	0	0			0		0	0	0	0	0	1	0	0	0	0
5:55 PM	4	0	0			0		1	0	0	0	0	5	0	0	0	0
Total Survey	184		5	1			0	6	88	0	8	8	299	0	0	3	0

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total	Pedestrians Crosswalk			
	L	R	Bikes			Bikes	T	R	Bikes	L	T	Bikes		North	South	East	West
4:00 PM	21	0	0			0		21	0	1	0	0	43	0	0	2	0
4:15 PM	18	0	0			0		15	0	1	0	0	35	0	0	0	0
4:30 PM	38	1	0			0		9	0	0	0	0	50	0	0	0	0
4:45 PM	24	0	0			0		10	0	3	1	0	40	0	0	0	0
5:00 PM	42	3	0			0		14	0	3	1	0	64	0	0	1	0
5:15 PM	15	1	0			0		9	0	0	1	0	26	0	0	0	0
5:30 PM	14	0	1			0		6	0	0	3	0	23	0	0	0	0
5:45 PM	12	0	0			0		4	0	0	2	0	18	0	0	0	0
Total Survey	184		5	1			0	6	88	0	8	8	299	0	0	3	0

Peak Hour Summary

4:20 PM to 5:20 PM

By Approach	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	133	55	188	0	0	0	0	0	54	131	185	0	10	11	21	0	197
%HV	1.5%				0.0%				5.6%				10.0%			3.0%	
PHF	0.74				0.00				0.84				0.50			0.77	

By Movement	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Total				
	L	R	Total			Total	T	R	Total	L	T	Total					
Volume	128	5	133			0	6	48	54	7	3	10	197				
%HV	1.6%	NA	0.0%	1.5%	NA	NA	NA	0.0%	NA	16.7%	4.2%	5.6%	0.0%	33.3%	NA	10.0%	3.0%
PHF	0.76		0.42	0.74			0.00			0.50	0.75	0.84	0.58	0.38		0.50	0.77

Rolling Hour Summary

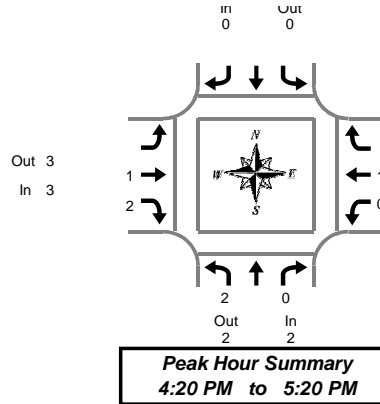
4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total	Pedestrians Crosswalk			
	L	R	Bikes			Bikes	T	R	Bikes	L	T	Bikes		North	South	East	West
4:00 PM	101	1	0			0		5	55	0	5	1	168	0	0	2	0
4:15 PM	122	4	0			0		6	48	0	7	2	189	0	0	1	0
4:30 PM	119	5	0			0		5	42	0	6	3	180	0	0	1	0
4:45 PM	95	4	1			0		3	39	0	6	6	153	0	0	1	0
5:00 PM	83	4	1			0		1	33	0	3	7	131	0	0	1	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SW 112th Ave & NW Myslony St

Tuesday, October 08, 2019

4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total		
	L	R	Total			Total	T	R	Total	L	T	Total			
4:00 PM	0	0	0			0			0	0	0	0	0		
4:05 PM	0	0	0			0			0	1	1	1	0		
4:10 PM	0	0	0			0			0	0	0	0	0		
4:15 PM	0	0	0			0			0	0	0	0	0		
4:20 PM	0	0	0			0			0	1	1	0	0		
4:25 PM	0	0	0			0			0	0	0	0	0		
4:30 PM	0	0	0			0			0	0	0	0	0		
4:35 PM	0	0	0			0			0	0	0	0	0		
4:40 PM	0	0	0			0			1	1	2	0	0		
4:45 PM	0	0	0			0			0	0	0	0	0		
4:50 PM	1	0	1			0			0	0	0	0	0		
4:55 PM	1	0	1			0			0	0	0	1	1		
5:00 PM	0	0	0			0			0	0	0	0	0		
5:05 PM	0	0	0			0			0	0	0	0	0		
5:10 PM	0	0	0			0			0	0	0	0	0		
5:15 PM	0	0	0			0			0	0	0	0	0		
5:20 PM	0	0	0			0			0	0	0	0	0		
5:25 PM	0	0	0			0			0	1	1	0	0		
5:30 PM	0	0	0			0			0	0	0	0	0		
5:35 PM	0	0	0			0			0	0	0	0	0		
5:40 PM	0	0	0			0			0	0	0	0	0		
5:45 PM	0	0	0			0			0	0	0	1	1		
5:50 PM	0	0	0			0			0	0	0	0	0		
5:55 PM	0	0	0			0			0	0	0	0	0		
Total Survey	2	0	2			0			1	4	5	1	2	3	10

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total		
	L	R	Total			Total	T	R	Total	L	T	Total			
4:00 PM	0	0	0			0			0	1	1	1	0		
4:15 PM	0	0	0			0			0	1	1	0	0		
4:30 PM	0	0	0			0			1	1	2	0	0		
4:45 PM	2	0	2			0			0	0	0	0	1		
5:00 PM	0	0	0			0			0	0	0	0	0		
5:15 PM	0	0	0			0			0	1	1	0	0		
5:30 PM	0	0	0			0			0	0	0	0	0		
5:45 PM	0	0	0			0			0	0	0	0	1		
Total Survey	2	0	2			0			1	4	5	1	2	3	10

Heavy Vehicle Peak Hour Summary 4:20 PM to 5:20 PM

By Approach	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	2	4	0	0	0	3	3	6	1	1	2	6
PHF	0.25			0.00			0.38			0.25			0.50

By Movement	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Total		
	L	R	Total			Total	T	R	Total	L	T	Total			
Volume	2	0	2			0			1	2	3	0	1	1	6
PHF	0.25	0.00	0.25			0.00			0.25	0.50	0.38	0.00	0.25	0.25	0.50

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound NW Myslony St			Westbound NW Myslony St			Interval Total		
	L	R	Total			Total	T	R	Total	L	T	Total			
4:00 PM	2	0	2			0			1	3	4	1	1	2	8
4:15 PM	2	0	2			0			1	2	3	0	1	1	6
4:30 PM	2	0	2			0			1	2	3	0	1	1	6
4:45 PM	2	0	2			0			0	1	1	0	1	1	4
5:00 PM	0	0	0			0			0	1	1	0	1	1	2

Peak Hour Summary



Clay Carney
(503) 833-2740

SW 112th Ave & NW Myslony St

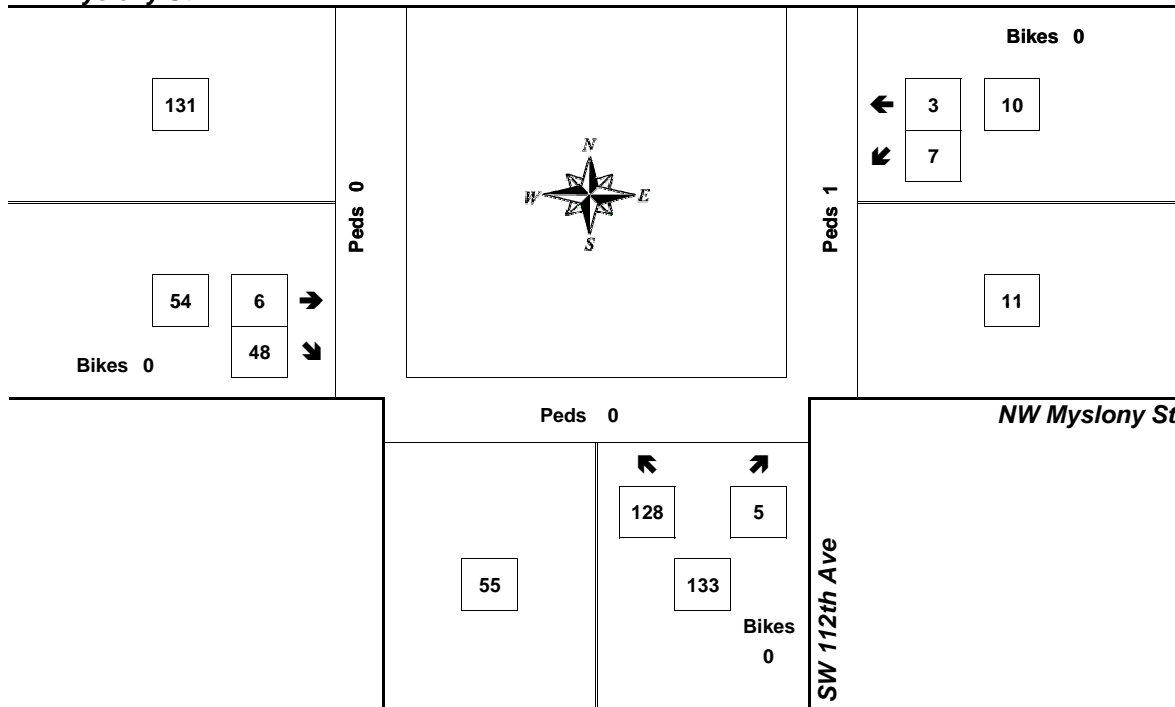
4:20 PM to 5:20 PM

Tuesday, October 08, 2019

Bikes
0

NW Myslony St

Peds 0



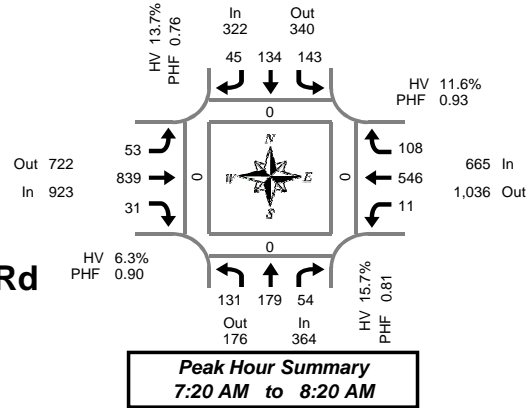
Approach	PHF	HV%	Volume
EB	0.84	5.6%	54
WB	0.50	10.0%	10
NB	0.74	1.5%	133
SB	0.00	0.0%	0
Intersection	0.77	3.0%	197

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



SW 124th Ave & SW Tualatin Sherwood Rd

Thursday, February 07, 2019

7:00 AM to 9:00 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	5	8	2	0	5	7	4	0	5	87	5	0	0	40	7	0	175	0	0	0	0
7:05 AM	13	12	3	0	19	8	3	0	2	69	5	0	0	31	4	0	169	0	0	0	0
7:10 AM	5	10	5	0	3	5	3	0	9	75	1	0	0	39	4	0	159	0	0	0	0
7:15 AM	6	9	6	0	8	4	4	0	9	77	0	0	0	42	5	0	170	0	0	0	0
7:20 AM	15	11	6	0	8	9	0	0	6	71	3	0	1	38	6	0	174	0	0	0	0
7:25 AM	16	7	3	0	20	11	4	0	3	63	1	0	0	48	7	0	183	0	0	0	0
7:30 AM	6	15	2	0	4	3	3	0	4	85	2	1	0	51	10	0	185	0	0	0	0
7:35 AM	8	16	4	0	18	16	2	0	5	64	4	0	2	48	8	0	195	0	0	0	0
7:40 AM	14	15	7	0	11	20	2	0	4	65	4	0	1	47	6	0	196	0	0	0	0
7:45 AM	8	18	8	0	12	23	1	0	4	65	1	0	1	39	10	0	190	0	0	0	0
7:50 AM	9	19	8	0	13	20	4	0	4	67	1	0	0	48	9	0	202	0	0	0	0
7:55 AM	11	23	1	0	16	11	4	0	3	64	2	0	1	53	8	0	197	0	0	0	0
8:00 AM	18	15	8	0	14	9	10	0	6	62	3	0	2	42	16	0	205	0	0	0	0
8:05 AM	11	14	1	0	9	3	2	0	3	82	2	0	1	44	6	0	178	0	0	0	0
8:10 AM	8	14	4	0	10	5	5	0	6	75	5	0	0	43	11	0	186	0	0	0	0
8:15 AM	7	12	2	0	8	4	8	0	5	76	3	0	2	45	11	0	183	0	0	0	0
8:20 AM	3	5	2	0	14	6	5	0	9	91	2	0	0	29	4	0	170	0	0	0	0
8:25 AM	11	9	2	0	4	5	6	0	5	70	8	0	2	49	6	0	177	0	0	0	0
8:30 AM	15	14	2	0	5	5	4	0	3	59	7	0	1	45	7	0	167	0	0	0	0
8:35 AM	3	11	2	0	8	6	6	0	4	69	6	0	1	47	8	0	171	0	0	0	0
8:40 AM	7	8	3	0	7	7	4	0	12	84	8	0	0	59	4	0	203	0	0	0	0
8:45 AM	2	15	0	0	6	2	2	0	9	74	2	0	3	46	5	0	166	0	0	0	0
8:50 AM	6	10	1	0	7	13	3	0	5	73	3	0	0	51	7	0	179	0	0	0	0
8:55 AM	3	9	1	0	9	8	6	0	9	68	2	0	1	56	5	0	177	0	0	0	0
Total Survey	210	299	83	0	238	210	95	0	134	1,735	80	1	19	1,080	174	0	4,357	0	0	0	0

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	23	30	10	0	27	20	10	0	16	231	11	0	0	110	15	0	503	0	0	0	0
7:15 AM	37	27	15	0	36	24	8	0	18	211	4	0	1	128	18	0	527	0	0	0	0
7:30 AM	28	46	13	0	33	39	7	0	13	214	10	1	3	146	24	0	576	0	0	0	0
7:45 AM	28	60	17	0	41	54	9	0	11	196	4	0	2	140	27	0	589	0	0	0	0
8:00 AM	37	43	13	0	33	17	17	0	15	219	10	0	3	129	33	0	569	0	0	0	0
8:15 AM	21	26	6	0	26	15	19	0	19	237	13	0	4	123	21	0	530	0	0	0	0
8:30 AM	25	33	7	0	20	18	14	0	19	212	21	0	2	151	19	0	541	0	0	0	0
8:45 AM	11	34	2	0	22	23	11	0	23	215	7	0	4	153	17	0	522	0	0	0	0
Total Survey	210	299	83	0	238	210	95	0	134	1,735	80	1	19	1,080	174	0	4,357	0	0	0	0

Peak Hour Summary

7:20 AM to 8:20 AM

By Approach	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	364	176	540	0	322	340	662	0	923	722	1,645	1	665	1,036	1,701	0	2,274	0	0	0	0
%HV	15.7%				13.7%				6.3%				11.6%				10.4%				
PHF	0.81				0.76				0.90				0.93				0.94				

By Movement	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	131	179	54	364	143	134	45	322	53	839	31	923	11	546	108	665	2,274
%HV	16.8%	10.6%	29.6%	15.7%	13.3%	14.9%	11.1%	13.7%	7.5%	5.4%	29.0%	6.3%	36.4%	10.4%	14.8%	11.6%	10.4%
PHF	0.82	0.75	0.59	0.81	0.83	0.53	0.63	0.76	0.88	0.90	0.78	0.90	0.69	0.93	0.82	0.93	0.94

Rolling Hour Summary

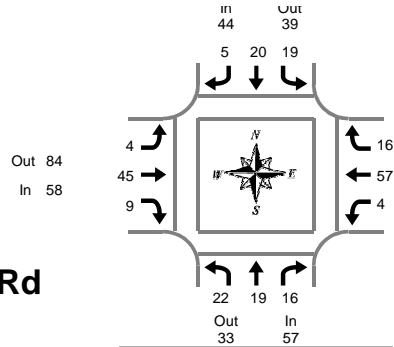
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	116	163	55	0	137	137	34	0	58	852	29	1	6	524	84	0	2,195	0	0	0	0
7:15 AM	130	176	58	0	143	134	41	0	57	840	28	1	9	543	102	0	2,261	0	0	0	0
7:30 AM	114	175	49	0	133	125	52	0	58	866	37	1	12	538	105	0	2,264	0	0	0	0
7:45 AM	111	162	43	0	120	104	59	0	64	864	48	0	11	543	100	0	2,229	0	0	0	0
8:00 AM	94	136	28	0	101	73	61	0	76	883	51	0	13	556	90	0	2,162	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SW 124th Ave & SW Tualatin Sherwood Rd

Thursday, February 07, 2019

7:00 AM to 9:00 AM

Peak Hour Summary
7:20 AM to 8:20 AM

Heavy Vehicle 5-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	1	1	2	1	1	0	2	1	5	0	6	0	4	0	4	14
7:05 AM	1	1	2	4	1	0	0	1	0	2	0	2	0	2	0	2	9
7:10 AM	1	0	0	1	0	0	1	1	1	8	0	9	0	6	0	6	17
7:15 AM	0	1	2	3	0	1	0	1	0	5	0	5	0	1	3	4	13
7:20 AM	5	0	1	6	0	2	0	2	1	1	1	3	1	4	1	6	17
7:25 AM	0	1	1	2	1	0	1	2	0	7	0	7	0	4	1	5	16
7:30 AM	0	3	2	5	0	2	1	3	1	5	2	8	0	7	2	9	25
7:35 AM	0	4	1	5	3	3	0	6	0	5	2	7	0	4	1	5	23
7:40 AM	3	2	1	6	0	3	1	4	0	2	1	3	0	10	3	13	26
7:45 AM	3	2	1	6	1	2	0	3	1	6	0	7	0	5	0	5	21
7:50 AM	3	0	2	5	1	3	0	4	0	3	0	3	0	0	0	0	12
7:55 AM	1	1	0	2	1	2	0	3	0	5	0	5	0	3	3	6	16
8:00 AM	5	1	4	10	4	2	0	6	0	2	0	2	1	4	2	7	25
8:05 AM	0	0	0	0	2	0	0	2	1	2	0	3	1	7	1	9	14
8:10 AM	2	4	3	9	3	0	1	4	0	3	3	6	0	8	0	8	27
8:15 AM	0	1	0	1	3	1	1	5	0	4	0	4	1	1	2	4	14
8:20 AM	0	1	2	3	2	2	0	4	0	9	0	9	0	3	0	3	19
8:25 AM	0	0	2	2	1	1	1	3	0	4	2	6	1	7	0	8	19
8:30 AM	4	1	0	5	1	1	1	3	0	0	2	2	1	8	0	9	19
8:35 AM	2	0	0	2	3	1	0	4	1	11	1	13	0	3	2	5	24
8:40 AM	0	0	1	1	0	1	2	3	1	3	0	4	0	9	1	10	18
8:45 AM	2	3	0	5	1	1	1	3	0	6	1	7	1	6	0	7	22
8:50 AM	1	0	1	2	3	4	1	8	0	8	0	8	0	8	0	8	26
8:55 AM	0	3	1	4	2	3	0	5	1	8	0	9	0	7	1	8	26
Total Survey	33	30	28	91	34	36	12	82	9	114	15	138	7	121	23	151	462

Heavy Vehicle 15-Minute Interval Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	2	2	3	7	2	1	1	4	2	15	0	17	0	12	0	12	40
7:15 AM	5	2	4	11	1	3	1	5	1	13	1	15	1	9	5	15	46
7:30 AM	3	9	4	16	3	8	2	13	1	12	5	18	0	21	6	27	74
7:45 AM	7	3	3	13	3	7	0	10	1	14	0	15	0	8	3	11	49
8:00 AM	7	5	7	19	9	2	1	12	1	7	3	11	2	19	3	24	66
8:15 AM	0	2	4	6	6	4	2	12	0	17	2	19	2	11	2	15	52
8:30 AM	6	1	1	8	4	3	3	10	2	14	3	19	1	20	3	24	61
8:45 AM	3	6	2	11	6	8	2	16	1	22	1	24	1	21	1	23	74
Total Survey	33	30	28	91	34	36	12	82	9	114	15	138	7	121	23	151	462

Heavy Vehicle Peak Hour Summary 7:20 AM to 8:20 AM

By Approach	Northbound SW 124th Ave			Southbound SW 124th Ave			Eastbound SW Tualatin Sherwood Rd			Westbound SW Tualatin Sherwood Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	57	33	90	44	39	83	58	84	142	77	80	157	236
PHF	0.75			0.85			0.66			0.71			0.80

By Movement	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	22	19	16	57	19	20	5	44	4	45	9	58	4	57	16	77	236
PHF	0.61	0.53	0.57	0.75	0.53	0.63	0.63	0.85	0.50	0.66	0.45	0.66	0.50	0.68	0.67	0.71	0.80

Heavy Vehicle Rolling Hour Summary 7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	17	16	14	47	9	19	4	32	5	54	6	65	1	50	14	65	209
7:15 AM	22	19	18	59	16	20	4	40	4	46	9	59	3	57	17	77	235
7:30 AM	17	19	18	54	21	21	5	47	3	50	10	63	4	59	14	77	241
7:45 AM	20	11	15	46	22	16	6	44	4	52	8	64	5	58	11	74	228
8:00 AM	16	14	14	44	25	17	8	50	4	60	9	73	6	71	9	86	253

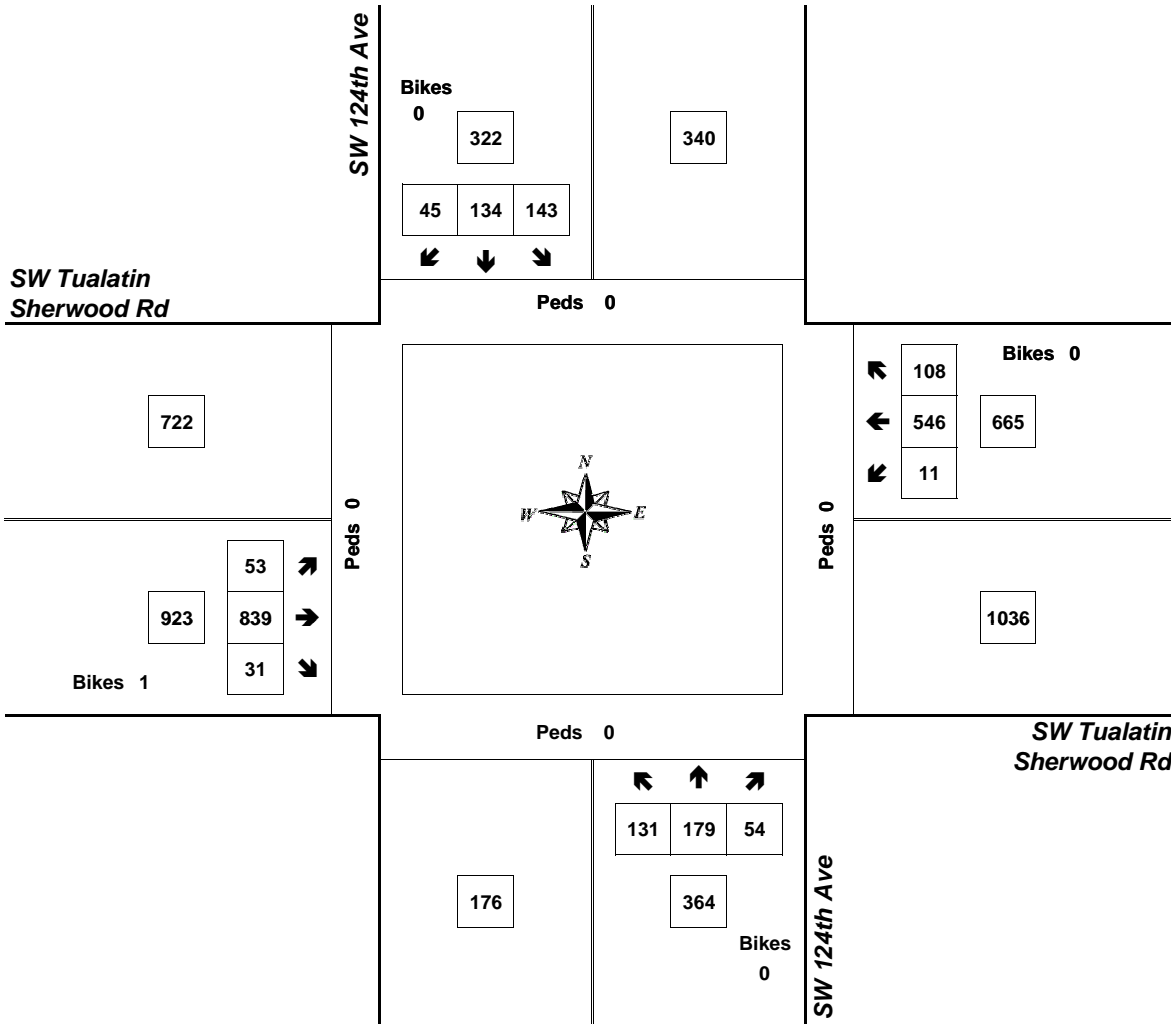
Peak Hour Summary



Clay Carney
(503) 833-2740

SW 124th Ave & SW Tualatin Sherwood Rd

7:20 AM to 8:20 AM
Thursday, February 07, 2019



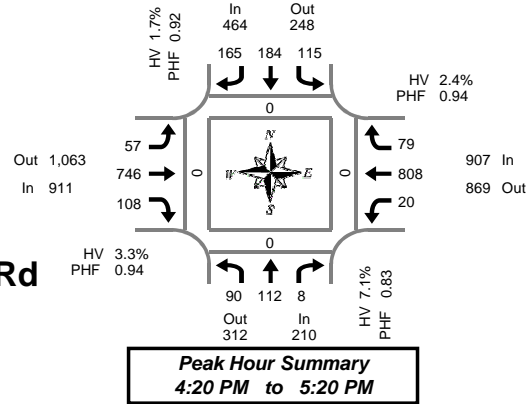
Approach	PHF	HV%	Volume
EB	0.90	6.3%	923
WB	0.93	11.6%	665
NB	0.81	15.7%	364
SB	0.76	13.7%	322
Intersection	0.94	10.4%	2,274

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



SW 124th Ave & SW Tualatin Sherwood Rd

Wednesday, February 06, 2019

4:00 PM to 6:00 PM

5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	5	4	0	0	13	21	11	0	5	61	6	0	2	72	12	0	212	0	0	0	0
4:05 PM	4	10	2	0	1	20	9	0	6	67	17	0	6	60	7	0	209	0	0	0	0
4:10 PM	11	13	3	0	4	14	14	0	6	58	9	0	5	66	12	0	215	0	0	0	0
4:15 PM	5	10	0	0	2	11	18	0	1	56	8	0	3	74	6	0	194	0	0	0	0
4:20 PM	14	9	0	0	16	19	11	0	5	66	11	0	1	61	7	0	220	0	0	0	0
4:25 PM	7	7	0	0	7	7	9	0	1	55	9	0	2	70	5	0	179	0	0	0	0
4:30 PM	6	11	0	0	7	13	15	0	7	58	10	0	1	76	4	0	208	0	0	0	0
4:35 PM	5	11	0	0	9	17	16	0	6	62	8	0	1	70	13	0	218	0	0	0	0
4:40 PM	6	7	1	0	10	20	13	0	9	51	4	0	2	64	8	0	195	0	0	0	0
4:45 PM	7	7	1	0	13	16	12	0	2	69	12	0	2	70	6	0	217	0	0	0	0
4:50 PM	12	10	3	0	10	11	10	0	5	52	11	0	1	67	5	0	197	0	0	0	0
4:55 PM	8	15	0	0	6	17	17	0	6	61	7	0	0	56	5	0	198	0	0	0	0
5:00 PM	6	5	0	0	9	16	14	0	5	66	10	0	1	71	6	0	209	0	0	0	0
5:05 PM	5	9	1	0	5	14	17	0	3	60	4	0	6	66	5	0	195	0	0	0	0
5:10 PM	9	12	1	0	12	19	14	0	2	78	10	0	1	73	9	0	240	0	0	0	0
5:15 PM	5	9	1	0	11	15	17	0	6	68	12	0	2	64	6	0	216	0	0	0	0
5:20 PM	10	8	0	0	14	16	24	0	2	62	9	1	0	53	3	0	201	0	0	0	0
5:25 PM	6	5	0	0	1	7	14	0	4	60	6	0	2	82	8	0	195	0	0	0	0
5:30 PM	1	10	0	0	4	7	14	0	6	75	7	0	2	81	4	0	211	0	0	0	0
5:35 PM	8	13	0	0	11	10	15	0	3	48	10	0	1	68	12	1	199	0	0	0	0
5:40 PM	11	7	1	0	9	12	14	0	4	63	14	0	1	65	8	0	209	0	0	0	0
5:45 PM	3	4	2	0	4	5	16	0	2	64	4	0	1	97	6	0	208	0	0	0	0
5:50 PM	4	12	1	0	8	7	10	0	1	57	7	0	0	63	3	0	173	0	0	0	0
5:55 PM	3	7	0	0	9	10	5	0	3	69	4	0	2	69	7	0	188	0	0	0	0
Total Survey	161	215	17	0	195	324	329	0	100	1,486	209	1	45	1,658	167	1	4,906	0	0	0	0

15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	20	27	5	0	18	55	34	0	17	186	32	0	13	198	31	0	636	0	0	0	0
4:15 PM	26	26	0	0	25	37	38	0	7	177	28	0	6	205	18	0	593	0	0	0	0
4:30 PM	17	29	1	0	26	50	44	0	22	171	22	0	4	210	25	0	621	0	0	0	0
4:45 PM	27	32	4	0	29	44	39	0	13	182	30	0	3	193	16	0	612	0	0	0	0
5:00 PM	20	26	2	0	26	49	45	0	10	204	24	0	8	210	20	0	644	0	0	0	0
5:15 PM	21	22	1	0	26	38	55	0	12	190	27	1	4	199	17	0	612	0	0	0	0
5:30 PM	20	30	1	0	24	29	43	0	13	186	31	0	4	214	24	1	619	0	0	0	0
5:45 PM	10	23	3	0	21	22	31	0	6	190	15	0	3	229	16	0	569	0	0	0	0
Total Survey	161	215	17	0	195	324	329	0	100	1,486	209	1	45	1,658	167	1	4,906	0	0	0	0

Peak Hour Summary 4:20 PM to 5:20 PM

By Approach	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	210	312	522	0	464	248	712	0	911	1,063	1,974	0	907	869	1,776	0	2,492	0	0	0	0
%HV	7.1%				1.7%				3.3%				2.4%				3.0%				
PHF	0.83				0.92				0.94				0.94				0.96				

By Movement	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	90	112	8	210	115	184	165	464	57	746	108	911	20	808	79	907	2,492
%HV	5.6%	8.0%	12.5%	7.1%	3.5%	1.6%	0.6%	1.7%	3.5%	3.1%	4.6%	3.3%	0.0%	2.4%	3.8%	2.4%	3.0%
PHF	0.83	0.88	0.40	0.83	0.87	0.87	0.86	0.92	0.65	0.91	0.90	0.94	0.56	0.94	0.73	0.94	0.96

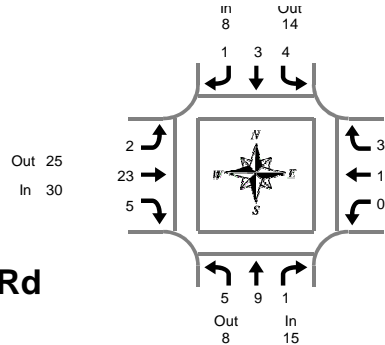
Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	90	114	10	0	98	186	155	0	59	716	112	0	26	806	90	0	2,462	0	0	0	0
4:15 PM	90	113	7	0	106	180	166	0	52	734	104	0	21	818	79	0	2,470	0	0	0	0
4:30 PM	85	109	8	0	107	181	183	0	57	747	103	1	19	812	78	0	2,489	0	0	0	0
4:45 PM	88	110	8	0	105	160	182	0	48	762	112	1	19	816	77	1	2,487	0	0	0	0
5:00 PM	71	101	7	0	97	138	174	0	41	770	97	1	19	852	77	1	2,444	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SW 124th Ave & SW Tualatin Sherwood Rd

Wednesday, February 06, 2019

4:00 PM to 6:00 PM

Peak Hour Summary
4:20 PM to 5:20 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	1	3	0	4	0	2	1	3	0	0	2	2	9
4:05 PM	0	1	0	1	0	4	0	4	0	5	0	5	0	3	0	3	13
4:10 PM	2	1	1	4	0	0	0	0	0	3	1	4	0	3	1	4	12
4:15 PM	0	2	0	2	0	2	0	2	0	2	2	4	0	1	0	1	9
4:20 PM	0	1	0	1	1	0	0	1	0	3	0	3	0	3	0	3	8
4:25 PM	0	1	0	1	0	1	0	1	0	3	2	5	0	0	0	0	7
4:30 PM	1	1	0	2	1	0	0	1	0	1	1	2	0	2	1	3	8
4:35 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
4:40 PM	2	2	0	4	1	1	0	2	1	0	0	1	0	4	0	4	11
4:45 PM	1	0	0	1	0	1	0	1	0	2	0	2	0	0	1	1	5
4:50 PM	0	0	1	1	0	0	0	0	0	1	1	2	0	2	0	2	5
4:55 PM	0	2	0	2	0	0	1	1	0	0	0	0	0	3	0	3	6
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
5:05 PM	1	0	0	1	0	0	0	0	0	3	0	3	0	2	0	2	6
5:10 PM	0	1	0	1	0	0	0	0	0	3	1	4	0	1	0	1	6
5:15 PM	0	0	0	0	0	0	0	0	0	1	5	6	0	1	0	1	7
5:20 PM	1	1	0	2	0	0	0	0	0	0	1	1	0	1	0	1	4
5:25 PM	0	0	0	0	0	0	0	0	1	3	1	5	0	0	0	0	5
5:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
5:35 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
5:40 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
5:45 PM	0	0	0	0	2	0	0	2	0	3	0	3	0	0	0	0	5
5:50 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
5:55 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	2	0	2	4
Total Survey	8	14	2	24	9	12	1	22	3	48	11	62	0	35	6	41	149

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	2	2	1	5	1	7	0	8	0	10	2	12	0	6	3	9	34
4:15 PM	0	4	0	4	1	3	0	4	0	8	4	12	0	4	0	4	24
4:30 PM	3	4	0	7	3	1	0	4	1	2	1	4	0	6	1	7	22
4:45 PM	1	2	1	4	0	1	1	2	0	3	1	4	0	5	1	6	16
5:00 PM	1	1	0	2	0	0	0	0	0	7	1	8	0	4	1	5	15
5:15 PM	1	1	0	2	0	0	0	0	2	8	2	12	0	2	0	2	16
5:30 PM	0	0	0	0	1	0	0	1	0	4	0	4	0	4	0	4	9
5:45 PM	0	0	0	0	3	0	0	3	0	6	0	6	0	4	0	4	13
Total Survey	8	14	2	24	9	12	1	22	3	48	11	62	0	35	6	41	149

Heavy Vehicle Peak Hour Summary

4:20 PM to 5:20 PM

By Approach	Northbound SW 124th Ave			Southbound SW 124th Ave			Eastbound SW Tualatin Sherwood Rd			Westbound SW Tualatin Sherwood Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	15	8	23	8	14	22	30	25	55	22	28	50	75
PHF	0.54			0.50			0.58			0.79			0.82

By Movement	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	5	9	1	15	4	3	1	8	2	23	5	30	0	19	3	22	75
PHF	0.42	0.56	0.25	0.54	0.33	0.38	0.25	0.50	0.50	0.52	0.42	0.58	0.00	0.79	0.75	0.79	0.82

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 124th Ave				Southbound SW 124th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Sherwood Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	6	12	2	20	5	12	1	18	1	23	8	32	0	21	5	26	96
4:15 PM	5	11	1	17	4	5	1	10	1	20	7	28	0	19	3	22	77
4:30 PM	6	8	1	15	3	2	1	6	3	20	5	28	0	17	3	20	69
4:45 PM	3	4	1	8	1	1	1	3	2	22	4	28	0	15	2	17	56
5:00 PM	2	2	0	4	4	0	0	4	2	25	3	30	0	14	1	15	53

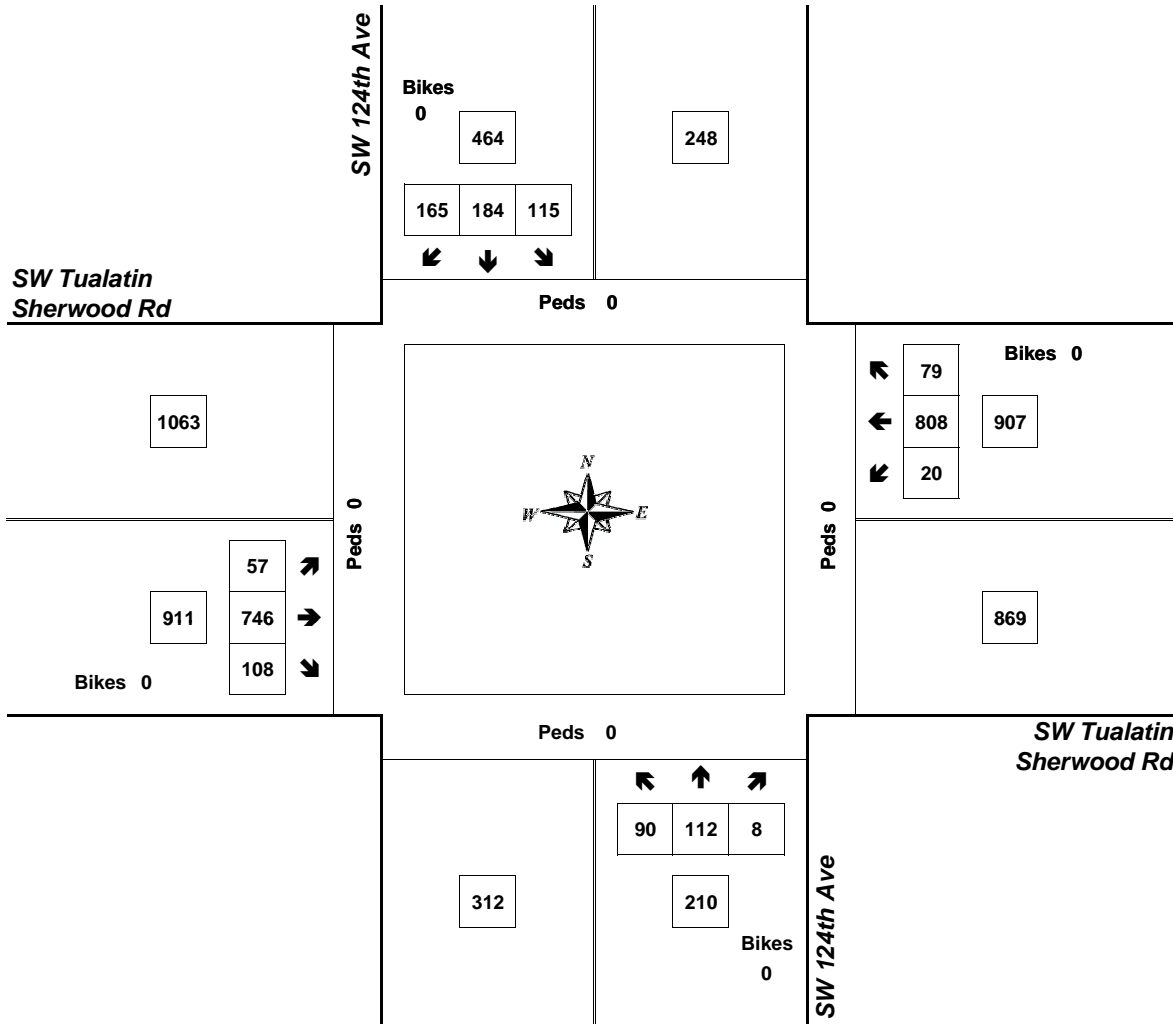
Peak Hour Summary



Clay Carney
(503) 833-2740

SW 124th Ave & SW Tualatin Sherwood Rd

4:20 PM to 5:20 PM
Wednesday, February 06, 2019



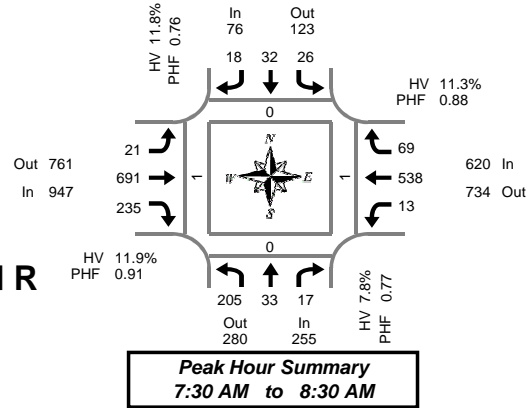
Approach	PHF	HV%	Volume
EB	0.94	3.3%	911
WB	0.94	2.4%	907
NB	0.83	7.1%	210
SB	0.92	1.7%	464
Intersection	0.96	3.0%	2,492

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



SW 112th Ave & SW Tualatin Shderwood R

Tuesday, October 08, 2019

7:00 AM to 9:00 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	17	3	0	0	1	0	1	0	3	56	15	1	0	49	7	0	152	0	0	0	0
7:05 AM	10	1	0	0	1	0	0	0	4	63	13	0	0	44	8	0	144	0	0	0	0
7:10 AM	11	3	0	0	2	2	0	0	2	53	29	0	0	26	3	0	131	0	0	0	0
7:15 AM	20	1	0	0	0	0	2	0	0	55	10	0	3	40	8	0	139	0	0	0	0
7:20 AM	11	3	0	0	3	2	1	0	2	55	16	0	3	44	6	0	146	0	0	0	0
7:25 AM	14	2	1	0	0	3	1	0	0	63	19	0	4	34	5	0	146	0	0	0	0
7:30 AM	27	3	0	0	4	2	1	0	0	50	18	1	0	44	2	0	151	0	0	0	0
7:35 AM	20	2	2	0	1	0	1	0	1	61	20	0	0	29	9	0	146	0	0	0	0
7:40 AM	25	2	2	0	2	3	2	0	2	57	24	0	1	44	1	0	165	0	0	0	0
7:45 AM	21	4	3	0	2	4	1	0	2	58	26	0	3	42	9	0	175	0	0	0	0
7:50 AM	9	7	0	0	0	6	1	0	6	58	27	0	2	46	7	0	169	0	0	0	0
7:55 AM	20	0	1	0	2	7	0	0	1	48	16	0	2	38	8	0	143	0	0	0	1
8:00 AM	23	1	0	0	1	3	4	0	2	60	22	0	1	39	6	0	162	0	0	0	0
8:05 AM	10	5	2	0	2	1	5	0	2	62	15	0	0	55	7	0	166	0	0	0	0
8:10 AM	10	1	4	0	4	2	0	0	2	56	12	0	2	57	7	0	157	0	0	0	0
8:15 AM	12	5	0	0	3	2	2	0	0	56	20	0	1	45	3	0	149	0	0	0	0
8:20 AM	20	2	0	0	2	2	1	0	2	51	19	0	1	43	4	0	147	0	0	1	0
8:25 AM	8	1	3	0	3	0	0	0	1	74	16	0	0	56	6	0	168	0	0	0	0
8:30 AM	13	0	0	0	3	1	1	0	1	64	18	0	1	37	5	0	144	0	0	0	0
8:35 AM	17	1	3	0	1	2	2	0	0	48	8	1	0	50	1	0	133	0	0	0	0
8:40 AM	13	3	0	0	3	2	1	0	1	56	19	1	0	52	6	0	156	0	0	0	0
8:45 AM	12	3	2	0	0	0	0	0	2	63	21	0	0	58	4	0	165	0	0	0	0
8:50 AM	15	6	2	0	2	1	4	0	1	67	14	0	2	68	2	0	184	0	0	0	0
8:55 AM	9	2	0	0	0	3	5	0	2	62	19	0	0	47	2	0	151	0	0	0	0
Total Survey	367	61	25	0	42	48	36	0	39	1,396	436	4	26	1,087	126	0	3,689	0	0	1	1

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	38	7	0	0	4	2	1	0	9	172	57	1	0	119	18	0	427	0	0	0	0
7:15 AM	45	6	1	0	3	5	4	0	2	173	45	0	10	118	19	0	431	0	0	0	0
7:30 AM	72	7	4	0	7	5	4	0	3	168	62	1	1	117	12	0	462	0	0	0	0
7:45 AM	50	11	4	0	4	17	2	0	9	164	69	0	7	126	24	0	487	0	0	0	1
8:00 AM	43	7	6	0	7	6	9	0	6	178	49	0	3	151	20	0	485	0	0	0	0
8:15 AM	40	8	3	0	8	4	3	0	3	181	55	0	2	144	13	0	464	0	0	1	0
8:30 AM	43	4	3	0	7	5	4	0	2	168	45	2	1	139	12	0	433	0	0	0	0
8:45 AM	36	11	4	0	2	4	9	0	5	192	54	0	2	173	8	0	500	0	0	0	0
Total Survey	367	61	25	0	42	48	36	0	39	1,396	436	4	26	1,087	126	0	3,689	0	0	1	1

Peak Hour Summary

7:30 AM to 8:30 AM

By Approach	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	255	280	535	0	76	123	199	0	947	761	1,708	1	620	734	1,354	0	1,898	0	0	1	1
%HV	7.8%				11.8%				11.9%				11.3%				11.2%				
PHF	0.77				0.76				0.91				0.88				0.93				

By Movement	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	205	33	17	255	26	32	18	76	21	691	235	947	13	538	69	620	1,898
%HV	7.3%	3.0%	23.5%	7.8%	11.5%	0.0%	33.3%	11.8%	14.3%	14.3%	4.7%	11.9%	7.7%	12.3%	4.3%	11.3%	11.2%
PHF	0.71	0.63	0.61	0.77	0.72	0.47	0.50	0.76	0.53	0.95	0.76	0.91	0.46	0.86	0.72	0.88	0.93

Rolling Hour Summary

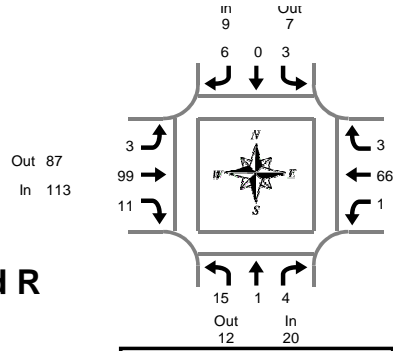
7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	205	31	9	0	18	29	11	0	23	677	233	2	18	480	73	0	1,807	0	0	0	1
7:15 AM	210	31	15	0	21	33	19	0	20	683	225	1	21	512	75	0	1,865	0	0	0	1
7:30 AM	205	33	17	0	26	32	18	0	21	691	235	1	13	538	69	0	1,898	0	0	1	1
7:45 AM	176	30	16	0	26	32	18	0	20	691	218	2	13	560	69	0	1,869	0	0	1	1
8:00 AM	162	30	16	0	24	19	25	0	16	719	203	2	8	607	53	0	1,882	0	0	1	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
7:30 AM to 8:30 AM

SW 112th Ave & SW Tualatin Shderwood R

Tuesday, October 08, 2019

7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	7	0	7	0	9	0	3	16
7:05 AM	0	0	0	0	0	0	0	0	1	7	1	9	0	3	0	3	12
7:10 AM	0	0	0	0	0	0	0	0	0	8	1	9	0	2	0	2	11
7:15 AM	0	0	0	0	0	0	0	0	0	9	0	9	1	7	1	9	18
7:20 AM	0	0	0	0	1	0	1	2	0	14	0	14	0	9	0	9	25
7:25 AM	2	0	1	3	0	0	1	1	0	5	0	5	0	12	0	12	21
7:30 AM	2	0	0	2	0	0	0	0	0	7	0	7	0	3	0	3	12
7:35 AM	3	0	2	5	0	0	0	0	0	11	0	11	0	6	1	7	23
7:40 AM	2	0	0	2	1	0	0	1	1	8	1	10	0	7	0	7	20
7:45 AM	0	0	0	0	1	0	0	1	0	7	0	7	0	4	0	4	12
7:50 AM	0	1	0	1	0	0	0	0	1	9	0	10	0	2	0	2	13
7:55 AM	3	0	0	3	0	0	0	0	0	9	2	11	0	6	1	7	21
8:00 AM	0	0	0	0	0	0	2	2	1	3	0	4	0	6	0	6	12
8:05 AM	0	0	1	1	0	0	3	3	0	9	2	11	0	6	0	6	21
8:10 AM	2	0	1	3	0	0	0	0	0	10	0	10	1	6	0	7	20
8:15 AM	0	0	0	0	1	0	0	1	0	7	1	8	0	5	1	6	15
8:20 AM	2	0	0	2	0	0	1	1	0	9	2	11	0	3	0	3	17
8:25 AM	1	0	0	1	0	0	0	0	0	10	3	13	0	12	0	12	26
8:30 AM	0	0	0	0	2	0	0	2	1	2	1	4	0	5	2	7	13
8:35 AM	1	0	0	1	0	0	0	0	0	7	1	8	0	11	0	11	20
8:40 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	7	0	7	13
8:45 AM	0	0	0	0	0	0	0	0	1	2	2	5	0	10	2	12	17
8:50 AM	0	1	1	2	0	0	1	1	1	10	5	16	0	14	0	14	33
8:55 AM	0	0	0	0	0	0	2	2	0	11	1	12	0	13	0	13	27
Total Survey	18	2	6	26	6	0	11	17	7	187	23	217	2	168	8	178	438

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	1	22	2	25	0	14	0	14	39
7:15 AM	2	0	1	3	1	0	2	3	0	28	0	28	1	28	1	30	64
7:30 AM	7	0	2	9	1	0	0	1	1	26	1	28	0	16	1	17	55
7:45 AM	3	1	0	4	1	0	0	1	1	25	2	28	0	12	1	13	46
8:00 AM	2	0	2	4	0	0	5	5	1	22	2	25	1	18	0	19	53
8:15 AM	3	0	0	3	1	0	1	2	0	26	6	32	0	20	1	21	58
8:30 AM	1	0	0	1	2	0	0	2	1	15	2	18	0	23	2	25	46
8:45 AM	0	1	1	2	0	0	3	3	2	23	8	33	0	37	2	39	77
Total Survey	18	2	6	26	6	0	11	17	7	187	23	217	2	168	8	178	438

Heavy Vehicle Peak Hour Summary

7:30 AM to 8:30 AM

By Approach	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound SW Tualatin Sherwood Rd			Westbound SW Tualatin Shderwood R			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	20	12	32	9	7	16	113	87	200	70	106	176	212
PHF	0.56			0.45			0.88			0.83			0.91

By Movement	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	15	1	4	20	3	0	6	9	3	99	11	113	1	66	3	70	212
PHF	0.54	0.25	0.50	0.56	0.38	0.00	0.30	0.45	0.38	0.95	0.46	0.88	0.25	0.83	0.75	0.83	0.91

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	12	1	3	16	3	0	2	5	3	101	5	109	1	70	3	74	204
7:15 AM	14	1	5	20	3	0	7	10	3	101	5	109	2	74	3	79	218
7:30 AM	15	1	4	20	3	0	6	9	3	99	11	113	1	66	3	70	212
7:45 AM	9	1	2	12	4	0	6	10	3	88	12	103	1	73	4	78	203
8:00 AM	6	1	3	10	3	0	9	12	4	86	18	108	1	98	5	104	234

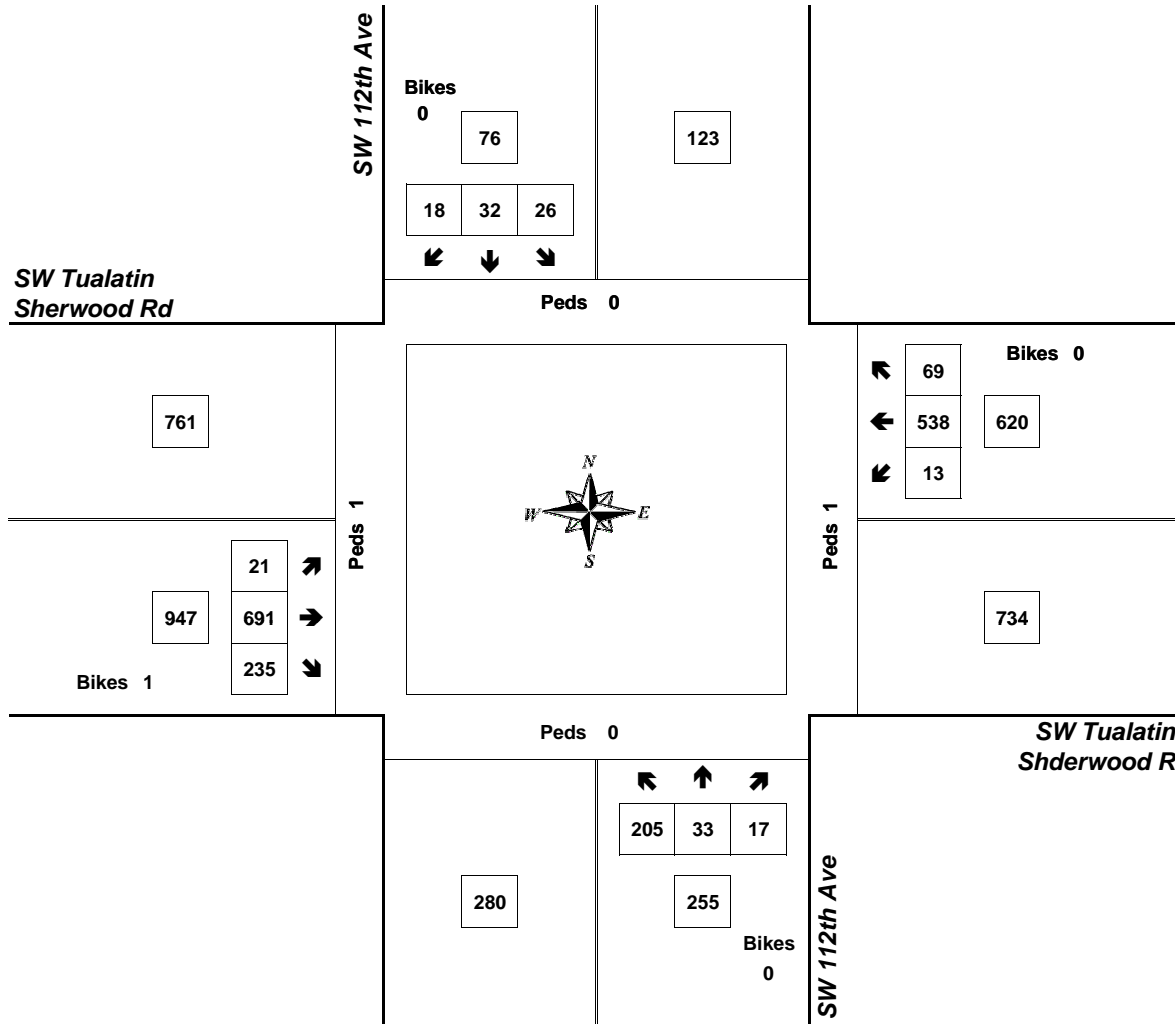
Peak Hour Summary



Clay Carney
(503) 833-2740

SW 112th Ave & SW Tualatin Shderwood R

7:30 AM to 8:30 AM
Tuesday, October 08, 2019



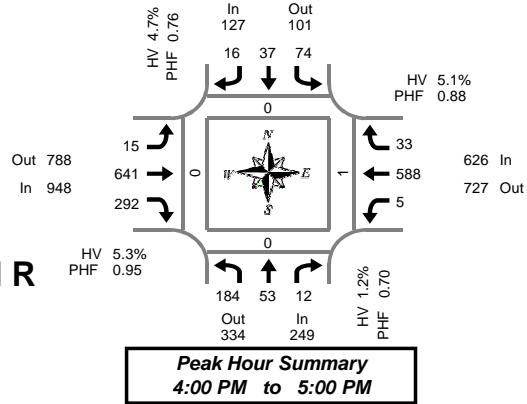
Approach	PHF	HV%	Volume
EB	0.91	11.9%	947
WB	0.88	11.3%	620
NB	0.77	7.8%	255
SB	0.76	11.8%	76
Intersection	0.93	11.2%	1,898

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



SW 112th Ave & SW Tualatin Shderwood R

Tuesday, October 08, 2019

4:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total	Pedestrians Crosswalk				
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West	
4:00 PM	13	2	0	0	17	4	1	0	1	57	20	0	0	43	4	0	0	162	0	0	0	0
4:05 PM	23	3	4	0	5	3	2	0	0	49	27	0	2	54	0	0	0	172	0	0	0	0
4:10 PM	15	2	2	0	6	2	2	0	3	71	20	0	0	62	2	0	0	187	0	0	0	0
4:15 PM	14	3	0	0	3	1	1	0	0	48	30	0	0	55	2	1	0	157	0	0	0	0
4:20 PM	14	6	0	0	4	2	1	0	0	57	21	1	0	39	5	0	0	149	0	0	0	0
4:25 PM	12	4	1	0	7	6	1	0	0	54	26	0	1	49	0	0	0	161	0	0	0	0
4:30 PM	15	7	2	1	4	5	1	0	1	48	19	0	0	35	1	0	0	138	0	0	1	0
4:35 PM	32	10	2	0	9	3	2	0	0	50	25	0	0	51	7	0	0	191	0	0	0	0
4:40 PM	15	6	0	0	2	4	1	0	2	50	29	0	0	42	1	0	0	152	0	0	0	0
4:45 PM	12	4	0	0	6	3	1	0	3	61	28	1	1	43	4	0	0	166	0	0	0	0
4:50 PM	10	2	0	0	5	2	1	0	3	45	18	0	1	59	5	0	0	151	0	0	0	0
4:55 PM	9	4	1	0	6	2	2	0	2	51	29	0	0	56	2	0	0	164	0	0	0	0
5:00 PM	8	7	2	0	0	6	2	0	1	50	21	0	0	53	0	0	0	150	0	0	0	0
5:05 PM	12	7	2	0	14	7	0	0	2	50	21	0	0	44	4	0	0	163	0	0	0	0
5:10 PM	18	5	3	0	1	3	1	0	1	35	29	0	0	45	2	0	0	143	0	0	0	0
5:15 PM	15	4	2	0	4	4	0	0	0	65	28	0	0	37	1	0	0	160	0	0	0	0
5:20 PM	10	1	0	0	2	1	1	0	3	63	22	0	0	55	3	0	0	161	0	0	0	0
5:25 PM	14	1	1	0	3	0	1	0	1	57	13	0	0	31	0	0	0	122	0	0	0	0
5:30 PM	10	3	2	1	2	3	0	0	1	61	21	0	0	44	1	0	0	148	0	0	0	0
5:35 PM	16	4	2	1	9	3	2	0	2	54	22	0	1	32	1	0	0	148	0	0	0	0
5:40 PM	14	3	1	0	1	1	2	0	2	58	16	0	0	49	0	0	0	147	0	0	0	0
5:45 PM	18	1	2	0	6	3	3	0	2	49	21	0	0	40	3	0	0	148	0	1	0	0
5:50 PM	7	2	1	0	4	0	0	0	0	55	25	0	0	43	2	0	0	139	1	0	0	0
5:55 PM	20	1	1	0	4	0	0	0	1	42	27	0	2	49	1	0	0	148	0	0	0	0
Total Survey	346	92	31	3	124	68	28	0	31	1,280	558	2	8	1,110	51	1	0	3,727	1	1	1	0

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total	Pedestrians Crosswalk				
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West	
4:00 PM	51	7	6	0	28	9	5	0	4	177	67	0	2	159	6	0	0	521	0	0	0	0
4:15 PM	40	13	1	0	14	9	3	0	0	159	77	1	1	143	7	1	0	467	0	0	0	0
4:30 PM	62	23	4	1	15	12	4	0	3	148	73	0	0	128	9	0	0	481	0	0	1	0
4:45 PM	31	10	1	0	17	7	4	0	8	157	75	1	2	158	11	0	0	481	0	0	0	0
5:00 PM	38	19	7	0	15	16	3	0	4	135	71	0	0	142	6	0	0	456	0	0	0	0
5:15 PM	39	6	3	0	9	5	2	0	4	185	63	0	0	123	4	0	0	443	0	0	0	0
5:30 PM	40	10	5	2	12	7	4	0	5	173	59	0	1	125	2	0	0	443	0	0	0	0
5:45 PM	45	4	4	0	14	3	3	0	3	146	73	0	2	132	6	0	0	435	1	1	0	0
Total Survey	346	92	31	3	124	68	28	0	31	1,280	558	2	8	1,110	51	1	0	3,727	1	1	1	0

Peak Hour Summary

4:00 PM to 5:00 PM

By Approach	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	249	334	583	1	127	101	228	0	948	788	1,736	2	626	727	1,353	1	1,950	0	0	1	0
%HV	1.2%				4.7%				5.3%				5.1%				4.7%				
PHF	0.70				0.76				0.95				0.88				0.94				

By Movement	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	184	53	12	249	74	37	16	127	15	641	292	948	5	588	33	626	1,950
%HV	1.1%	0.0%	8.3%	1.2%	5.4%	0.0%	12.5%	4.7%	6.7%	6.9%	1.7%	5.3%	20.0%	4.9%	6.1%	5.1%	4.7%
PHF	0.74	0.58	0.50	0.70	0.66	0.66	0.80	0.76	0.47	0.91	0.89	0.95	0.63	0.86	0.69	0.88	0.94

Rolling Hour Summary

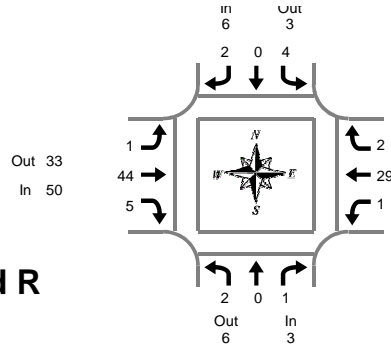
4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total	Pedestrians Crosswalk				
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West	
4:00 PM	184	53	12	1	74	37	16	0	15	641	292	2	5	588	33	1	0	1,950	0	0	1	0
4:15 PM	171	65	13	1	61	44	14	0	15	599	296	2	3	571	33	1	0	1,885	0	0	1	0
4:30 PM	170	58	15	1	56	40	13	0	19	625	282	1	2	551	30	0	0	1,861	0	0	1	0
4:45 PM	148	45	16	2	53	35	13	0	21	650	268	1	3	548	23	0	0	1,823	0	0	0	0
5:00 PM	162	39	19	2	50	31	12	0	16	639	266	0	3	522	18	0	0	1,777	1	1	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SW 112th Ave & SW Tualatin Shderwood R

Tuesday, October 08, 2019

4:00 PM to 6:00 PM

Peak Hour Summary
4:00 PM to 5:00 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	1	0	0	1	0	2	1	3	0	3	1	4	8
4:05 PM	0	0	0	0	1	0	1	2	0	3	0	3	1	4	0	5	10
4:10 PM	0	0	1	1	0	0	1	1	0	5	0	5	0	1	0	1	8
4:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
4:20 PM	0	0	0	0	0	0	0	0	0	6	1	7	0	3	0	3	10
4:25 PM	0	0	0	0	1	0	0	1	0	6	1	7	0	2	0	2	10
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
4:35 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	5	1	6	8
4:40 PM	1	0	0	1	0	0	0	0	0	7	0	7	0	2	0	2	10
4:45 PM	1	0	0	1	1	0	0	1	0	3	0	3	0	1	0	1	6
4:50 PM	0	0	0	0	0	0	0	0	1	4	0	5	0	4	0	4	9
4:55 PM	0	0	0	0	0	0	0	0	0	3	1	4	0	3	0	3	7
5:00 PM	1	0	1	2	0	0	0	0	0	3	0	3	0	1	0	1	6
5:05 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:10 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
5:20 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:25 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:35 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
5:40 PM	2	0	0	2	0	0	0	0	0	3	1	4	0	3	0	3	9
5:45 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	2	0	2	8
5:50 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	2	0	2	4
5:55 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
Total Survey	6	0	2	8	4	1	2	7	1	67	8	76	1	44	2	47	138

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	1	1	2	0	2	4	0	10	1	11	1	8	1	10	26
4:15 PM	0	0	0	0	1	0	0	1	0	13	3	16	0	6	0	6	23
4:30 PM	1	0	0	1	0	0	0	0	0	11	0	11	0	7	1	8	20
4:45 PM	1	0	0	1	1	0	0	1	1	10	1	12	0	8	0	8	22
5:00 PM	2	0	1	3	0	0	0	0	0	4	0	4	0	3	0	3	10
5:15 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	3	0	3	8
5:30 PM	2	0	0	2	0	1	0	1	0	6	1	7	0	4	0	4	14
5:45 PM	0	0	0	0	0	0	0	0	0	8	2	10	0	5	0	5	15
Total Survey	6	0	2	8	4	1	2	7	1	67	8	76	1	44	2	47	138

Heavy Vehicle Peak Hour Summary

4:00 PM to 5:00 PM

By Approach	Northbound SW 112th Ave			Southbound SW 112th Ave			Eastbound SW Tualatin Sherwood Rd			Westbound SW Tualatin Shderwood R			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	6	9	6	3	9	50	33	83	32	49	81	91
PHF	0.38			0.38			0.78			0.80			0.88

By Movement	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	0	1	3	4	0	2	6	1	44	5	50	1	29	2	32	91
PHF	0.25	0.00	0.25	0.38	0.50	0.00	0.25	0.38	0.25	0.79	0.42	0.78	0.25	0.91	0.50	0.80	0.88

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 112th Ave				Southbound SW 112th Ave				Eastbound SW Tualatin Sherwood Rd				Westbound SW Tualatin Shderwood R				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	2	0	1	3	4	0	2	6	1	44	5	50	1	29	2	32	91
4:15 PM	4	0	1	5	2	0	0	2	1	38	4	43	0	24	1	25	75
4:30 PM	4	0	1	5	1	0	0	1	1	30	1	32	0	21	1	22	60
4:45 PM	5	0	1	6	1	1	0	2	1	25	2	28	0	18	0	18	54
5:00 PM	4	0	1	5	0	1	0	1	0	23	3	26	0	15	0	15	47

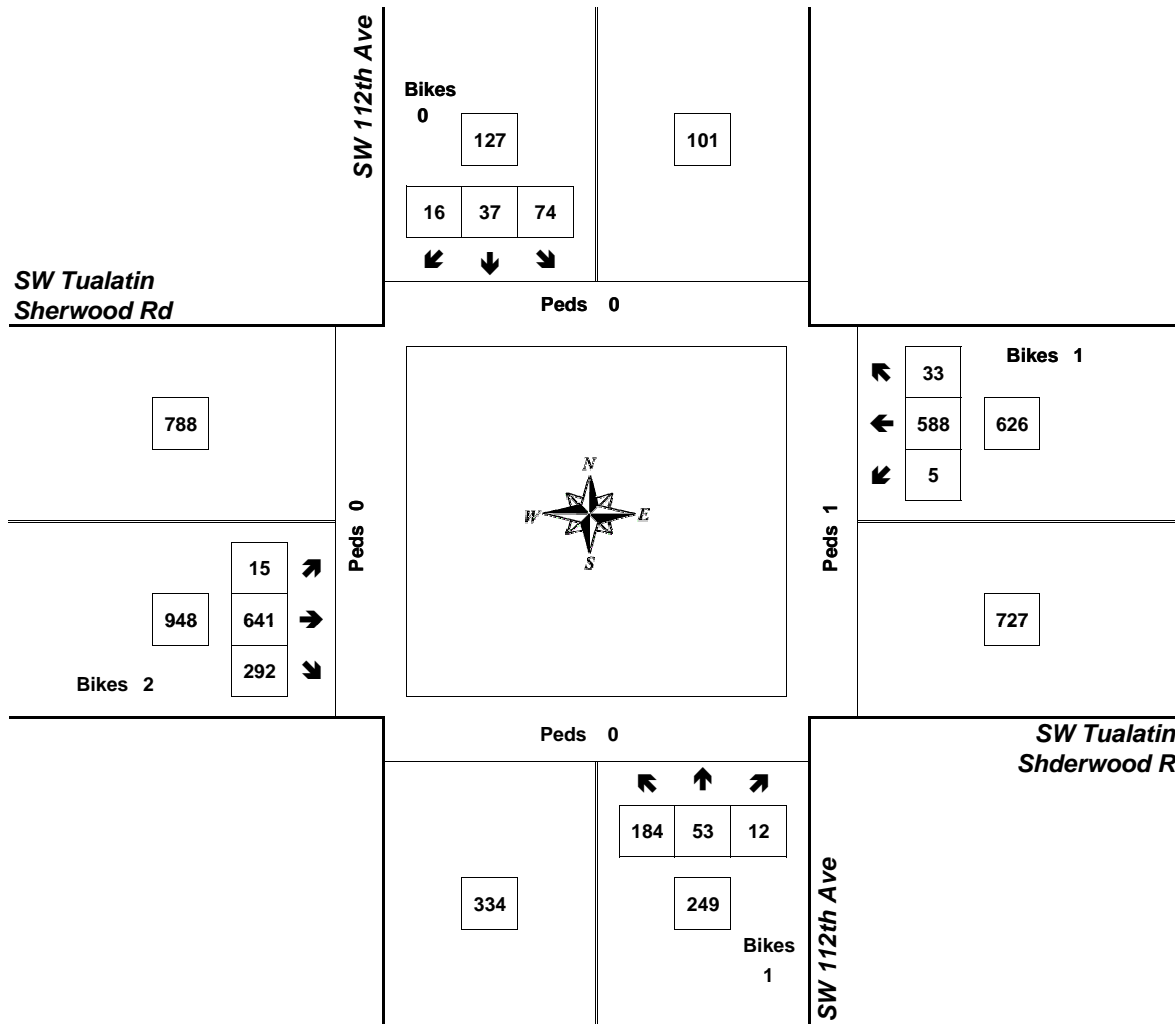
Peak Hour Summary



Clay Carney
(503) 833-2740

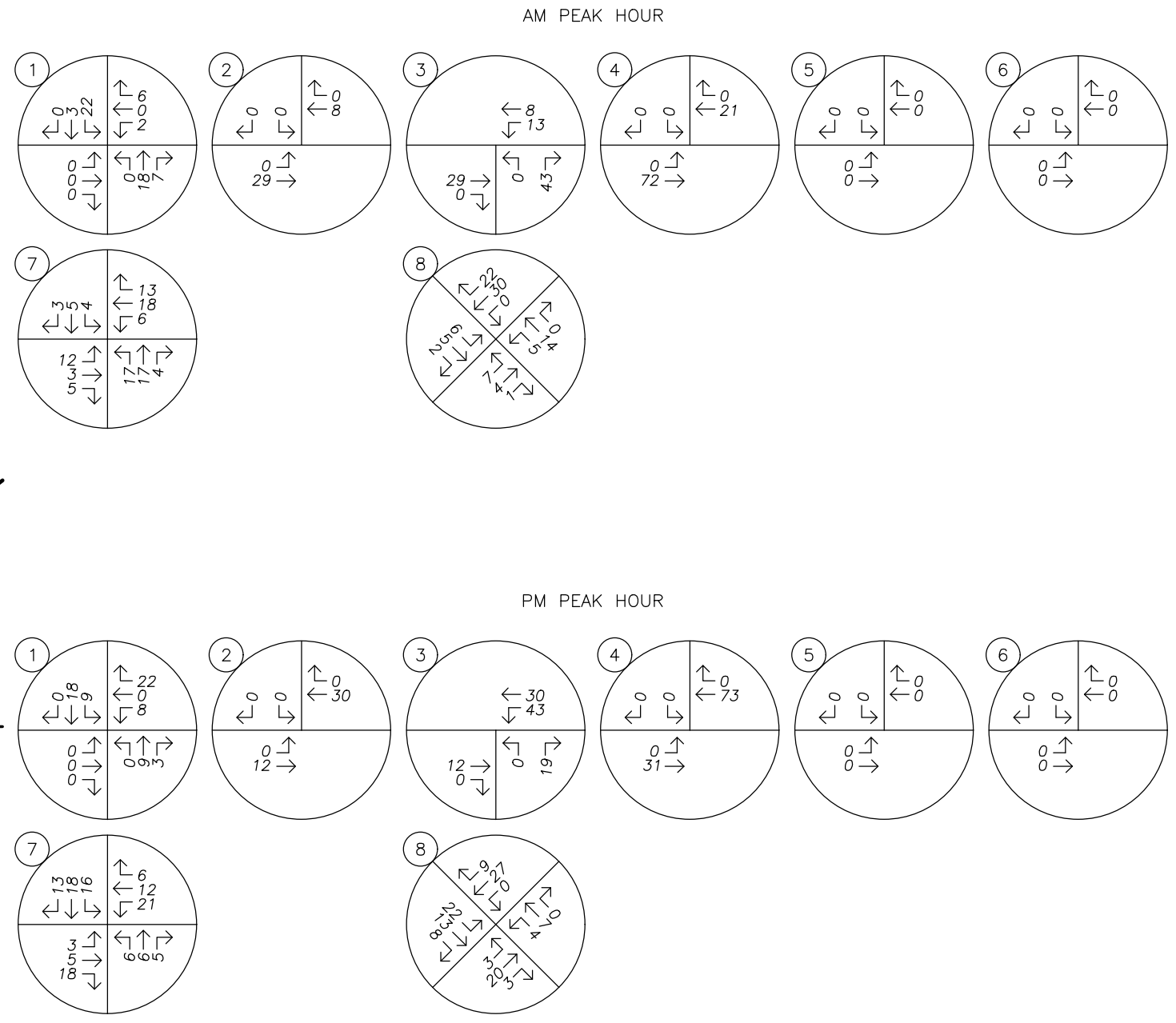
SW 112th Ave & SW Tualatin Shderwood R

4:00 PM to 5:00 PM
Tuesday, October 08, 2019



Approach	PHF	HV%	Volume
EB	0.95	5.3%	948
WB	0.88	5.1%	626
NB	0.70	1.2%	249
SB	0.76	4.7%	127
Intersection	0.94	4.7%	1,950

Count Period: 4:00 PM to 6:00 PM



TRAFFIC VOLUMES
 In-Process Development Trips
 AM & PM Peak Hours

Appendix D

Crash History Data



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

CITY OF TUALATIN, WASHINGTON COUNTY

124TH AVE and MYSLONY ST, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 9 of 9 Crash records shown. ONLY 3 CRASHES APPLICABLE TO INTERSECTION

SER#	S	D	M	P	R	J	S	W	DATE	CLASS	CITY	STREET	INT-TYPE	SPCL	USE	A	S	ACT	EVENT	CAUSE												
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE															
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED									
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR						
00601	N	N	N				02/02/2015	16	SW MYSLONY ST	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE	0	TURN-R											02		
NONE							MO	0	SW 124TH AVE	CN		TRF SIGNAL	N	WET	TURN	PRVTE	E -N												015	00		
N							5A			02	0		N	DLIT	INJ	PSNGR CAR				01	DRVR	NONE	47	M	OR-Y		028		000	02		
N							45 22 35.33	-122 48 17.98																								
																02	NONE	0	STRGHT													
																PRVTE	S -N												000	00		
																TRUCK				01	DRVR	INJC	47	M	OR-Y		000		000	00		
03338	N	N	N	N	N		06/16/2015	16	SW MYSLONY ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	0	STRGHT											02		
CITY							TU	0	SW 124TH AVE	CN		STOP SIGN	N	DRY	TURN	PRVTE	S -N												000	00		
N							10A			02	0		N	DAY	PDO	PSNGR CAR				01	DRVR	NONE	34	F	OR-Y		000		000	00		
N							45 22 35.33	-122 48 17.98																								
																01	NONE	0	STRGHT													
																PRVTE	S -N													000	00	
																PSNGR CAR				01	PSNG	NO<5	01	M			000		000	00		
																01	NONE	0	STRGHT													
																PRVTE	S -N													000	00	
																PSNGR CAR				02	PSNG	NO<5	04	M			000		000	00		
																02	NONE	0	TURN-L													
																PRVTE	E -S													015	00	
																TRUCK				01	DRVR	NONE	53	F	OR-Y		028		000	02		
01826	N	N	N	N	N		03/18/2016	16	SW MYSLONY ST	INTER	3-LEG	N	N	CLR	O-1STOP	01	NONE	0	STRGHT											05		
CITY							FR	0	SW 124TH AVE	CN		TRF SIGNAL	N	DRY	SS-M	PRVTE	N -S													000	00	
N							4A			04	0		N	DLIT	INJ	PSNGR CAR				01	DRVR	INJC	47	M	NONE		044		000	05		
N							45 22 35.33	-122 48 17.98																								
																02	NONE	0	STOP													

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
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CITY OF TUALATIN, WASHINGTON COUNTY

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PRVTE	S -N							012	00
MTRCYCLE		01	DRVR	INJB	36	M	OR-Y	000	00

OR>25

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

CITY OF TUALATIN, WASHINGTON COUNTY

124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION

02310	N N N	04/29/2015	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	0	STRGHT							29			
NONE		WE	0	SW 124TH AVE	E		TRF SIGNAL	N	DRY	REAR	PRVTE		E -W							000	00		
N		10A			06	0		N	DAY	PDO	PSNGR CAR			01 DRVR	NONE	00	Unk	UNK		026	000	29	
N		45 22 9.72	-122 48 20.29																		OR<25		
											02 NONE	0	STOP										
											PRVTE		E -W								011	00	
											PSNGR CAR			01 DRVR	NONE	75	M	OR-Y		000	000	00	
																						OR<25	
04850	N N N	08/25/2015	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-STRGHT	01 NONE	0	STRGHT									29	
NONE		TU	0	SW 124TH AVE	E		TRF SIGNAL	N	DRY	REAR	PRVTE		E -W									000	00
N		2P			06	0		N	DAY	PDO	PSNGR CAR			01 DRVR	NONE	00	F	OR-Y		042	000	29	
N		45 22 9.72	-122 48 20.29																			OR<25	
											02 NONE	0	STRGHT										
											PRVTE		E -W									006	00
											PSNGR CAR			01 DRVR	NONE	15	F	OR-Y		000	000	00	00
																						OR<25	
02692	N N N	04/23/2016	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	9	STRGHT										29
NONE		SA	0	SW 124TH AVE	E		TRF SIGNAL	N	DRY	REAR	N/A		E -W									000	00
N		12P			06	0		N	DAY	PDO	PSNGR CAR			01 DRVR	NONE	00	Unk	UNK		000	000	00	00
N		45 22 9.72	-122 48 20.29																				UNK
											02 NONE	9	STOP										
											N/A		E -W									011	00
											PSNGR CAR			01 DRVR	NONE	00	Unk	UNK		000	000	00	00
																						UNK	
03949	N N N	N N 06/16/2016	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	Y	CLD	FIX OBJ	01 NONE	9	TURN-L									040	08
CITY		TH	0	SW 124TH AVE	E		TRF SIGNAL	N	DRY	FIX	N/A		N -E									000	00
N		6P			05	0		N	DAY	PDO	PSNGR CAR			01 DRVR	NONE	00	Unk	UNK		000	000	00	00
N		45 22 9.72	-122 48 20.29																				UNK
04777	N N N	N N 08/04/2017	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	0	STRGHT										07
CITY		FR	0	SW 124TH AVE	E		TRF SIGNAL	N	DRY	REAR	PRVTE		E -W									000	00
N		3P			06	0		N	DAY	INJ	PSNGR CAR			01 DRVR	NONE	20	M	OR-Y		043	000	07	07
N		45 22 9.72	-122 48 20.29																				OR<25
											02 NONE	0	STOP										

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

CITY OF TUALATIN, WASHINGTON COUNTY

124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION

CRASH ID	DATE	TIME	LOCATION	TYPE	SEVERITY	WEATHER	ROAD	CRASH TYPE	DRIVER	INJURY	PROPERTY	OTHER	TOTAL
07573	11/28/2017	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	RAIN	S-1STOP	01 NONE	0	STRGHT	27,07
CITY	TU	0	SW 124TH AVE	E		TRF SIGNAL	N	WET	REAR	PRVTE	E -W		000
N	5P			06	0		N	DLIT	INJ	PSNGR CAR		01 DRVR INJC 48 F OR-Y	016,043 038 27,07
N	45 22 9.72	-122 48 20.29											OR<25
										02 NONE	0	STOP	
										PRVTE	E -W		011
										PSNGR CAR		01 DRVR NONE 29 M OR-Y	000 000 00
													OR<25
03012	05/23/2017	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	9	STRGHT	07
CITY	TU	0	SW 124TH AVE	E		TRF SIGNAL	N	DRY	REAR	N/A	E -W		000
N	6P			06	0		N	DAY	PDO	PSNGR CAR		01 DRVR NONE 00 Unk UNK	000 000 00
N	45 22 9.72	-122 48 20.29											UNK
										02 NONE	9	STOP	
										N/A	E -W		011
										PSNGR CAR		01 DRVR NONE 00 Unk UNK	000 000 00
													UNK
00173	01/10/2019	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLD	S-1STOP	01 NONE	0	STRGHT	013 07
CITY	TH	0	SW 124TH AVE	E		TRF SIGNAL	N	DRY	REAR	PRVTE	E -W		000
N	6P			06	0		N	DLIT	INJ	PSNGR CAR		01 DRVR INJC 48 F OR-Y	043 000 07
N	45 22 9.72	-122 48 20.29											OR>25
										02 NONE	0	STOP	
										PRVTE	E -W		011 013
										PSNGR CAR		01 DRVR INJC 67 F OR-Y	000 000 00
													OR<25
										03 NONE	0	STOP	
										PRVTE	E -W		022
										PSNGR CAR		01 DRVR INJC 51 F OR-Y	000 000 00
													OR<25
										03 NONE	0	STOP	
										PRVTE	E -W		022
										PSNGR CAR		02 PSNG INJC 08 M	000 000 00

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
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CITY OF TUALATIN, WASHINGTON COUNTY

124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION

Case No	City	Date	Time	Lat	Long	Street 1	Street 2	Inter	Cross	Dir 1	Dir 2	Wthr	Crash Type	Count	Severity	Other	Lat	Long															
04													NONE	0	STOP																		
													PRVTE		E -W			022	00														
													PSNGR CAR		01 DRVR	NONE	17	M	OR-Y	000	000	00											
																			OR<25														
02816	N N N	06/05/2019		14		SW TUALATIN-SHERWOOD	INTER	CROSS		N	N	CLR	S-1STOP	01	NONE	0			STRGHT				27,29										
	CITY		WE	0		SW 124TH AVE	E			TRF SIGNAL	N	DRY	REAR		PRVTE				E -W				000	00									
	N		2A				06	0			N	DLIT	INJ		PSNGR CAR				01 DRVR	NONE	23	M	OTH-Y	016,026	038	27,29							
	N		45 22 9.72	-122 48	20.29																		OR<25										
																								02	NONE	0	STOP						
															PRVTE				E -W					011	00								
															PSNGR CAR				01 DRVR	INJC	56	M	OR-Y	000	000	00							
																								OR<25									
00333	N N N	01/18/2019		14		SW TUALATIN-SHERWOOD	INTER	CROSS		N	N	RAIN	S-STRGHT	01	NONE	9			STRGHT					29									
	NONE		FR	0		SW 124TH AVE	E			TRF SIGNAL	N	WET	REAR		N/A				E -W					000	00								
	N		6P				06	0			N	DLIT	PDO		PSNGR CAR				01 DRVR	NONE	00	Unk	UNK	000	000	00							
	N		45 22 9.72	-122 48	20.29																			UNK									
																									02	NONE	9	STRGHT					
															N/A				E -W					006	00								
															PSNGR CAR				01 DRVR	NONE	00	Unk	UNK	000	000	00							
																								UNK									
00653	N Y N	02/09/2019		16		SW TUALATIN-SHERWOOD	INTER	CROSS		N	N	CLD	S-1STOP	01	NONE	9			STRGHT					29									
	CITY		SA	0		SW 124TH AVE	E			TRF SIGNAL	N	DRY	REAR		N/A				E -W					000	00								
	N		1P				09	2			N	DAY	PDO		PSNGR CAR				01 DRVR	NONE	00	Unk	UNK	000	000	00							
	N		45 22 42.84	-122 48	17.93																			UNK									
																									02	NONE	9	STOP					
															N/A				E -W					011	00								
															MTRCYCLE				01 DRVR	NONE	00	Unk	UNK	000	000	00							
																								UNK									
01258	N N N	03/12/2019		14		SW TUALATIN-SHERWOOD	INTER	CROSS		N	N	CLD	S-1STOP	01	NONE	9			STRGHT					27,29									
	CITY		TU	0		SW 124TH AVE	E			TRF SIGNAL	N	DRY	REAR		N/A				E -W					000	00								
	N		4P				06	0			N	DAY	PDO		PSNGR CAR				01 DRVR	NONE	00	Unk	UNK	000	000	00							
	N		45 22 9.72	-122 48	20.29																			UNK									
																									02	NONE	9	STOP					

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
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CITY OF TUALATIN, WASHINGTON COUNTY

124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION

														N/A	E -W					011	00					
														PSNGR CAR	01	DRVR	NONE	00	Unk	UNK	000	000	00	00		
														UNK												
04362	N	N	N	N	N	06/19/2019	16	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLD	S-1STOP	01	NONE	9	STRGHT								07
CITY			WE	0	SW 124TH AVE	S			TRF SIGNAL	N	DRY	REAR	N/A	S -N								000	00			
N			6P			06	2			N	DAY	PDO	PSNGR CAR	01	DRVR	NONE	00	Unk	UNK	000	000	00				
N			45 22 42.84	-122 48																		UNK				
														02	NONE	9	STOP									
														N/A	S -N					011	00					
														PSNGR CAR	01	DRVR	NONE	00	Unk	UNK	000	000	00	00		
														UNK												
05163	N	N	N	N	N	09/08/2015	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	0	STRGHT								32,07
CITY			TU	0	SW 124TH AVE	W			TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000	00			
N			2P			06	0			N	DAY	INJ	PSNGR CAR	01	DRVR	NONE	35	M	NONE	052,043	000	32,07				
N			45 22 9.72	-122 48																		OR<25				
														02	NONE	0	STRGHT									
														PRVTE	W -E					000	00					
														PSNGR CAR	01	DRVR	INJC	27	F	OTH-Y	000	000	00	00		
														N-RES												
														02	NONE	0	STRGHT									
														PRVTE	W -E					000	00					
														PSNGR CAR	02	PSNG	NO<5	01	M		000	000	00	00		
03535	N	N	N	N	N	05/31/2016	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	0	STRGHT								07
CITY			TU	0	SW 124TH AVE	W			TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000	00			
N			2P			06	0			N	DAY	INJ	PSNGR CAR	01	DRVR	INJC	41	M	OR-Y	043	000	07				
N			45 22 9.72	-122 48																		OR<25				
														02	NONE	0	STOP									
														PRVTE	W -E					011	00					
														PSNGR CAR	01	DRVR	NONE	32	F	OR-Y	000	000	00	00		
														OR<25												
04658	N	N	N	N	N	07/15/2016	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	0	STRGHT								07
CITY			FR	0	SW 124TH AVE	W			TRF SIGNAL	N	DRY	REAR	PRVTE	W -E								000	00			
N			3P			06	0			N	DAY	INJ	PSNGR CAR	01	DRVR	INJB	50	F	OTH-Y	043	000	07				

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124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION

N		45 22 9.72	-122 48 20.29															OR<25					
										02 NONE	0		STOP										
										PRVTE			W -E					011	00				
										PSNGR CAR				01 DRVR	NONE	40	F	OR-Y	000	000	00		
																		OR<25					
01864	N N N	N N 03/20/2016	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLD	S-1STOP	01 NONE	9	STRGHT							27,29			
CITY		SU	0	SW 124TH AVE	W		TRF SIGNAL	N	DRY	REAR	N/A		W -E							000	00		
N		4P			06	0		N	DAY	PDO	PSNGR CAR			01 DRVR	NONE	00	Unk UNK			000	000	00	
N		45 22 9.72	-122 48 20.29																		UNK		
											02 NONE	9	STOP										
										N/A			W -E								011	00	
										PSNGR CAR				01 DRVR	NONE	00	Unk UNK			000	000	00	
																					UNK		
05361	N N N	08/11/2016	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	9	STRGHT									29	
NONE		TH	0	SW 124TH AVE	W		TRF SIGNAL	N	DRY	REAR	N/A		W -E									000	00
N		6P			06	0		N	DAY	PDO	PSNGR CAR			01 DRVR	NONE	00	Unk UNK			000	000	00	
N		45 22 9.72	-122 48 20.29																			UNK	
											02 NONE	9	STOP										
										N/A			W -E									011	00
										PSNGR CAR				01 DRVR	NONE	00	Unk UNK			000	000	00	
																						UNK	
07665	N N N	11/08/2016	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	9	STRGHT									27,29	
NO RPT		TU	0	SW 124TH AVE	W		TRF SIGNAL	N	DRY	REAR	N/A		E -W									000	00
N		3P			05	0		N	DAY	PDO	PSNGR CAR			01 DRVR	NONE	00	Unk UNK			000	000	00	
N		45 22 9.72	-122 48 20.29																			UNK	
											02 NONE	9	STOP										
										N/A			E -W									011	00
										SEMI TOW				01 DRVR	NONE	00	Unk UNK			000	000	00	
																						UNK	
00025	N N N	N N 01/02/2017	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	0	STRGHT									29	
CITY		MO	0	SW 124TH AVE	W		TRF SIGNAL	N	DRY	REAR	PRVTE		W -E									000	00
N		5P			06	0		N	DLIT	INJ	PSNGR CAR			01 DRVR	NONE	79	M	OR-Y	026	000		29	
N		45 22 9.72	-122 48 20.29																			OR<25	

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													PSNGR	CAR				02	PSNG	INJC	50	F	000	000	00
07889	N	N	N	12/09/2017	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE	9	STRGHT						29			
NONE				SA	0	SW 124TH AVE	W		TRF SIGNAL	N	DRY	REAR	N/A		W -E						000	00			
N				1P			06	0		N	DAY	PDO	PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00	
N				45 22 9.72	-122 48			20.29																UNK	
													02	NONE	9	STOP									
													N/A		W -E						011	00			
													PSNGR	CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00	
																								UNK	
03819	N	N	N	N	07/29/2019	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT					013	27,29		
CITY				MO	0	SW 124TH AVE	W		UNKNOWN	N	DRY	REAR	PRVTE		E -W						000	00			
N				9A			05	0		N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	81	M	OR-Y	016,026	038	27,29	
N				45 22 9.72	-122 48			20.29																OR<25	
													02	NONE	0	STOP									
													PRVTE		E -W						011	013	00		
													PSNGR	CAR		01	DRVR	INJC	64	M	OR-Y	000	000	00	
																								OR<25	
													03	NONE	0	STOP									
													PRVTE		E -W						022	00			
													PSNGR	CAR		01	DRVR	NONE	37	F	OR-Y	000	000	00	
																								OR<25	
04114	N	N	N	08/13/2019	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT						29			
NONE				TU	0	SW 124TH AVE	W		TRF SIGNAL	N	DRY	REAR	PRVTE		W -E						000	00			
N				2A			06	0		N	DLIT	INJ	PSNGR	CAR		01	DRVR	NONE	35	M	OR-Y	026	000	29	
N				45 22 9.72	-122 48			20.29																OR<25	
													02	NONE	0	STOP									
													PRVTE		W -E						011	00			
													PSNGR	CAR		01	DRVR	INJC	59	M	OR-Y	000	000	00	
																								OR<25	
82093	N	N	N	06/23/2019	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT						29			
NONE				SU	0	SW 124TH AVE	W		TRF SIGNAL	N	DRY	REAR	PRVTE		W -E						000	00			
N				11A			06	0		N	DAY	INJ	PSNGR	CAR		01	DRVR	NONE	62	F	OR-Y	026	000	29	

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N		45 22 9.71	-122 48 20.29																OR<25		
										02 NONE	0	STOP									
										PRVTE		W -E						011	00		
										PSNGR CAR			01 DRVR	INJC	70	F	OR-Y	000	000		
																			OR<25		
00771	N N N	02/12/2019	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	RAIN	S-1STOP	01 NONE	9	STRGHT						29		
NONE		TU	0	SW 124TH AVE	W			TRF SIGNAL	N	WET	REAR	N/A	W -E						000	00	
N		8A			06	0			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK	000	000	00	
N		45 22 9.72	-122 48 20.29																UNK		
										02 NONE	9	STOP									
										N/A		W -E							011	00	
										PSNGR CAR			01 DRVR	NONE	00	Unk UNK	000	000	000	00	
																				UNK	
06385	N N N	09/21/2016	14	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	CLD	O-1 L-TURN	01 NONE	0	STRGHT						04		
CITY		WE	0	SW 124TH AVE	CN			TRF SIGNAL	N	DRY	TURN	PRVTE	E -W						000	00	
N		8A			02	0			N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	57	F	OR-Y	000	000	00
N		45 22 9.72	-122 48 20.29																	OR<25	
										02 NONE	0	TURN-L									
										PRVTE		W -N							000	00	
										PSNGR CAR			01 DRVR	NONE	23	F	OR-Y	020,004	000	004	
																				OR<25	
00335	N N N	01/18/2017	16	SW TUALATIN-SHERWOOD	INTER	3-LEG	N	N	RAIN	O-1 L-TURN	01 NONE	0	STRGHT						04		
NO RPT		WE	0	SW 124TH AVE	CN			TRF SIGNAL	N	WET	TURN	PRVTE	S -N						000	00	
N		1P			04	0			N	DAY	INJ	PSNGR CAR		01 DRVR	INJB	23	M	OR-Y	000	000	00
N		45 23 16.36	-122 48 15.23																	OR<25	
										02 NONE	0	TURN-L									
										PRVTE		N -E							000	00	
										PSNGR CAR			01 DRVR	NONE	20	M	OR-Y	020	000	04	
																				OR<25	
04434	N N N	07/21/2017	16	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	0	STRGHT						04		
CITY		FR	0	SW 124TH AVE	CN			TRF SIGNAL	N	DRY	TURN	PRVTE	N -S						000	00	
N		3P			01	2			N	DAY	INJ	PSNGR CAR		01 DRVR	INJB	35	M	OR-Y	020	000	04
N		45 22 42.84	-122 48 17.93																	OR<25	

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											02 NONE	0	TURN-L									
											PRVTE		S -W					000	00			
											PSNGR CAR			01 DRVR	NONE	55	M	OR-Y	000	000	00	
																				OR<25		
01124	N N N	N N	03/05/2019	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01 NONE	0	STRGHT					080	02		
CITY			TU	0	SW 124TH AVE	CN		TRF SIGNAL	N	DRY	TURN	PRVTE		S -N					000	00		
N			7A			04	0		N	DAY	INJ	PSNGR CAR			01 DRVR	INJC	49	M	OR-Y	000	000	00
N			45 22 9.72	-122 48 20.29																OR<25		
											02 NONE	0	TURN-L									
											PRVTE		N -E							000	00	
											PSNGR CAR				01 DRVR	NONE	30	M	OR-Y	028,004	000	02
																					OR<25	
											03 NONE	0	STOP									
											PRVTE		E -W							022	00	
											PSNGR CAR				01 DRVR	NONE	40	M	OR-Y	000	000	00
																					OR<25	
02524	N N N	N N	05/18/2019	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01 NONE	0	TURN-L							04	
CITY			SA	0	SW 124TH AVE	CN		TRF SIGNAL	N	DRY	TURN	PRVTE		W -N						000	00	
N			3P			02	0		N	DAY	INJ	PSNGR CAR			01 DRVR	INJC	77	F	OR-Y	020	000	04
N			45 22 9.72	-122 48 20.29																	OR<25	
											02 NONE	0	STRGHT									
											PRVTE		E -W							000	00	
											PSNGR CAR				01 DRVR	INJC	23	M	OR-Y	000	000	00
																					OR<25	
06869	N N N	N N	12/23/2019	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01 NONE	0	STRGHT								04
CITY			MO	0	SW 124TH AVE	CN		TRF SIGNAL	N	DRY	TURN	PRVTE		E -W						000	00	
N			1P			02	0		N	DAY	INJ	PSNGR CAR			01 DRVR	INJC	22	F	OR-Y	000	000	00
N			45 22 9.72	-122 48 20.29																	OR<25	
											02 NONE	0	TURN-L									
											PRVTE		W -N							000	00	
											PSNGR CAR				01 DRVR	NONE	61	M	OR-Y	020	000	04
																					OR<25	
05093	N N N	N N	08/01/2016	16	SW 124TH AVE	STRGHT		Y	N	CLR	S-1STOP	01 NONE	9	STRGHT								07
CITY			MO	50	SW TUALATIN-SHERWOOD	N	(NONE)	UNKNOWN	N	DRY	REAR	N/A		N -S						000	00	

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N	9A	06	N	DAY	PDO	PSNGR CAR	01	DRVR	NONE	00	Unk	UNK	000	000	00										
N	45 22 10.65	-122 48 20.29	(03)																						
						02 NONE	9	STOP																	
						N/A		N -S							012	00									
						SEMI TOW			01	DRVR	NONE	00	Unk	UNK	000	000	00								
																	UNK								
02275	N N N	N N 05/07/2019	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-1STOP	01	NONE	0	STRGHT				29								
CITY	TU	80		SW 124TH AVE	E	(NONE)	UNKNOWN	N	DRY	REAR	UNKN		E -W				000	00							
N	1P				08			N	DAY	INJ	PSNGR CAR			01	DRVR	NONE	00	M	UNK	026	000	29			
N	45 22 9.93	-122 48 18.3	(02)																UNK						
						02	NONE	0	STOP																
						PRVTE			E -W													011	00		
						PSNGR CAR				01	DRVR	INJC	35	F	OR-Y		000					000	00		
																							OR<25		
02767	N N N	06/01/2019	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-1STOP	01	NONE	9	STRGHT										29		
NONE	SA	100		SW 124TH AVE	E	(NONE)	UNKNOWN	N	DRY	REAR	N/A		E -W										000	00	
N	2P				08			N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000		000	00	
N	45 22 9.95	-122 48 18.02	(02)																				UNK		
						02	NONE	9	STOP																
						N/A			E -W														011	00	
						PSNGR CAR				01	DRVR	NONE	00	Unk	UNK	000	000					000	000	00	
																								UNK	
06003	N N N	N N 11/15/2019	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-1STOP	01	NONE	9	STRGHT											07	
CITY	FR	100		SW 124TH AVE	E	(NONE)	TRF SIGNAL	N	DRY	REAR	N/A		E -W											000	00
N	6P				08			N	DUSK	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000		000	00	
N	45 22 9.94	-122 48 18	(02)																					UNK	
						02	NONE	9	STOP																
						N/A			E -W															011	00
						PSNGR CAR				01	DRVR	NONE	00	Unk	UNK	000	000					000	000	00	
																								UNK	
06147	N N N	11/13/2018	14	SW TUALATIN-SHERWOOD	STRGHT	Y	N	RAIN	S-1STOP	01	NONE	0	STRGHT											013	27,29
NO RPT	TU	156		SW 124TH AVE	E	(NONE)	UNKNOWN	N	WET	REAR	PRVTE		E -W											000	00
N	5P				08			N	DUSK	INJ	PSNGR CAR			01	DRVR	NONE	46	M	OR-Y		016,026	038		27,29	

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CRASH ID	DATE	TIME	LOCATION	CRASH TYPE	SEVERITY	STATUS	DRIVER	VEHICLE	INJURY	PROPERTY	OTHER	TOTAL																						
N	45 22 10.04	-122 48 17.22	(02)	02 NONE	0	STOP						OR<25																						
				PRVTE		E -W						011 013 00																						
				PSNGR CAR			01 DRVR	INJC	37 M	OR-Y	000	022 00																						
												OR<25																						
				03 NONE	0	STOP						011 00																						
				PRVTE		E -W						000 00																						
				PSNGR CAR			01 DRVR	INJC	45 M	OR-Y	000	000 00																						
												OR<25																						
				03 NONE	0	STOP						011 00																						
				PRVTE		E -W						000 00																						
				PSNGR CAR			02 PSNG	INJC	45 F		000	000 00																						
												OR<25																						
				03 NONE	0	STOP						011 00																						
				PRVTE		E -W						000 00																						
				PSNGR CAR			03 PSNG	INJC	18 F		000	000 00																						
<hr/>																																		
00223	N N N	N N 01/13/2019	14	SW TUALATIN-SHERWOOD	STRGHT		N	N	CLR	S-1STOP	01 NONE	0	STRGHT			07																		
CITY		SU	200	SW 124TH AVE	E	(NONE)	NONE	N	DRY	REAR	PRVTE		E -W			000 00																		
N		5P			08			N	DUSK	INJ	PSNGR CAR			01 DRVR	NONE	62 M	OR-Y	043	000 07															
N	45 22 10.1	-122 48 16.62	(02)														OR<25																	
																	02 NONE	0	STOP			011 00												
																	PRVTE		E -W			000 00												
																	PSNGR CAR			01 DRVR	INJC	66 M	OR-Y	000	000 00									
																							OR<25											
<hr/>																																		
84730	N N N	11/10/2017	14	SW TUALATIN-SHERWOOD	STRGHT		N	N	UNK	S-1STOP	01 NONE	9	STRGHT										29											
NO RPT		FR	500	SW 124TH AVE	E	(NONE)	UNKNOWN	N	WET	REAR	N/A		E -W										000 00											
N		6P			08			N	DUSK	PDO	PSNGR CAR			01 DRVR	NONE	00	Unk UNK						000 000 00											
N	45 22 10.52	-122 48 12.48	(02)																				UNK											
																							02 NONE	9	STOP									
																							N/A		E -W							011 00		
																							PSNGR CAR			01 DRVR	NONE	00	Unk UNK		000	000 00	00	
																									UNK									
<hr/>																																		
02064	N N N	N N 04/25/2019	14	SW TUALATIN-SHERWOOD	STRGHT		N	N	CLR	S-1STOP	01 NONE	0	STRGHT											27,07										

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124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION

CITY	TH	500	SW 124TH AVE	E	(NONE)	NONE	N	DRY	REAR	PRVTE	E -W					000	00		
N	5P			08			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	17 F	OR-Y	016,043	038	27,07	
N	45 22 10.52	-122 48 12.51			(02)													OR<25	
										02 NONE	0	STOP							
										PRVTE		E -W						011	00
										PSNGR CAR		01 DRVR	INJC	54 F	OR-Y	000	000	00	
																		OR<25	

00134	N N N	N N	01/08/2019	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	RAIN	S-1STOP	01 NONE	9	STRGHT					07	
CITY	TU	500	SW 124TH AVE	E	(NONE)	NONE	N	WET	REAR	N/A	E -W							000	00
N	11A			08			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK	000	000	00	
N	45 22 10.52	-122 48 12.49			(02)													UNK	
										02 NONE	9	STOP							
										N/A		E -W						011	00
										PSNGR CAR		01 DRVR	NONE	00	Unk UNK	000	000	00	
																		UNK	

06592	Y N N	N N	12/01/2018	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLD	S-STRGHT	01 NONE	9	STRGHT					01	
CITY	SA	600	SW 124TH AVE	E	(NONE)	NONE	N	WET	REAR	N/A	E -W							000	00
N	11A			08			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK	000	000	00	
N	45 22 10.66	-122 48 11.14			(02)													UNK	
										02 NONE	9	STRGHT							
										N/A		E -W						000	00
										PSNGR CAR		01 DRVR	NONE	00	Unk UNK	000	000	00	
																		UNK	

02027	N N N		04/23/2019	14	SW TUALATIN-SHERWOOD	STRGHT	Y	N	CLR	S-1STOP	01 NONE	9	STRGHT					29	
NONE	TU	30	SW 124TH AVE	W	(NONE)	UNKNOWN	N	DRY	REAR	N/A	W -E							000	00
N	1P			06			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk UNK	000	000	00	
N	45 22 9.61	-122 48 21.36			(02)													UNK	
										02 NONE	9	STOP							
										N/A		W -E						011	00
										PSNGR CAR		01 DRVR	NONE	00	Unk UNK	000	000	00	
																		UNK	

06771	N N N	N N	10/07/2016	14	SW TUALATIN-SHERWOOD	STRGHT	Y	N	CLR	S-1STOP	01 NONE	0	STRGHT					07	
CITY	FR	50	SW 124TH AVE	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	W -E							000	00

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CITY OF TUALATIN, WASHINGTON COUNTY

124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION

N		3P		06			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	44 F	OR-Y	043	000	07
N		45 22 9.59	-122 48		(02)										OR<25			
			21.64							02 NONE	0	STOP						
										PRVTE		W -E					011	00
										PSNGR CAR		01 DRVR	INJC	51 F	OTH-Y	000	000	00
															N-RES			
										02 NONE	0	STOP						
										PRVTE		W -E					011	00
										PSNGR CAR		02 PSNG	INJC	25 F		000	000	00
<hr/>																		
05356	N N N	08/11/2016	14	SW TUALATIN-SHERWOOD	STRGHT		N	CLR	S-1STOP	01 NONE	9	STRGHT						06,29
NONE		TH	50	SW 124TH AVE	W	(NONE)	UNKNOWN	N	DRY	REAR	N/A	W -E					000	00
N		6A			06			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 Unk UNK	000	000	00
N		45 22 9.59	-122 48		(03)										UNK			
			21.64							02 NONE	9	STOP						
										N/A		W -E					011	00
										PSNGR CAR		01 DRVR	NONE	00 Unk UNK	000	000	000	00
															UNK			
<hr/>																		
03771	N N N	N N 06/09/2016	14	SW TUALATIN-SHERWOOD	STRGHT		Y	CLR	S-1STOP	01 NONE	9	STRGHT						27,07
CITY		TH	75	SW 124TH AVE	W	(NONE)	TRF SIGNAL	N	DRY	REAR	N/A	W -E					000	00
N		5P			08			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 Unk UNK	000	000	00
N		45 22 9.55	-122 48 22		(02)										UNK			
										02 NONE	9	STOP						
										N/A		W -E					011	00
										UNKNOWN		01 DRVR	NONE	00 Unk UNK	000	000	000	00
															UNK			
<hr/>																		
06673	N N N	N N 11/07/2015	14	SW TUALATIN-SHERWOOD	STRGHT		N	CLD	S-1STOP	01 NONE	0	STRGHT						29
CITY		SA	100	SW 124TH AVE	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	W -E					000	00
N		3P			08			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	21 M SUSP	026	000	29
N		45 22 9.52	-122 48		(03)										OR<25			
			22.26							01 NONE	0	STRGHT						
										PRVTE		W -E					000	00
										PSNGR CAR		02 PSNG	NO<5	01 M		000	000	00

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124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION

										02 NONE	0	STOP								
										PRVTE		W -E					011	00		
										PSNGR CAR			01 DRVR	INJC	31 F	OR-Y	000	000	00	
																			OR<25	
										02 NONE	0	STOP								
										PRVTE		W -E						011	00	
										PSNGR CAR			02 PSNG	INJC	31 M		000	000	00	
										02 NONE	0	STOP								
										PRVTE		W -E						011	00	
										PSNGR CAR			03 PSNG	INJC	06 M		000	000	00	
										02 NONE	0	STOP								
										PRVTE		W -E						011	00	
										PSNGR CAR			04 PSNG	INJC	11 F		000	000	00	
03700	N N N	07/17/2018	14	SW TUALATIN-SHERWOOD	STRGHT		N	N	CLR	S-STRGHT	01 NONE	0	STRGHT						29	
CITY		TU	100	SW 124TH AVE	W	(NONE)	NONE	N	DRY	REAR	PRVTE		W -E					000	00	
N		7A			08			N	DAY	INJ	PSNGR CAR			01 DRVR	NONE	19 F	OR-Y	042	000	29
N		45 22 9.52	-122 48 22.31			(02)														OR<25
										02 NONE	0	STRGHT								
										PRVTE		W -E							006	00
										PSNGR CAR			01 DRVR	INJC	41 F	OR-Y	000	000	00	
																				OR<25
04024	N N N	08/08/2019	14	SW TUALATIN-SHERWOOD	STRGHT		N	N	RAIN	S-1STOP	01 NONE	0	STRGHT							07
NO RPT		TH	100	SW 124TH AVE	W	(NONE)	UNKNOWN	N	WET	REAR	PRVTE		W -E						000	00
N		12P			08			N	DAY	INJ	PSNGR CAR			01 DRVR	NONE	18 M	OR-Y	043	000	07
N		45 22 9.48	-122 48 22.29			(02)														OR<25
										02 NONE	0	STOP								
										PRVTE		W -E							011	00
										PSNGR CAR			01 DRVR	INJC	56 M	OR-Y	000	000	00	
																				OR<25
02746	N N N	N N 05/31/2019	14	SW TUALATIN-SHERWOOD	STRGHT		N	N	CLR	S-1STOP	01 NONE	0	STRGHT							27,07
CITY		FR	100	SW 124TH AVE	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE		W -E						000	00

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CITY OF TUALATIN, WASHINGTON COUNTY

124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION

ID	DATE	TIME	LOCATION	TYPE	SEVERITY	STATUS	W	D	W	D	DRVR	INJC	OR-Y	OR<25	TOTAL							
N	3P	08					N	DAY	INJ	PSNGR CAR	01	NONE	28	F	SUSP	016,043	038	27,07				
N	45 22 9.51	-122 48 22.33			(02)										OR<25							
										02	NONE	0			STOP							
											PRVTE				W -E			011	00			
											PSNGR CAR	01	DRVR	INJC	30	M	NONE	000	000	00		
															OR<25							
03686	N N N	07/21/2019	14	SW TUALATIN-SHERWOOD	STRGHT		N	CLR	S-1STOP	01	NONE	0			STRGHT				29			
NONE	SU	100		SW 124TH AVE	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE				W -E				000	00		
N	2P	08						N	DAY	INJ	PSNGR CAR	01	DRVR	NONE	32	F	OR-Y	026	000	29		
N	45 22 9.52	-122 48 22.34				(02)													OR<25			
										02	NONE	0			STOP							
											PRVTE				W -E				011	00		
											PSNGR CAR	01	DRVR	INJC	62	F	OR-Y	000	000	00		
															OR<25							
07776	N N N	N N 11/12/2016	14	SW TUALATIN-SHERWOOD	STRGHT		N	CLR	S-STRGHT	01	NONE	9			STRGHT					07		
CITY	SA	150		SW 124TH AVE	W	(NONE)	UNKNOWN	N	DRY	REAR	N/A				W -E					000	00	
N	1P	08						N	DAY	PDO	PSNGR CAR	01	DRVR	NONE	00	Unk	UNK	000	000	00		
N	45 22 9.45	-122 48 23.01				(02)														UNK		
										02	NONE	9			STRGHT							
											N/A				W -E					006	00	
											PSNGR CAR	01	DRVR	NONE	00	Unk	UNK	000	000	00		
															UNK							
00766	N N N	02/13/2019	14	SW TUALATIN-SHERWOOD	STRGHT		N	RAIN	S-1STOP	01	NONE	9			STRGHT						27,29	
NONE	WE	150		SW 124TH AVE	W	(NONE)	UNKNOWN	N	WET	REAR	N/A				W -E						000	00
N	8A	08						N	DAY	PDO	PSNGR CAR	01	DRVR	NONE	00	Unk	UNK	000	000	00		
N	45 22 9.44	-122 48 23.05				(02)															UNK	
										02	NONE	9			STOP							
											N/A				W -E						011	00
											PSNGR CAR	01	DRVR	NONE	00	Unk	UNK	000	000	00		
															UNK							
03213	N N N	06/22/2019	14	SW TUALATIN-SHERWOOD	STRGHT		N	CLR	S-1STOP	01	NONE	9			STRGHT						29	
NO RPT	SA	150		SW 124TH AVE	W	(NONE)	UNKNOWN	N	DRY	REAR	N/A				W -E						000	00
N	10A	08						N	DAY	PDO	PSNGR CAR	01	DRVR	NONE	00	Unk	UNK	000	000	00		

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124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION

N	45 22 9.45	-122 48	23.03	(02)																UNK		
										02 NONE	9	STOP										
										N/A		W -E								011	00	
										PSNGR CAR			01 DRVR	NONE	00	Unk	UNK			000	000	00
																				UNK		
07214	N N N	N N	10/22/2016	14	SW TUALATIN-SHERWOOD	STRGHT	Y	N	CLR	S-1STOP	01 NONE	0	STRGHT							013	29	
CITY		SA	200		SW 124TH AVE	W	(NONE)	NONE	N	DRY	REAR	PRVTE	W -E							000	00	
N		11A				08			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	19	F	OR-Y		026	000	29
N	45 22 9.38	-122 48	23.69	(02)																OR<25		
										02 NONE	0	STOP										
										PRVTE		W -E								011	013	00
										PSNGR CAR			01 DRVR	INJC	21	F	OTH-Y			000	000	00
																				N-RES		
										03 NONE	0	STOP										
										UNKN		W -E								022	00	
										PSNGR CAR			01 DRVR	NONE	48	F	OR-Y			000	000	00
																				OR<25		
00566	N N N	N N	02/03/2019	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	RAIN	S-1STOP	01 NONE	0	STRGHT							013	27,07	
CITY		SU	200		SW 124TH AVE	W	(NONE)	UNKNOWN	N	WET	REAR	PRVTE	W -E							000	00	
N		7P				08			N	DLIT	INJ	PSNGR CAR		01 DRVR	INJC	31	F	OR-Y		016,043	038	27,07
N	45 22 9.38	-122 48	23.73	(02)																OR<25		
										02 NONE	0	STOP										
										PRVTE		W -E								011	013	00
										PSNGR CAR			01 DRVR	INJC	32	F	OTH-Y			000	000	00
																				OR<25		
										03 NONE	0	STOP										
										PRVTE		W -E								022	00	
										PSNGR CAR			01 DRVR	INJC	34	F	OR-Y			000	000	00
																				OR<25		
02178	N N N		04/24/2015	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	RAIN	S-STRGHT	01 NONE	0	STRGHT								29	
NONE		FR	250		SW 124TH AVE	W	(NONE)	UNKNOWN	N	WET	SS-O	PRVTE	W -E							000	00	
N		1P				08			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	M	OR-Y		042	000	29
N	45 22 9.31	-122 48	24.41	(02)																OR<25		
										02 NONE	0	STRGHT										

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124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION

CRASH ID	TYPE	DATE	TIME	LOCATION	DIR	COND	REASON	DRY	REAR	PSNGR	DRVR	VEH	OR-Y	000	006	000			
06054	N N N	10/13/2015	14	SW TUALATIN-SHERWOOD	STRGHT	Y	N	CLR	S-1STOP	01 NONE	0	STRGHT				29			
	NONE	TU	250	SW 124TH AVE	W	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	W -E			000	00			
	N	8A			08			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 F	UNK	026	000	29
	N	45 22 9.31	-122 48 24.46			(02)											OR<25		
										02 NONE	0	STOP							
										PRVTE	W -E				011	00			
										PSNGR CAR			01 DRVR	NONE	59 F	OR-Y	000	000	00
																	OR<25		
04450	N N N	07/21/2017	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-STRGHT	01 NONE	9	STRGHT				29			
	NONE	FR	300	SW 124TH AVE	W	(NONE)	UNKNOWN	N	DRY	REAR	N/A	W -E			000	00			
	N	9P			08			N	DLIT	PDO	PSNGR CAR		01 DRVR	NONE	00 Unk	UNK	000	000	00
	N	45 22 9.25	-122 48 25.11			(02)											UNK		
										02 NONE	9	STRGHT							
										N/A	W -E				006	00			
										PSNGR CAR			01 DRVR	NONE	00 Unk	UNK	000	000	00
																	UNK		
03669	N N N	07/19/2019	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-1STOP	01 NONE	9	STRGHT				07			
	CITY	FR	505	SW 124TH AVE	W	(NONE)	UNKNOWN	N	DRY	REAR	N/A	W -E			000	00			
	N	6P			08			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 Unk	UNK	000	000	00
	N	45 22 8.97	-122 48 27.95			(02)											UNK		
										02 NONE	9	STOP							
										N/A	W -E				011	00			
										PSNGR CAR			01 DRVR	NONE	00 Unk	UNK	000	000	00
																	UNK		
06669	N N N	12/05/2018	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-STRGHT	01 NONE	9	STRGHT				27,29			
	CITY	WE	580	SW 124TH AVE	W	(NONE)	NONE	N	DRY	REAR	N/A	W -E			000	00			
	N	6A			08			N	DAWN	PDO	PSNGR CAR		01 DRVR	NONE	00 Unk	UNK	000	000	00
	N	45 22 8.87	-122 48 29.02			(02)											UNK		
										02 NONE	9	STOP							
										N/A	W -E				011	00			

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CITY OF TUALATIN, WASHINGTON COUNTY

124TH AVE and TUALATIN-SHERWOOD, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 90 of 90 Crash records shown. ONLY 66 CRASHES APPLICABLE TO INTERSECTION
PSNGR CAR 01 DRVR NONE 00 Unk UNK

000 000 00

UNK

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TUALATIN-SHERWOOD and 112TH AVE, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 34 of 34 Crash records shown. ONLY 25 CRASHES APPLICABLE TO INTERSECTION

SER#	S	D	M	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE	A	S	ACT	EVENT	CAUSE																
INVEST	E	A	U	I	C	O	DAY	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TLR QTY	MOVE																	
RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED											
UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR								
00692	N	N	N	N	N	N	01/30/2016	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLD	S-1STOP	01	NONE	9	STRGHT												07			
CITY							SA	0	SW 112TH AVE	NE		TRF SIGNAL	N	WET	REAR	N/A	NE-SW													000	00			
N							4P			06	0		N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000			000	000	00			
N							45 22 21.91	-122 47 31.86																							UNK			
																02	NONE	9	STOP															
																N/A	NE-SW														011	00		
																PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000			000	000	00			
																																UNK		
02477	N	N	N	N	N	N	04/29/2017	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLD	S-1STOP	01	NONE	9	STRGHT												27,29			
CITY							SA	0	SW 112TH AVE	NE		TRF SIGNAL	N	DRY	REAR	N/A	NE-SW														000	00		
N							5P			06	0		N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000			000	000	00			
N							45 22 21.91	-122 47 31.86																								UNK		
																02	NONE	9	STOP															
																N/A	NE-SW															011	00	
																PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		000			000	000	00			
																																UNK		
04052	N	N	N	N	N	N	08/06/2018	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT												29			
CITY							MO	0	SW 112TH AVE	NE		TRF SIGNAL	N	DRY	REAR	PRVTE	NE-SW															000	00	
N							9A			06	0		N	DAY	INJ	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK		026			000	000	29			
N							45 22 21.91	-122 47 31.86																									UNK	
																02	NONE	1	STOP															
																PRVTE	NE-SW															011	013	00
																SEMI TOW			01	DRVR	INJC	66	M	OR-Y		000			000	000	00			
																																	OR<25	
																03	NONE	0	STOP															
																PRVTE	NE-SW															022	00	
																PSNGR CAR			01	DRVR	NONE	33	M	OR-Y		000			000	000	00			
																																	OR<25	

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CITY OF TUALATIN, WASHINGTON COUNTY

TUALATIN-SHERWOOD and 112TH AVE, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 34 of 34 Crash records shown. ONLY 25 CRASHES APPLICABLE TO INTERSECTION

05829	N N N	11/07/2019	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLR	S-1STOP	01 NONE	0	STRGHT					013	29		
NONE		TH	0	SW 112TH AVE	NE		TRF SIGNAL	N	DRY	REAR	PRVTE		NE-SW					000	00		
N		5P			06	0		N	DUSK	INJ	PSNGR CAR			01 DRVR	NONE	00	M	UNK	026	000	29
N		45 22 21.91	-122 47																	UNK	
			31.86																		
											02 NONE	0	STOP								
											PRVTE		NE-SW						011	013	00
											PSNGR CAR			01 DRVR	INJC	71	M	OR-Y	000	000	00
																					OR<25
											03 NONE	0	STOP								
											PRVTE		NE-SW						022		00
											PSNGR CAR			01 DRVR	NONE	46	M	OR-Y	000	000	00
																					OR<25
06395	N N N	N N 10/13/2017	14	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLD	S-1STOP	01 NONE	0	STRGHT					013	07		
CITY		FR	0	SW 112TH AVE	SW		TRF SIGNAL	N	DRY	REAR	PRVTE		NE-SW						000	00	
N		11A			05	0		N	DAY	INJ	PSNGR CAR			01 DRVR	NONE	51	M	OTH-Y	043	000	07
N		45 22 21.91	-122 47																		N-RES
			31.86																		
											02 NONE	0	STOP								
											PRVTE		NE-SW						011	013	00
											PSNGR CAR			01 DRVR	NONE	21	F	OR-Y	000	000	00
																					OR<25
											02 NONE	0	STOP								
											PRVTE		NE-SW						011	013	00
											PSNGR CAR			02 PSNG	INJB	21	M		000	000	00
											03 NONE	0	STOP								
											PRVTE		NE-SW						022	013	00
											PSNGR CAR			01 DRVR	INJC	31	M	OR-Y	000	000	00
																					OR<25
											04 NONE	0	STOP								
											PRVTE		NE-SW						022	013	00
											PSNGR CAR			01 DRVR	NONE	54	M	OR-Y	000	000	00
																					OR<25
											05 NONE	0	STOP								
											PRVTE		NE-SW						022		00
											PSNGR CAR			01 DRVR	NONE	59	F	OTH-Y	000	000	00
																					N-RES

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CITY OF TUALATIN, WASHINGTON COUNTY

TUALATIN-SHERWOOD and 112TH AVE, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 34 of 34 Crash records shown. ONLY 25 CRASHES APPLICABLE TO INTERSECTION

01101	N N N	02/28/2015	17	SW TUALATIN-SHERWOOD	INTER	CROSS	N	N	CLR	S-STRGHT	01 NONE	0	STRGHT						07	
CITY		SA	0	SW 112TH AVE	CN		TRF SIGNAL	N	DRY	REAR	PRVTE		NE-SW					000	00	
N		1P			03	0		N	DAY	INJ	PSNGR CAR			01 DRVR	INJB	62 M	OR-Y	043	000	07
N		45 22 21.91	-122 47 31.86																OR<25	
											02 NONE	0	STRGHT							
											PRVTE		NE-SW					006	00	
											PSNGR CAR			01 DRVR	INJC	46 F	OR-Y	000	000	00
																			OR<25	
06991	N N N	10/13/2016	14	SW TUALATIN-SHERWOOD	STRGHT		N	N	RAIN	S-STRGHT	01 NONE	9	STRGHT						29	
NONE		TH	50	SW 112TH AVE	NE	(NONE)	UNKNOWN	N	WET	REAR	N/A		NE-SW						000	00
N		3P			06			N	DAY	PDO	PSNGR CAR			01 DRVR	NONE	00	Unk UNK	000	000	00
N		45 22 22.34	-122 47 31.06			(02)													UNK	
											02 NONE	9	STRGHT							
											N/A		NE-SW						000	00
											PSNGR CAR			01 DRVR	NONE	00	Unk UNK	000	000	00
																			UNK	
06186	N N N	11/25/2019	14	SW TUALATIN-SHERWOOD	STRGHT		Y	N	CLD	S-1STOP	01 NONE	0	STRGHT						07	
CITY		MO	55	SW 112TH AVE	NE	(NONE)	UNKNOWN	N	WET	REAR	PRVTE		NE-SW						000	00
N		4P			08			N	DAY	INJ	PSNGR CAR			01 DRVR	NONE	18 M	SUSP	043	000	07
N		45 22 22.37	-122 47 31.01			(02)													OR<25	
											02 NONE	0	STOP							
											PRVTE		NE-SW						011	00
											PSNGR CAR			01 DRVR	INJC	36 M	OR-Y	000	000	00
																			OR<25	
01607	N N N	03/30/2019	14	SW TUALATIN-SHERWOOD	STRGHT		N	N	CLR	S-1STOP	01 NONE	0	STRGHT						29	
NONE		SA	70	SW 112TH AVE	NE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE		NE-SW						000	00
N		8A			08			N	DAY	INJ	TRUCK			01 DRVR	NONE	00	Unk UNK	026	000	29
N		45 22 22.46	-122 47 30.85			(02)													UNK	
											02 NONE	0	STOP							
											PRVTE		NE-SW						011	00
											PSNGR CAR			01 DRVR	INJC	70 M	OR-Y	000	000	00
																			OR<25	
00018	N N N	01/02/2016	14	SW TUALATIN-SHERWOOD	STRGHT		Y	N	CLR	S-STRGHT	01 NONE	0	STRGHT						013	07, 32

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CITY OF TUALATIN, WASHINGTON COUNTY

TUALATIN-SHERWOOD and 112TH AVE, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 34 of 34 Crash records shown. ONLY 25 CRASHES APPLICABLE TO INTERSECTION

CITY	SA	77	SW 112TH AVE	NE	(NONE)	TRF SIGNAL	N	DRY	REAR	PRVTE	NE-SW									
N	2P			08			N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	19 M	OR-Y	043,052	000		00	
N	45 22 22.54	-122 47			(02)										OR<25					
		30.71								02 NONE	0	STRGHT								
										PRVTE	NE-SW						006	013	00	
										PSNGR CAR		01 DRVR	INJB	45 F	OR-Y	000	000		00	
															OR<25					
										03 NONE	0	STRGHT								
										PRVTE	NE-SW						022	013	00	
										PSNGR CAR		01 DRVR	NONE	25 M	OR-Y	000	000		00	
															OR<25					
										04 NONE	0	STRGHT								
										PRVTE	NE-SW						022		00	
										PSNGR CAR		01 DRVR	INJC	41 M	OR-Y	000	000		00	
															OR<25					
07949	N N N	12/22/2015	14	SW TUALATIN-SHERWOOD	STRGHT	Y	N	CLR	S-1STOP	01 NONE	0	STRGHT							07	
NO RPT	TU		100	SW 112TH AVE	NE	(NONE)	UNKNOWN	DRY	REAR	PRVTE	NE-SW								000	00
N	11A				08			DAY	PDO	PSNGR CAR		01 DRVR	NONE	58 F	OR-Y	043,026	000		07	
N	45 22 22.67	-122 47				(02)									OR<25					
		30.46								02 NONE	0	STOP								
										PRVTE	NE-SW								011	00
										PSNGR CAR		01 DRVR	NONE	44 F	OR-Y	000	000		00	
															OR<25					
04634	N N N	N N 07/14/2016	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-STRGHT	01 NONE	9	STRGHT							27,07	
CITY	TH		100	SW 112TH AVE	NE	(NONE)	UNKNOWN	DRY	REAR	N/A	NE-SW								000	00
N	3P				08			DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 Unk	UNK	000	000		00	
N	45 22 22.65	-122 47				(02)									UNK					
		30.5								02 NONE	9	STRGHT								
										N/A	NE-SW								006	00
										PSNGR CAR		01 DRVR	NONE	00 Unk	UNK	000	000		00	
															UNK					
03668	N N N	N N 06/20/2017	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-1STOP	01 NONE	0	STRGHT							013	29
CITY	TU		100	SW 112TH AVE	NE	(NONE)	NONE	DRY	REAR	PRVTE	NE-SW								000	00
N	3P				08			DAY	INJ	PSNGR CAR		01 DRVR	INJA	31 F	OR-Y	026	000		29	

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CITY OF TUALATIN, WASHINGTON COUNTY

TUALATIN-SHERWOOD and 112TH AVE, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 34 of 34 Crash records shown. ONLY 25 CRASHES APPLICABLE TO INTERSECTION

CRASH ID	DATE	TIME	LOCATION	CRASH TYPE	WEATHER	ROAD COND	DRIVER	VEHICLE	CRASH SEVERITY	INJURY	PROPERTY DAMAGE	CRASH TYPE	VEHICLE	CRASH SEVERITY	INJURY	PROPERTY DAMAGE			
N	45 22 22.69	-122 47 30.42	(02)	01 NONE 0	STRGHT	PRVTE	NE-SW	02 PSNG INJB 60 M	000	000	00	01 NONE 0	STRGHT	PRVTE	NE-SW	03 PSNG INJC 14 M	000	000	00
				02 NONE 0	STOP	PRVTE	NE-SW	01 DRVR NONE 56 M OR-Y	000	011 013	00	03 NONE 0	STOP	PRVTE	NE-SW	01 DRVR INJC 25 F OR-Y	000	022	00
				03 NONE 0	STOP	PRVTE	NE-SW	01 DRVR INJC 25 F OR-Y	000	022	00	03 NONE 0	STOP	PRVTE	NE-SW	02 PSNG NO<5 01 F	000	022	00
06625	N N N	N N 10/21/2017	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	RAIN	S-1STOP	01 NONE 0	STRGHT	01 NONE 0	STRGHT	PRVTE	NE-SW	01 DRVR NONE 32 M OR-Y	043	000	07
	CITY	SA	100	SW 112TH AVE	NE	(NONE)	UNKNOWN	N	WET	REAR	PRVTE	NE-SW	01 DRVR NONE 32 M OR-Y	043	000	00	00	00	07
	N	6P		08			N	DLIT	INJ	PSNGR CAR									
N	45 22 22.64	-122 47 30.52	(02)	02 NONE 0	STOP	PRVTE	NE-SW	01 DRVR INJC 48 M OR-Y	000	011	00	02 NONE 0	STOP	PRVTE	NE-SW	01 DRVR INJC 48 M OR-Y	000	000	00
03858	N N N	07/31/2019	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-1STOP	01 NONE 0	STRGHT	01 NONE 0	STRGHT	PRVTE	NE-SW	01 DRVR NONE 21 M OR-Y	026	000	29
	NONE	WE	100	SW 112TH AVE	NE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW	01 DRVR NONE 21 M OR-Y	026	000	00	00	00	29
	N	9A		08			N	DAY	INJ	PSNGR CAR									
N	45 22 22.65	-122 47 30.5	(02)	02 NONE 0	STOP	PRVTE	NE-SW						02 NONE 0	STOP	PRVTE	NE-SW		011	00

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TUALATIN-SHERWOOD and 112TH AVE, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 34 of 34 Crash records shown. ONLY 25 CRASHES APPLICABLE TO INTERSECTION

													PSNGR CAR	01 DRVR	INJC	55 M	OR-Y	000	000	00	
													OR<25								
00572	N N N	N N	02/03/2019	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	RAIN	S-1STOP	01 NONE	0	STRGHT					07			
CITY			SU	150	SW 112TH AVE	NE	(NONE)	UNKNOWN	N	WET	REAR	PRVTE	NE-SW					000	00		
N			7P			08		N	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	25 F	OR-Y	043	000	07		
N			45 22 22.96	-122 47				(02)							OR<25						
													02 NONE	0	STOP						
													PRVTE		NE-SW					011	00
													PSNGR CAR	01 DRVR	INJC	50 F	OR-Y	000	000	00	
													OR<25								
04548	N N N	N N	07/11/2016	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-STRGHT	01 NONE	0	STRGHT					27,07			
CITY			MO	200	SW 112TH AVE	NE	(NONE)	NONE	N	DRY	REAR	PRVTE	NE-SW					000	00		
N			5P			08		N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	32 F	OR-Y	016,043	038	27,07		
N			45 22 23.29	-122 47				(02)							OR<25						
													01 NONE	0	STRGHT						
													PRVTE		NE-SW					000	00
													PSNGR CAR	02 PSNG	INJB	07 F		000	000	00	
													01 NONE	0	STRGHT						
													PRVTE		NE-SW					000	00
													PSNGR CAR	03 PSNG	INJB	04 M		000	000	00	
													02 NONE	0	STRGHT						
													PRVTE		NE-SW					000	00
													PSNGR CAR	01 DRVR	NONE	46 M	OR-Y	000	000	00	
													OR<25								
01513	N N N	N N	03/18/2017	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	RAIN	S-STRGHT	01 NONE	9	STRGHT					07			
CITY			SA	250	SW 112TH AVE	NE	(NONE)	UNKNOWN	N	WET	REAR	N/A	NE-SW					000	00		
N			10A			08		N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00 Unk	UNK	000	000	00		
N			45 22 23.56	-122 47				(02)							UNK						
													02 NONE	9	STRGHT						
													N/A		NE-SW					000	00
													PSNGR CAR	01 DRVR	NONE	00 Unk	UNK	000	000	00	
													UNK								

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TUALATIN-SHERWOOD and 112TH AVE, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 34 of 34 Crash records shown. ONLY 25 CRASHES APPLICABLE TO INTERSECTION

08138	Y N N	N N	11/28/2016	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLD	S-STRGHT	01 NONE	9	STRGHT							29,01					
CITY		MO		300	SW 112TH AVE	NE	(NONE)	TRF SIGNAL	N	WET	REAR	N/A	NE-SW							000	00				
N		3P				08			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	00	Unk	UNK		000	000	00			
N			45 22 23.86	-122 47			(02)														UNK				
				28.3																					
											02 NONE	9	STRGHT												
											N/A		NE-SW									006	00		
											PSNGR CAR			01 DRVR	NONE	00	Unk	UNK				000	000	00	
																							UNK		
00725	N N N	N N	02/12/2018	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-1STOP	01 NONE	0	STRGHT									013	27,29		
CITY		MO		400	SW 112TH AVE	NE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW										000	00	
N		3P				08			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	50	M	OR-Y				016,026	038	27,29	
N			45 22 24.46	-122 47			(02)																OR<25		
				27.2																					
											02 NONE	0	STOP												
											PRVTE		NE-SW										011	013	00
											PSNGR CAR			01 DRVR	INJC	57	M	OR-Y				000	000	00	00
																								OR<25	
											03 NONE	0	STOP												
											PRVTE		SW-NE										022	013	00
											PSNGR CAR			01 DRVR	INJC	30	M	OR-Y				000	000	00	00
																								OR<25	
											04 NONE	0	STOP												
											PRVTE		SW-NE											022	00
											PSNGR CAR			01 DRVR	NONE	39	F	OR-Y				000	000	00	00
																								OR<25	
01876	N N N	N N	04/10/2015	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-STRGHT	01 NONE	0	STRGHT											07	
CITY		FR		500	SW 112TH AVE	NE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW											000	00
N		12P				08			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	69	F	OR-Y				043	000	07	
N			45 22 25.1	-122 47			(02)																	OR<25	
				26.04																					
											02 NONE	0	STOP												
											PRVTE		NE-SW											011	00
											PSNGR CAR			01 DRVR	NONE	30	F	OR-Y				000	000	00	00
																								OR<25	
00838	N N N	N N	02/14/2015	16	SW TUALATIN-SHERWOOD	STRGHT	N	N	FOG	S-STRGHT	01 NONE	0	STRGHT											07	
CITY		SA		634	SW 112TH AVE	NE	(NONE)	CHANNEL	N	DRY	REAR	PRVTE	NE-SW											000	00

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TUALATIN-SHERWOOD and 112TH AVE, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 34 of 34 Crash records shown. ONLY 25 CRASHES APPLICABLE TO INTERSECTION

N	9A		08					N	DAY	INJ	PSNGR CAR		01	DRVR	NONE	30	F	OR-Y	043	000	07	
N	45 22 25.77	-122 47			(02)																OR<25	
		24.82											01	NONE	0							STRGHT
																						PRVTE NE-SW
													02	PSNG	NO<5	03	M		000	000	00	PSNGR CAR
													02	NONE	0							STRGHT
																						PRVTE NE-SW
													01	DRVR	INJC	49	F	OR-Y	000	000	00	PSNGR CAR
																						OR<25
													02	NONE	0							STRGHT
																						PRVTE NE-SW
													02	PSNG	INJC	07	M		000	000	00	PSNGR CAR
<hr/>																						
03592	N N N	N N	07/15/2019	14	SW TUALATIN-SHERWOOD	STRGHT		N	N	CLD	S-STRGHT	01	NONE	0								STRGHT
CITY	MO		650		SW 112TH AVE	NE	(NONE)	UNKNOWN	N	DRY	REAR											PRVTE NE-SW
N	3P					08			N	DAY	INJ								042	025	16,29	PSNGR CAR
N	45 22 25.98	-122 47					(02)															OR<25
		24.43																				02 NONE 0 STRGHT
																						PRVTE NE-SW
													01	DRVR	NONE	61	M	OR-Y	000	000	00	PSNGR CAR
																						OR<25
													02	NONE	0							STRGHT
																						PRVTE NE-SW
													02	PSNG	INJC	60	F		000	000	00	PSNGR CAR
<hr/>																						
02995	N N N		06/02/2015	14	SW TUALATIN-SHERWOOD	STRGHT		N	N	UNK	S-1STOP	01	NONE	0								STRGHT
NONE	TU		300		SW 112TH AVE	E	(NONE)	UNKNOWN	N	UNK	REAR											PRVTE NE-SW
N	3P					08			N	DAY	PDO								026	000	29	PSNGR CAR
N	45 22 23.85	-122 47					(02)															OR<25
		28.32																				02 NONE 0 STOP
																						PRVTE NE-SW
													01	DRVR	NONE	60	M	OR-Y	000	000	00	PSNGR CAR
																						OR<25

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TUALATIN-SHERWOOD and 112TH AVE, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 34 of 34 Crash records shown. ONLY 25 CRASHES APPLICABLE TO INTERSECTION

Case No	City	Date	Count	Location	Street	Control	Weather	Time	Crash Type	Severity	Count	Count	Count	Count	Count	Count	Count	Count	
06334	N N N	09/18/2016	14	SW TUALATIN-SHERWOOD	STRGHT	Y	N	CLR	S-1STOP	01 NONE 0	STRGHT					013		29	
NO RPT	SU	200		SW 112TH AVE	SW	(NONE)	UNKNOWN	N	DRY	REAR	UNKN	SW-NE				000		00	
N	2P				08			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	00	Unk UNK	026	000	29
N		45 22 20.57	-122 47			(02)													UNK
			34.54																
											02 NONE 0	STOP							
											PRVTE	SW-NE					011	013	00
											PSNGR CAR		01 DRVR	INJC	38 M	OR-Y	000	000	00
																			OR<25
											03 NONE 0	STOP							
											PRVTE	SW-NE						022	00
											PSNGR CAR		01 DRVR	NONE	57 F	OR-Y	000	000	00
																			OR<25

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TUALATIN-SHERWOOD and AVERY ST, City of Tualatin, Washington County, 01/01/2015 to 12/31/2019

1 - 48 of 48 Crash records shown. ONLY 40 CRASHES APPLICABLE TO INTERSECTION

NONE	WE	0	SW TUALATIN-SHERWOOD	SE		TRF SIGNAL	N	ICE	TURN	N/A	NE-SE					000	00			
N	6P			06	0		N	DLIT	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
N	45 22 21.91	-122 47 31.86															UNK			
										02	NONE	9	STOP							
										N/A	SE-NW							012		00
										PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
																	UNK			
00236	N N N	01/12/2017	14	SW AVERY ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE	0	STRGHT						29
NONE	TH	0	SW TUALATIN-SHERWOOD	SE		TRF SIGNAL	N	ICE	REAR	PRVTE	SE-NW							000		00
N	5P			06	0		N	DUSK	INJ	PSNGR CAR		01	DRVR	NONE	20	M	OR-Y	026	000	29
N	45 22 21.91	-122 47 31.86																		OR<25
										02	NONE	0	STOP							
										PRVTE	SE-NW							011		00
										PSNGR CAR		01	DRVR	INJC	43	M	OR-Y	000	000	00
																				OR<25
00249	Y N N	N N 01/12/2017	14	SW AVERY ST	INTER	CROSS	N	N	CLR	ANGL-STP	01	NONE	9	TURN-R						01
CITY	TH	0	SW TUALATIN-SHERWOOD	SE		TRF SIGNAL	N	ICE	TURN	N/A	SW-SE							000		00
N	2P			06	0		N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
N	45 22 21.91	-122 47 31.86																		UNK
										02	NONE	9	STOP							
										N/A	SE-NW							012		00
										PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
																				UNK
00261	N N N	01/13/2017	14	SW AVERY ST	INTER	CROSS	N	N	CLR	ANGL-STP	01	NONE	9	TURN-R						08
NONE	FR	0	SW TUALATIN-SHERWOOD	SE		TRF SIGNAL	N	ICE	TURN	N/A	SW-SE							000		00
N	8A			06	0		N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
N	45 22 21.91	-122 47 31.86																		UNK
										02	NONE	9	STOP							
										N/A	SE-NW							012		00
										PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
																				UNK
00277	N N N	N N 01/14/2017	14	SW AVERY ST	INTER	CROSS	N	N	CLR	ANGL-STP	01	NONE	9	TURN-R				124		08
CITY	SA	0	SW TUALATIN-SHERWOOD	SE		TRF SIGNAL	N	ICE	TURN	N/A	SW-SE							000		00

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N		2P		06	0		N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00	
N		45 22 21.91	-122 47																	UNK	
			31.86									02	NONE	9						STOP	
																				N/A	
																				SE-NW	
												01	DRVR	NONE	00	Unk	UNK	000	000	00	
																				UNK	
00300	N N N	N N	01/14/2017	14		SW AVERY ST	INTER	CROSS	N	N	CLR	ANGL-STP	01	NONE	9					TURN-R	
CITY		SA	0			SW TUALATIN-SHERWOOD	SE		TRF SIGNAL	N	ICE	TURN		N/A						SW-SE	
N		4P					06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK
N		45 22 21.91	-122 47																		UNK
			31.86																		UNK
																					02
																					NONE
																					9
																					STOP
																					N/A
																					SE-NW
													01	DRVR	NONE	00	Unk	UNK	000	000	00
																					UNK
00986	N N N		02/27/2019	14		SW AVERY ST	INTER	CROSS	N	N	SNOW	ANGL-STP	01	NONE	0					TURN-R	
NONE		WE	0			SW TUALATIN-SHERWOOD	SE		TRF SIGNAL	N	ICE	TURN		PRVTE						SW-SE	
N		4A					06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y
N		45 22 21.91	-122 47																		OR<25
			31.86																		02
																					NONE
																					0
																					STOP
																					PRVTE
																					SE-NW
													01	DRVR	INJC	46	M	OR-Y	000	000	00
																					OR<25
08199	N N N		12/31/2015	14		SW AVERY ST	INTER	CROSS	N	N	UNK	S-1STOP	01	NONE	0					STRGHT	
NONE		TH	0			SW TUALATIN-SHERWOOD	SW		TRF SIGNAL	N	UNK	REAR		PRVTE						SW-NE	
N		11A					06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK
N		45 22 21.91	-122 47																		UNK
			31.86																		02
																					NONE
																					0
																					STOP
																					PRVTE
																					SW-NE
													01	DRVR	NONE	68	M	OR-Y	000	022	00
																					OR<25
																					03
																					UNKN
																					0
																					STOP
																					UNKN
																					SW-NE
													01	DRVR	NONE	00	Unk	UNK	000	000	00
																					UNK

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07939	N N N	N N	12/12/2017	14	SW AVERY ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01 NONE	9	STRGHT										04			
CITY			TU	0	SW TUALATIN-SHERWOOD	CN			TRF SIGNAL	N	DRY	TURN		N/A	SW-NE									00	00		
N			7P			02	0			N	DLIT	PDO		PSNGR CAR		01 DRVR	NONE	00	Unk	UNK			000	000	00		
N			45 22 21.91	-122 47 31.86																				UNK			
														02 NONE	9	TURN-L											
														N/A		SE-SW								000	00		
														PSNGR CAR		01 DRVR	NONE	00	Unk	UNK				000	000	00	
																								UNK			
01300	N N N	N N	03/14/2018	14	SW AVERY ST	INTER	CROSS	N	N	CLD	ANGL-OTH	01 NONE	9	STRGHT											04		
CITY			WE	0	SW TUALATIN-SHERWOOD	CN			TRF SIGNAL	N	DRY	ANGL		N/A	NW-SE										000	00	
N			10A			04	0			N	DAY	PDO		PSNGR CAR		01 DRVR	NONE	00	Unk	UNK				000	000	00	
N			45 22 21.91	-122 47 31.86																					UNK		
														02 NONE	9	STRGHT											
														N/A		SW-NE									000	00	
														PSNGR CAR		01 DRVR	NONE	00	Unk	UNK				000	000	00	
																									UNK		
01283	N N N		03/10/2015	16	SW TUALATIN-SHERWOOD	STRGHT		N	N	CLR	S-1STOP	01 NONE	0	STRGHT												29	
NONE			TU	50	SW AVERY ST	NE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE		NE-SW											000	00	
N			3P			08			N	DAY	INJ	PSNGR CAR			01 DRVR	NONE	21	F	OR-Y					026	000	29	
N			45 22 22.39	-122 47 30.99			(02)																		OR<25		
														02 NONE	0	STOP											
														PRVTE		NE-SW									011	00	
														PSNGR CAR		01 DRVR	INJC	79	F	OR-Y				000	000	00	
																									OR<25		
														02 NONE	0	STOP											
														PRVTE		NE-SW									011	00	
														PSNGR CAR		02 PSNG	INJC	00	Unk					000	000	00	
06883	N N N	N N	11/16/2015	14	SW TUALATIN-SHERWOOD	STRGHT		N	N	RAIN	S-1STOP	01 NONE	0	STRGHT										013	07		
CITY			MO	100	SW AVERY ST	NE	(NONE)	UNKNOWN	N	WET	REAR	PRVTE		NE-SW											000	00	
N			3P			08			N	DAY	INJ	PSNGR CAR			01 DRVR	NONE	17	M	OR-Y					043	000	07	
N			45 22 22.62	-122 47 30.56			(02)																		OR<25		
														02 NONE	0	STOP											
														PRVTE		NE-SW									011	013	00

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Case No	City	Date	Time	Location	Direction	Weather	Crash Type	Severity	Count	Other	Notes	Count	Count	Count							
							PSNGR CAR		01	DRVR	INJC	55	F	OR-Y	000	000	00				
														OR<25							
							03 NONE	0	STOP												
							PRVTE		NE-SW							022	00				
							PSNGR CAR		01	DRVR	INJC	34	M	OR-Y	000	000	00				
														OR<25							
07931	N N N	12/22/2015	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	RAIN	S-1STOP	01	NONE	0	STRGHT			013	29				
NONE		TU	100	SW AVERY ST	NE	(NONE)	UNKNOWN	N	WET	REAR	PRVTE	NE-SW				000	00				
N		5P			08			N	DLIT	INJ	PSNGR CAR		01	DRVR	NONE	35	F	OR-Y	026	000	29
N		45 22 22.64	-122 47			(04)												OR<25			
			30.53																		
							02 NONE	0	STOP												
							PRVTE		NE-SW								011	013	00		
							PSNGR CAR		01	DRVR	INJC	48	F	OR-Y	000	000	00	00			
														OR<25							
							03 NONE	0	STOP												
							PRVTE		NE-SW								022	00			
							PSNGR CAR		01	DRVR	NONE	60	F	OR-Y	000	000	00				
														OR<25							
00801	N N N	01/30/2016	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	RAIN	S-1STOP	01	NONE	9	STRGHT				29				
NONE		SA	200	SW AVERY ST	NE	(NONE)	UNKNOWN	N	WET	REAR	N/A	NE-SW				000	00				
N		6P			08			N	DLIT	PDO	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00
N		45 22 23.27	-122 47			(02)												UNK			
			29.38																		
							02 NONE	9	STOP												
							N/A		NE-SW								011	00			
							PSNGR CAR		01	DRVR	NONE	00	Unk	UNK	000	000	00				
														UNK							
00590	N N N	N N 02/03/2018	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLD	S-1STOP	01	NONE	0	STRGHT			087,013	27,07				
CITY		SA	200	SW AVERY ST	NE	(NONE)	NONE	N	DRY	REAR	PRVTE	NE-SW				000	00				
N		12P			08			N	DAY	INJ	PSNGR CAR		01	DRVR	NONE	58	F	OR-Y	016,043	038	27,07
N		45 22 23.25	-122 47			(02)												OR<25			
			29.41																		
							02 NONE	0	STOP												
							PRVTE		NE-SW								011	013	00		
							PSNGR CAR		01	DRVR	NONE	73	F	OR-Y	000	000	00				
														OR<25							

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07841	N N N	12/18/2015	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-1STOP	01 NONE	0	STRGHT							07	
CITY		FR	300	SW AVERY ST	NE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW						000	00	
N		6P			08			N	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	29	M	OR-Y	043	000	07
N		45 22 23.85	-122 47 28.31			(02)													OR<25	
											02 NONE	0	STOP							
											PRVTE	NE-SW							011	00
											PSNGR CAR		01 DRVR	INJC	58	M	OR-Y	000	000	00
																			OR<25	
00845	N N N	02/14/2015	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	FOG	S-1STOP	01 NONE	0	STRGHT								07
CITY		SA	300	SW AVERY ST	NE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW							000	00
N		9A			08			N	DAY	PDO	PSNGR CAR		01 DRVR	NONE	24	M	OR-Y	043	000	07
N		45 22 23.84	-122 47 28.34			(02)														OR<25
											02 NONE	0	STOP							
											PRVTE	NE-SW							011	00
											PSNGR CAR		01 DRVR	NONE	20	F	OR-Y	000	000	00
																			OR<25	
01240	N N N	N N 03/06/2017	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLD	S-STRGHT	01 NONE	0	STRGHT								07
CITY		MO	300	SW AVERY ST	NE	(NONE)	NONE	N	WET	REAR	PRVTE	NE-SW							000	00
N		3P			08			N	DAY	INJ	PSNGR CAR		01 DRVR	INJC	21	M	OR-Y	043	000	07
N		45 22 23.86	-122 47 28.3			(02)														OR<25
											01 NONE	0	STRGHT							
											PRVTE	NE-SW							000	00
											PSNGR CAR		02 PSNG	INJC	36	F		000	000	00
											02 NONE	0	STRGHT							
											PRVTE	NE-SW							000	00
											PSNGR CAR		01 DRVR	NONE	43	M	SUSP	000	000	00
																			OR<25	
06521	N N N	N N 11/28/2018	14	SW TUALATIN-SHERWOOD	STRGHT	Y	N	RAIN	S-1STOP	01 NONE	0	STRGHT								27,29
CITY		WE	346	SW AVERY ST	NE	(NONE)	UNKNOWN	N	WET	REAR	PRVTE	NE-SW							000	00
N		6A			08			N	DLIT	INJ	PSNGR CAR		01 DRVR	NONE	26	F	OR-Y	016,026	038	27,29
N		45 22 24.15	-122 47 27.77			(02)														OR<25
											01 NONE	0	STRGHT							

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											PRVTE	NE-SW						000	00		
											PSNGR CAR			02 PSNG	INJB	39 M		000	000	00	
											02 NONE	0	STOP								
											PRVTE	NE-SW							011	00	
											PSNGR CAR			01 DRVR	NONE	53 M	OR-Y	000	000	00	
																				OR<25	
											02 NONE	0	STOP								
											PRVTE	NE-SW							011	00	
											PSNGR CAR			02 PSNG	INJC	36 M		000	000	00	
<hr/>																					
02887	N N N	N N	05/29/2015	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-1STOP	01 NONE	0	STRGHT						013	07	
CITY		FR		400	SW AVERY ST	NE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW						000	00	
N		1P				08			N	DAY	INJ	PSNGR CAR		01 DRVR	NONE	51 F	OR-Y	043	000	07	
N			45 22	24.45			(02)													OR<25	
											02 NONE	0	STOP								
											PRVTE	NE-SW							011	013	00
											PSNGR CAR			01 DRVR	INJC	55 F	OR-Y	000	000	00	
																				OR<25	
											03 NONE	0	STOP								
											PRVTE	NE-SW							022	00	
											PSNGR CAR			01 DRVR	INJC	44 M	OR-Y	000	000	00	
																				OR<25	
<hr/>																					
02619	N N N	N N	05/05/2017	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLD	S-STRGHT	01 NONE	9	STRGHT							07	
CITY		FR		500	SW AVERY ST	NE	(NONE)	UNKNOWN	N	WET	REAR	N/A	NE-SW						000	00	
N		6A				08			N	DAWN	PDO	SEMI TOW		01 DRVR	NONE	00	Unk UNK	000	000	00	
N			45 22	25.07			(02)													UNK	
											02 NONE	9	STRGHT								
											N/A		NE-SW						000	00	
											SEMI TOW			01 DRVR	NONE	00	Unk UNK	000	000	00	
																				UNK	
<hr/>																					
02127	N N N	N N	04/14/2017	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLD	S-1STOP	01 NONE	1	STRGHT						013	07	
CITY		FR		815	SW AVERY ST	NE	(NONE)	UNKNOWN	N	DRY	REAR	PRVTE	NE-SW						000	00	
N		8A				08			N	DAY	INJ	SEMI TOW		01 DRVR	NONE	38 M	OR-Y	043	000	07	
N			45 22	26.96			(02)													OR>25	

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											PRVTE	SW-NE						011	013	00					
											PSNGR CAR			01	DRVR	NONE	47	M	OR-Y	000	000	00			
																						OR<25			
											03	NONE	0										STOP		
											PRVTE	SW-NE											022	00	
											PSNGR CAR			01	DRVR	NONE	34	M	OTH-Y	000	000	00		00	
																								N-RES	
08424	N	N	N	12/31/2017	14	SW TUALATIN-SHERWOOD	STRGHT	N	N	CLR	S-1STOP	01	NONE	9	STRGHT									29	
NONE				SU	100	SW AVERY ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	N/A		SW-NE									000	00
N				2P			08			N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00	
N				45 22 21.14	-122 47			(02)																UNK	
					33.39																				
											02	NONE	9		STOP										
											N/A	SW-NE												011	00
											PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00		00	
																								UNK	
03569	N	N	N	07/12/2019	14	SW TUALATIN-SHERWOOD	STRGHT	Y	N	CLR	S-STRGHT	01	NONE	9	STRGHT									29	
NONE				FR	200	SW AVERY ST	SW	(NONE)	UNKNOWN	N	DRY	REAR	N/A		SW-NE									000	00
N				7A			08			N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00	
N				45 22 20.56	-122 47			(02)																UNK	
					34.55																				
											02	NONE	9		STRGHT										
											N/A	SW-NE												006	00
											PSNGR CAR			01	DRVR	NONE	00	Unk	UNK	000	000	00		00	
																								UNK	
01379	Y	N	N	N	N	03/14/2015	16	SW TUALATIN-SHERWOOD	STRGHT	N	N	RAIN	S-STRGHT	01	NONE	0	STRGHT							07,30	
CITY				SA	450	SW AVERY ST	SW	(NONE)	UNKNOWN	N	WET	REAR	PRVTE		SW-NE									000	00
N				1P			08			N	DAY	INJ	PSNGR CAR			01	DRVR	NONE	17	F	OR-Y	043,050	038	07,30	
N				45 22 19.08	-122 47			(02)																OR<25	
					37.12																				
											02	NONE	0		STRGHT										
											PRVTE	SW-NE												006	00
											PSNGR CAR			01	DRVR	INJC	55	F	OR-Y	000	000	00		00	
																								OR<25	

Appendix E

Left-turn Lane Warrant Calculations

Traffic Signal Warrant Calculations



Left-Turn Lane Warrant Analysis



Project: Hedges Creek
 Intersection: 4. West General Access at SW Myslony Street
 Date: 1/3/2022
 Scenario: 2024 Buildout Conditions - AM Peak Hour (EB)

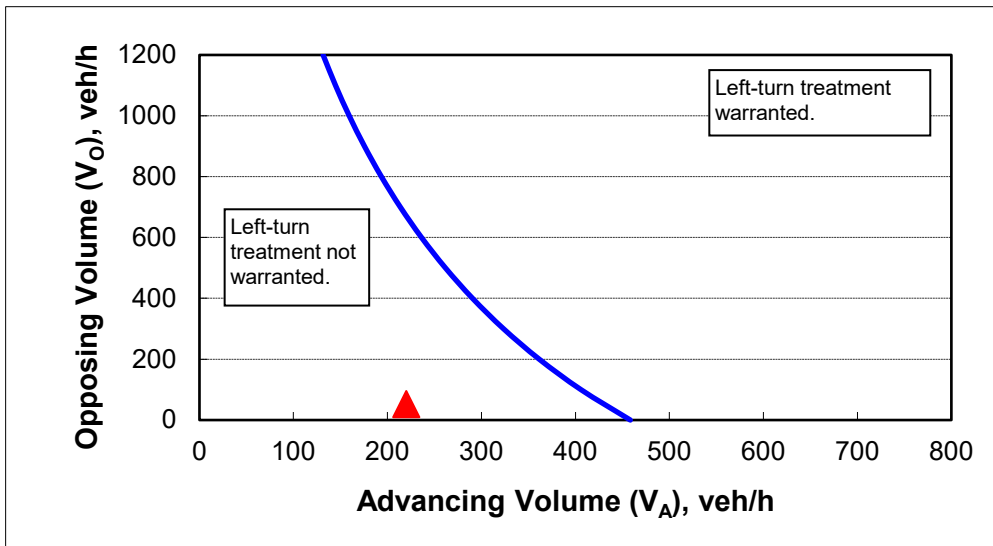
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	27%
Advancing volume (V_A), veh/h:	220
Opposing volume (V_O), veh/h:	52

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	430
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: Hedges Creek
 Intersection: 4. West General Access at SW Myslony Street
 Date: 1/3/2022
 Scenario: 2024 Buildout Conditions - PM Peak Hour (EB)

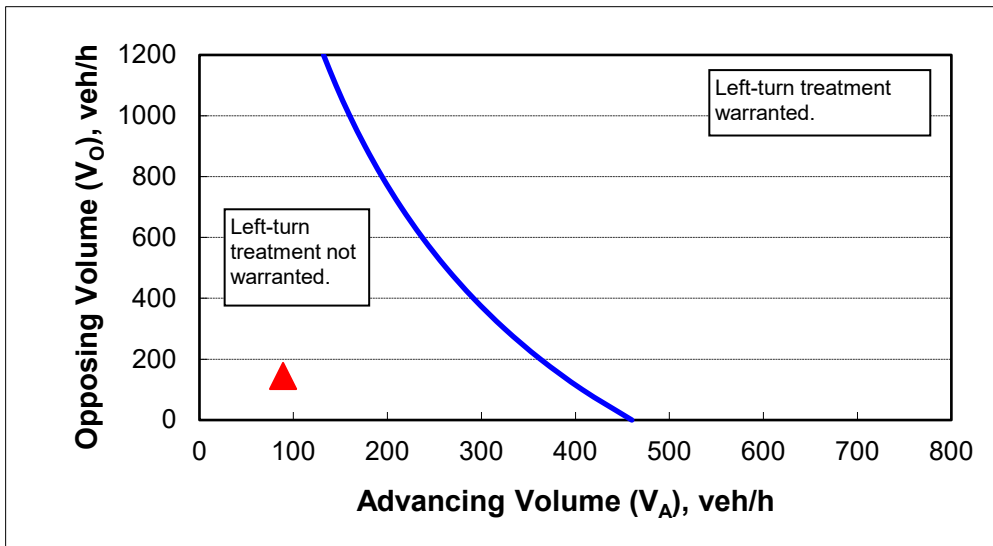
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	27%
Advancing volume (V_A), veh/h:	89
Opposing volume (V_O), veh/h:	145

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	386
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: Hedges Creek
 Intersection: 5. East Truck Access at SW Myslony Street
 Date: 1/3/2022
 Scenario: 2024 Buildout Conditions - AM Peak Hour (EB)

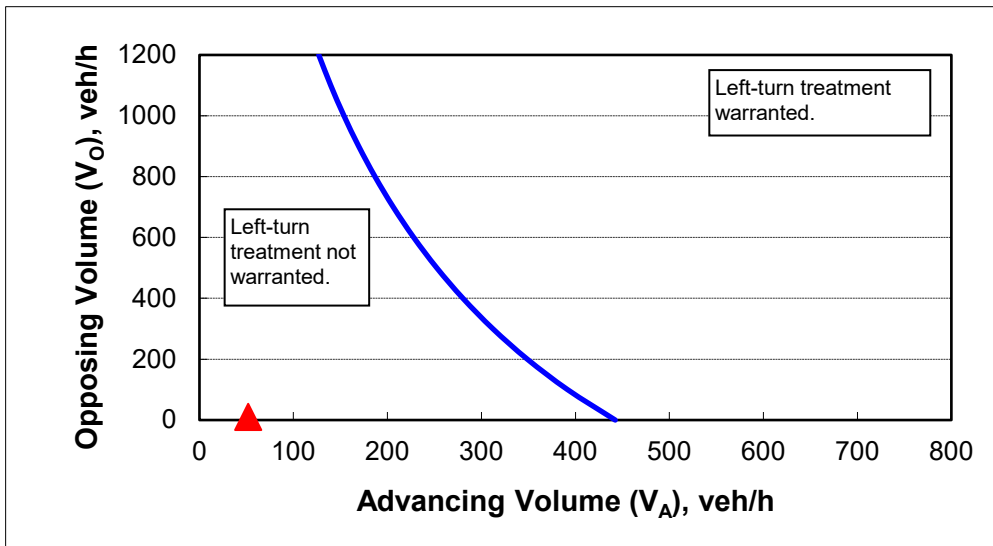
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	31%
Advancing volume (V_A), veh/h:	52
Opposing volume (V_O), veh/h:	10

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	437
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: Hedges Creek
 Intersection: 5. East Truck Access at SW Myslony Street
 Date: 1/3/2022
 Scenario: 2024 Buildout Conditions - PM Peak Hour (EB)

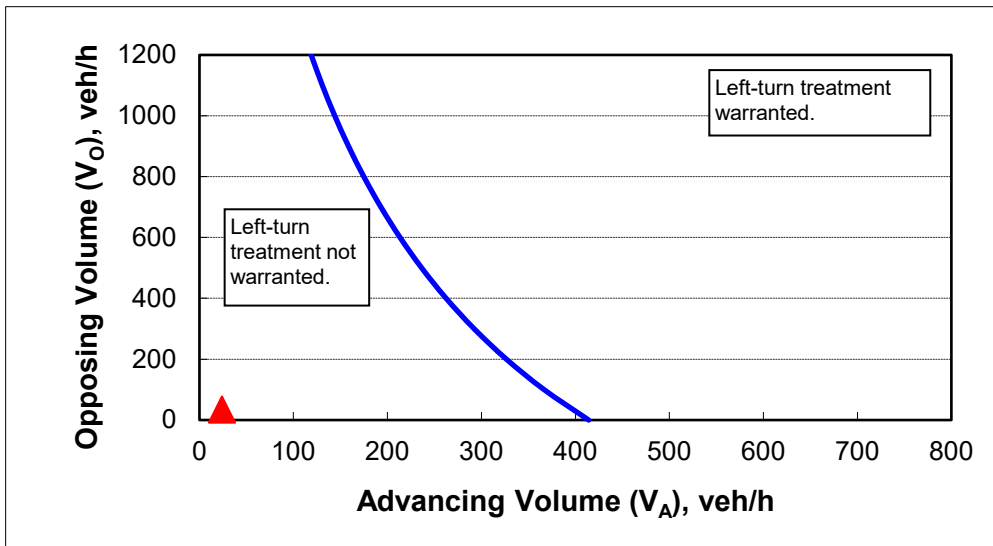
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	42%
Advancing volume (V_A), veh/h:	24
Opposing volume (V_O), veh/h:	35

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	397
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: Hedges Creek
 Intersection: 6. East General Access at SW Myslony Street
 Date: 1/3/2022
 Scenario: 2024 Buildout Conditions - AM Peak Hour (EB)

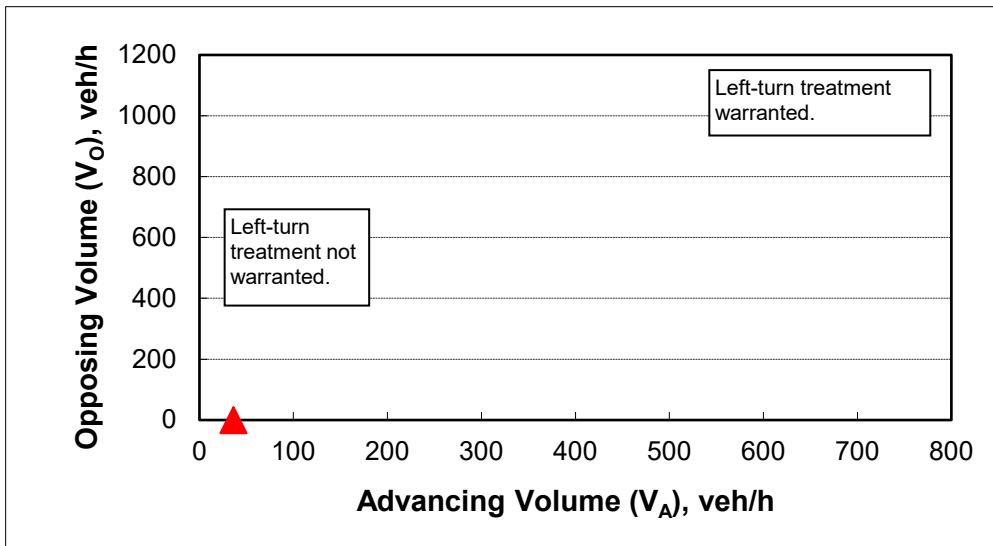
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	100%
Advancing volume (V_A), veh/h:	36
Opposing volume (V_O), veh/h:	0

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	3884
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis



Project: Hedges Creek
 Intersection: 6. East General Access at SW Myslony Street
 Date: 1/3/2022
 Scenario: 2024 Buildout Conditions - PM Peak Hour (EB)

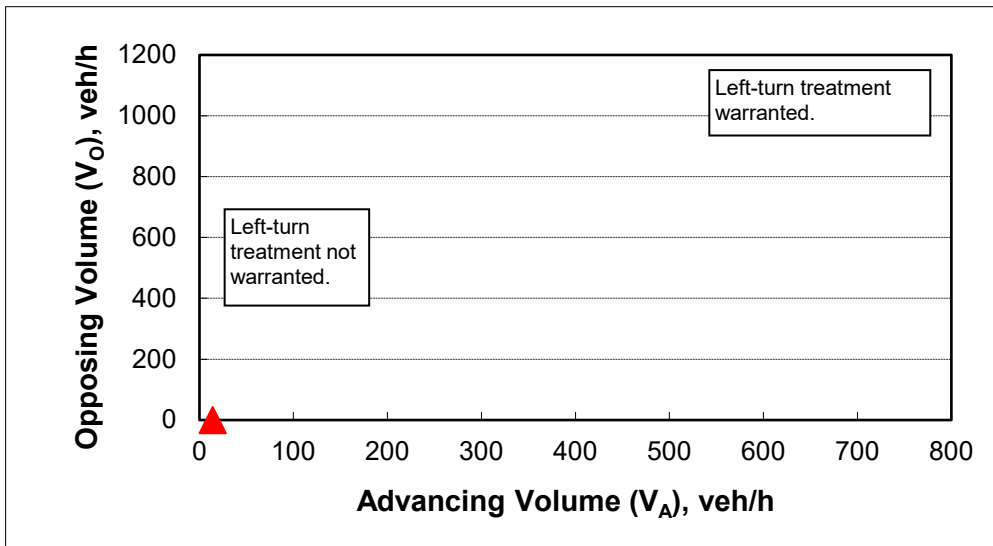
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	100%
Advancing volume (V_A), veh/h:	14
Opposing volume (V_O), veh/h:	0

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	3428
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Traffic Signal Warrant Analysis



Project: Hedges Creek
 Date: 1/3/2022
 Scenario: 2021 Existing Conditions

Major Street:	SW 124th Avenue	Minor Street:	SW Myslony Street
Number of Lanes:	2	Number of Lanes:	1
PM Peak Hour Volumes:	897	PM Peak Hour Volumes:	157

Warrant Used:

_____ 100 percent of standard warrants used
 X 70 percent of standard warrants used due to 85th percentile speed in excess
 _____ of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	8,970	7,400	
Minor Street*	1,570	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	8,970	11,100	
Minor Street*	1,570	950	No
<i>Combination Warrant</i>			
Major Street	8,970	8,880	
Minor Street*	1,570	1,480	Yes

Note: Minor street right-turning traffic volumes reduced by 25%.

Traffic Signal Warrant Analysis



Project: Hedges Creek
 Date: 1/3/2022
 Scenario: 2024 Buildout Conditions

Major Street:	SW Myslony Street	Minor Street:	SW 112th Avenue
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	332	PM Peak Hour Volumes:	169

Warrant Used:
 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	3,320	8,850	
Minor Street*	1,690	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	3,320	13,300	
Minor Street*	1,690	1,350	No
<i>Combination Warrant</i>			
Major Street	3,320	10,640	
Minor Street*	1,690	2,120	No

Note: Minor street right-turning traffic volumes reduced by 25%.

Appendix F

Level of Service Descriptions

Capacity Reports





LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

HCM 6th TWSC
1: SW 124th Avenue & SW Myslony Street

01/04/2022

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	3	24	1	31	6	312	53	117	518	4
Future Vol, veh/h	1	0	3	24	1	31	6	312	53	117	518	4
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	67	67	67	43	43	43	17	17	17	9	9	9
Mvmt Flow	1	0	3	26	1	33	6	335	57	126	557	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	991	1216	282	909	1190	197	561	0	0	393	0	0
Stage 1	811	811	-	377	377	-	-	-	-	-	-	-
Stage 2	180	405	-	532	813	-	-	-	-	-	-	-
Critical Hdwy	8.84	7.84	8.24	8.36	7.36	7.76	4.44	-	-	4.28	-	-
Critical Hdwy Stg 1	7.84	6.84	-	7.36	6.36	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.84	6.84	-	7.36	6.36	-	-	-	-	-	-	-
Follow-up Hdwy	4.17	4.67	3.97	3.93	4.43	3.73	2.37	-	-	2.29	-	-
Pot Cap-1 Maneuver	127	108	553	175	136	698	909	-	-	1114	-	-
Stage 1	228	267	-	517	522	-	-	-	-	-	-	-
Stage 2	646	459	-	407	306	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	109	95	552	158	120	697	909	-	-	1113	-	-
Mov Cap-2 Maneuver	207	200	-	304	239	-	-	-	-	-	-	-
Stage 1	226	237	-	513	518	-	-	-	-	-	-	-
Stage 2	610	455	-	358	271	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	14.5	0.1	1.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	909	-	-	390	439	1113	-	-
HCM Lane V/C Ratio	0.007	-	-	0.011	0.137	0.113	-	-
HCM Control Delay (s)	9	-	-	14.3	14.5	8.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.4	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

























Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	95	4	9	61	24
Future Vol, veh/h	10	95	4	9	61	24
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	14	14	54	54	24	24
Mvmt Flow	13	123	5	12	79	31
Number of Lanes	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	7.6	8.5	8.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	31%
Vol Thru, %	0%	0%	10%	69%
Vol Right, %	0%	100%	90%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	24	105	13
LT Vol	61	0	0	4
Through Vol	0	0	10	9
RT Vol	0	24	95	0
Lane Flow Rate	79	31	136	17
Geometry Grp	7	7	2	2
Degree of Util (X)	0.125	0.039	0.149	0.025
Departure Headway (Hd)	5.676	4.473	3.926	5.323
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	627	792	919	676
Service Time	3.449	2.246	1.927	3.328
HCM Lane V/C Ratio	0.126	0.039	0.148	0.025
HCM Control Delay	9.3	7.4	7.6	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.5	0.1

HCM 6th Signalized Intersection Summary
 7: SW 124th Avenue & SW Tualatin-Sherwood Road

01/04/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	725	97	40	582	80	163	156	49	145	226	51
Future Volume (veh/h)	50	725	97	40	582	80	163	156	49	145	226	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1707	1707	1707	1648	1648	1648	1707	1707	1707
Adj Flow Rate, veh/h	52	747	64	41	600	43	168	161	26	149	233	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	14	14	14	13	13	13	17	17	17	13	13	13
Cap, veh/h	400	1012	941	283	957	870	172	445	71	259	264	323
Arrive On Green	0.07	0.60	0.60	0.03	0.56	0.56	0.06	0.16	0.16	0.05	0.15	0.15
Sat Flow, veh/h	1612	1693	1433	1626	1707	1428	1570	2707	429	1626	1707	1447
Grp Volume(v), veh/h	52	747	64	41	600	43	168	92	95	149	233	16
Grp Sat Flow(s),veh/h/ln	1612	1693	1433	1626	1707	1428	1570	1566	1571	1626	1707	1447
Q Serve(g_s), s	1.4	38.1	1.9	1.3	28.6	1.5	7.0	6.3	6.5	5.8	16.0	1.0
Cycle Q Clear(g_c), s	1.4	38.1	1.9	1.3	28.6	1.5	7.0	6.3	6.5	5.8	16.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	400	1012	941	283	957	870	172	257	258	259	264	323
V/C Ratio(X)	0.13	0.74	0.07	0.15	0.63	0.05	0.98	0.36	0.37	0.57	0.88	0.05
Avail Cap(c_a), veh/h	430	1012	941	307	957	870	172	368	369	259	384	425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	17.4	7.4	15.3	17.9	9.5	47.8	44.5	44.6	44.4	49.7	36.6
Incr Delay (d2), s/veh	0.1	4.8	0.1	0.1	1.2	0.0	60.8	0.3	0.3	3.1	11.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	14.5	0.6	0.4	10.6	0.4	4.9	2.4	2.5	1.7	7.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	22.2	7.6	15.4	19.1	9.5	108.7	44.8	44.9	47.5	61.4	36.7
LnGrp LOS	B	C	A	B	B	A	F	D	D	D	E	D
Approach Vol, veh/h		863			684			355			398	
Approach Delay, s/veh		20.5			18.2			75.1			55.2	
Approach LOS		C			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	77.2	11.0	24.0	12.2	72.7	9.8	25.2				
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5				
Max Green Setting (Gmax), s	5.5	61.5	7.0	27.0	10.5	56.5	5.8	28.2				
Max Q Clear Time (g_c+I1), s	3.3	40.1	9.0	18.0	3.4	30.6	7.8	8.5				
Green Ext Time (p_c), s	0.0	8.5	0.0	0.5	0.0	6.9	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			34.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 8: SW Tualatin-Sherwood Road & SW 112th Avenue

01/04/2022



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	27	50	17	157	50	11	20	738	161	7	635	102
Future Volume (veh/h)	27	50	17	157	50	11	20	738	161	7	635	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1589	1589	1589	1870	1870	1870	1663	1663	1663	1722	1722	1722
Adj Flow Rate, veh/h	30	56	9	174	56	6	22	820	143	8	706	70
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	21	21	21	2	2	2	16	16	16	12	12	12
Cap, veh/h	37	75	12	191	231	25	374	1161	1135	285	1184	1039
Arrive On Green	0.02	0.06	0.06	0.11	0.14	0.14	0.02	0.70	0.70	0.01	0.69	0.69
Sat Flow, veh/h	1513	1336	215	1781	1660	178	1584	1663	1409	1640	1722	1459
Grp Volume(v), veh/h	30	0	65	174	0	62	22	820	143	8	706	70
Grp Sat Flow(s),veh/h/ln	1513	0	1550	1781	0	1838	1584	1663	1409	1640	1722	1459
Q Serve(g_s), s	2.8	0.0	5.8	13.5	0.0	4.2	0.6	41.1	3.1	0.2	30.4	2.0
Cycle Q Clear(g_c), s	2.8	0.0	5.8	13.5	0.0	4.2	0.6	41.1	3.1	0.2	30.4	2.0
Prop In Lane	1.00		0.14	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	37	0	87	191	0	255	374	1161	1135	285	1184	1039
V/C Ratio(X)	0.81	0.00	0.74	0.91	0.00	0.24	0.06	0.71	0.13	0.03	0.60	0.07
Avail Cap(c_a), veh/h	86	0	299	191	0	446	404	1161	1135	333	1184	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.9	0.0	65.1	61.8	0.0	53.7	9.5	12.6	2.9	12.1	11.6	6.1
Incr Delay (d2), s/veh	13.9	0.0	4.6	40.4	0.0	0.2	0.0	2.2	0.1	0.0	2.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.4	8.2	0.0	2.0	0.2	13.9	0.7	0.1	11.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.8	0.0	69.6	102.3	0.0	53.9	9.5	14.7	3.1	12.1	13.8	6.2
LnGrp LOS	F	A	E	F	A	D	A	B	A	B	B	A
Approach Vol, veh/h		95		236		985		784				
Approach Delay, s/veh		73.5		89.6		12.9		13.1				
Approach LOS		E		F		B		B				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	103.3	19.0	12.4	6.9	101.7	7.4	24.0				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.5	4.0	5.5	4.0	4.5				
Max Green Setting (Gmax), s	5.5	74.5	15.0	27.0	5.5	74.5	8.0	34.0				
Max Q Clear Time (g_c+I), s	12.2	43.1	15.5	7.8	2.6	32.4	4.8	6.2				
Green Ext Time (p_c), s	0.0	10.4	0.0	0.1	0.0	8.4	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				24.3								
HCM 6th LOS				C								

HCM 6th TWSC
1: SW 124th Avenue & SW Myslony Street

01/04/2022

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	11	1	6	45	0	149	0	387	10	25	474	1
Future Vol, veh/h	11	1	6	45	0	149	0	387	10	25	474	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	4	4	4	3	3	3
Mvmt Flow	12	1	7	49	0	162	0	421	11	27	515	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	781	1003	258	740	998	217	516	0	0	433	0	0
Stage 1	570	570	-	428	428	-	-	-	-	-	-	-
Stage 2	211	433	-	312	570	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.54	6.54	6.94	4.18	-	-	4.16	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.52	4.02	3.32	2.24	-	-	2.23	-	-
Pot Cap-1 Maneuver	288	244	747	305	242	787	1032	-	-	1116	-	-
Stage 1	479	509	-	575	583	-	-	-	-	-	-	-
Stage 2	777	585	-	673	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	224	238	747	296	236	786	1032	-	-	1115	-	-
Mov Cap-2 Maneuver	401	406	-	477	409	-	-	-	-	-	-	-
Stage 1	479	497	-	574	582	-	-	-	-	-	-	-
Stage 2	617	584	-	650	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	12.6	0	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1032	-	-	475	683	1115	-	-
HCM Lane V/C Ratio	-	-	-	0.041	0.309	0.024	-	-
HCM Control Delay (s)	0	-	-	12.9	12.6	8.3	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0.1	-	-

HCM 6th AWSC
3: SW 112th Avenue & SW Myslony Street

01/04/2022

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

























Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Traffic Vol, veh/h	7	73	5	14	126	3
Future Vol, veh/h	7	73	5	14	126	3
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	13	13	32	32	9	9
Mvmt Flow	9	94	6	18	162	4
Number of Lanes	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	7.6	8.3	9.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	26%
Vol Thru, %	0%	0%	9%	74%
Vol Right, %	0%	100%	91%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	3	80	19
LT Vol	126	0	0	5
Through Vol	0	0	7	14
RT Vol	0	3	73	0
Lane Flow Rate	162	4	103	24
Geometry Grp	7	7	2	2
Degree of Util (X)	0.241	0.004	0.116	0.034
Departure Headway (Hd)	5.375	4.172	4.079	5.079
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	664	849	884	708
Service Time	3.146	1.943	2.079	3.084
HCM Lane V/C Ratio	0.244	0.005	0.117	0.034
HCM Control Delay	9.9	7	7.6	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0	0.4	0.1

HCM 6th Signalized Intersection Summary
 7: SW 124th Avenue & SW Tualatin-Sherwood Road

01/04/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	691	155	30	736	84	112	183	41	86	256	152
Future Volume (veh/h)	67	691	155	30	736	84	112	183	41	86	256	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1826	1826	1826	1856	1856	1856
Adj Flow Rate, veh/h	72	743	104	32	791	50	120	197	28	92	275	74
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	3	3	3	5	5	5	3	3	3
Cap, veh/h	332	1103	1006	320	1022	938	165	515	72	269	313	383
Arrive On Green	0.08	0.60	0.60	0.03	0.55	0.55	0.05	0.17	0.17	0.05	0.17	0.17
Sat Flow, veh/h	1753	1841	1557	1767	1856	1571	1739	3054	428	1767	1856	1568
Grp Volume(v), veh/h	72	743	104	32	791	50	120	111	114	92	275	74
Grp Sat Flow(s),veh/h/ln	1753	1841	1557	1767	1856	1571	1739	1735	1747	1767	1856	1568
Q Serve(g_s), s	1.8	32.6	3.0	0.9	40.1	1.6	5.6	6.8	7.0	5.2	17.4	4.5
Cycle Q Clear(g_c), s	1.8	32.6	3.0	0.9	40.1	1.6	5.6	6.8	7.0	5.2	17.4	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	332	1103	1006	320	1022	938	165	292	295	269	313	383
V/C Ratio(X)	0.22	0.67	0.10	0.10	0.77	0.05	0.73	0.38	0.39	0.34	0.88	0.19
Avail Cap(c_a), veh/h	353	1103	1006	352	1022	938	165	392	395	269	419	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	16.2	8.1	14.0	21.1	10.0	44.1	44.3	44.4	39.2	48.7	36.0
Incr Delay (d2), s/veh	0.1	3.3	0.2	0.0	3.0	0.0	13.0	0.3	0.3	0.8	12.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	13.2	1.0	0.3	16.6	0.5	1.5	2.9	3.0	2.2	8.9	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	19.5	8.3	14.1	24.1	10.1	57.1	44.6	44.7	40.0	61.2	36.0
LnGrp LOS	B	B	A	B	C	B	E	D	D	D	E	D
Approach Vol, veh/h		919			873			345			441	
Approach Delay, s/veh		18.0			23.0			49.0			52.6	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	77.4	9.6	25.7	13.1	71.6	9.6	25.7				
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5				
Max Green Setting (Gmax), s	5.5	62.8	5.6	27.1	10.5	57.8	5.6	27.1				
Max Q Clear Time (g_c+I1), s	2.9	34.6	7.6	19.4	3.8	42.1	7.2	9.0				
Green Ext Time (p_c), s	0.0	9.8	0.0	0.6	0.0	7.5	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			29.7									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 8: SW Tualatin-Sherwood Road & SW 112th Avenue

01/04/2022



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	70	70	34	176	78	6	27	643	280	4	649	21
Future Volume (veh/h)	70	70	34	176	78	6	27	643	280	4	649	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	73	73	20	183	81	4	28	670	215	4	676	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	4	4	4
Cap, veh/h	93	104	29	209	245	12	421	1215	1220	350	1159	1065
Arrive On Green	0.05	0.07	0.07	0.12	0.14	0.14	0.03	0.65	0.65	0.01	0.63	0.00
Sat Flow, veh/h	1753	1389	380	1739	1723	85	1781	1870	1584	1753	1841	1560
Grp Volume(v), veh/h	73	0	93	183	0	85	28	670	215	4	676	0
Grp Sat Flow(s),veh/h/ln	1753	0	1769	1739	0	1808	1781	1870	1584	1753	1841	1560
Q Serve(g_s), s	4.9	0.0	6.2	12.4	0.0	5.1	0.7	23.5	4.3	0.1	25.8	0.0
Cycle Q Clear(g_c), s	4.9	0.0	6.2	12.4	0.0	5.1	0.7	23.5	4.3	0.1	25.8	0.0
Prop In Lane	1.00		0.22	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	0	133	209	0	257	421	1215	1220	350	1159	1065
V/C Ratio(X)	0.79	0.00	0.70	0.88	0.00	0.33	0.07	0.55	0.18	0.01	0.58	0.00
Avail Cap(c_a), veh/h	156	0	398	246	0	502	458	1215	1220	421	1159	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.72	0.72	0.72	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.2	0.0	54.2	51.9	0.0	46.3	10.1	11.5	3.7	9.9	13.0	0.0
Incr Delay (d2), s/veh	5.5	0.0	2.5	22.7	0.0	0.3	0.0	1.3	0.2	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.9	6.7	0.0	2.3	0.2	8.9	1.2	0.0	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	0.0	56.7	74.6	0.0	46.6	10.1	12.8	3.9	9.9	15.2	0.0
LnGrp LOS	E	A	E	E	A	D	B	B	A	A	B	A
Approach Vol, veh/h		166		268			913			680		
Approach Delay, s/veh		58.9		65.7			10.6			15.1		
Approach LOS		E		E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.6	83.5	18.4	13.5	7.0	81.1	10.3	21.6				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.5	4.0	5.5	4.0	4.5				
Max Green Setting (Gmax), s	5.5	52.5	17.0	27.0	5.5	52.5	10.7	33.3				
Max Q Clear Time (g_c+1), s	12.1	25.5	14.4	8.2	2.7	27.8	6.9	7.1				
Green Ext Time (p_c), s	0.0	7.9	0.0	0.2	0.0	6.4	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			23.4									
HCM 6th LOS			C									

HCM 6th TWSC
1: SW 124th Avenue & SW Myslony Street

01/04/2022

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	3	27	1	39	6	349	63	146	553	4
Future Vol, veh/h	1	0	3	27	1	39	6	349	63	146	553	4
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	67	67	67	43	43	43	17	17	17	9	9	9
Mvmt Flow	1	0	3	29	1	42	6	375	68	157	595	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1111	1367	301	1035	1335	223	599	0	0	444	0	0
Stage 1	911	911	-	422	422	-	-	-	-	-	-	-
Stage 2	200	456	-	613	913	-	-	-	-	-	-	-
Critical Hdwy	8.84	7.84	8.24	8.36	7.36	7.76	4.44	-	-	4.28	-	-
Critical Hdwy Stg 1	7.84	6.84	-	7.36	6.36	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.84	6.84	-	7.36	6.36	-	-	-	-	-	-	-
Follow-up Hdwy	4.17	4.67	3.97	3.93	4.43	3.73	2.37	-	-	2.29	-	-
Pot Cap-1 Maneuver	100	84	535	138	108	668	878	-	-	1064	-	-
Stage 1	192	233	-	482	494	-	-	-	-	-	-	-
Stage 2	626	429	-	359	270	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	82	71	534	121	91	667	878	-	-	1063	-	-
Mov Cap-2 Maneuver	174	164	-	259	203	-	-	-	-	-	-	-
Stage 1	191	199	-	478	490	-	-	-	-	-	-	-
Stage 2	581	426	-	304	230	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.4	16	0.1	1.9
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	878	-	-	352	400	1063	-	-
HCM Lane V/C Ratio	0.007	-	-	0.012	0.18	0.148	-	-
HCM Control Delay (s)	9.1	-	-	15.4	16	9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0.5	-	-

HCM 6th Signalized Intersection Summary
 1: SW 124th Avenue & SW Myslony Street

01/04/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	1	0	3	27	1	39	6	349	63	146	553	4
Future Volume (veh/h)	1	0	3	27	1	39	6	349	63	146	553	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	907	907	907	1263	1263	1263	1648	1648	1648	1767	1767	1767
Adj Flow Rate, veh/h	1	0	0	29	1	14	6	375	44	157	595	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	67	67	67	43	43	43	17	17	17	9	9	9
Cap, veh/h	334	0	0	276	1	18	494	770	90	656	1357	9
Arrive On Green	0.06	0.00	0.00	0.06	0.06	0.06	0.01	0.27	0.27	0.13	0.40	0.40
Sat Flow, veh/h	814	0	0	657	23	317	1570	2824	329	1682	3418	23
Grp Volume(v), veh/h	1	0	0	44	0	0	6	207	212	157	292	307
Grp Sat Flow(s),veh/h/ln	814	0	0	996	0	0	1570	1566	1588	1682	1678	1762
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.1	2.8	2.8	1.5	3.2	3.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.1	0.0	0.0	0.1	2.8	2.8	1.5	3.2	3.2
Prop In Lane	1.00		0.00	0.66		0.32	1.00		0.21	1.00		0.01
Lane Grp Cap(c), veh/h	334	0	0	295	0	0	494	427	433	656	666	700
V/C Ratio(X)	0.00	0.00	0.00	0.15	0.00	0.00	0.01	0.48	0.49	0.24	0.44	0.44
Avail Cap(c_a), veh/h	791	0	0	967	0	0	824	1276	1294	934	1501	1576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	0.0	11.7	0.0	0.0	6.5	7.7	7.7	4.8	5.5	5.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.9	0.9	0.2	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.5	0.5	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	0.0	11.9	0.0	0.0	6.5	8.5	8.5	5.0	6.0	6.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		1			44			425			756	
Approach Delay, s/veh		11.2			11.9			8.5			5.8	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	11.4		6.0	4.7	14.5		6.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	20.5		18.5	5.5	22.5		18.5				
Max Q Clear Time (g_c+I1), s	3.5	4.8		2.0	2.1	5.2		3.1				
Green Ext Time (p_c), s	0.1	2.0		0.0	0.0	3.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay				6.9								
HCM 6th LOS				A								

HCM 6th AWSC
 3: SW 112th Avenue & SW Myslony Street

01/04/2022

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

























Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	101	17	18	65	68
Future Vol, veh/h	40	101	17	18	65	68
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	14	14	54	54	24	24
Mvmt Flow	52	131	22	23	84	88
Number of Lanes	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	8.4	9	8.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	49%
Vol Thru, %	0%	0%	28%	51%
Vol Right, %	0%	100%	72%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	68	141	35
LT Vol	65	0	0	17
Through Vol	0	0	40	18
RT Vol	0	68	101	0
Lane Flow Rate	84	88	183	45
Geometry Grp	7	7	2	2
Degree of Util (X)	0.139	0.116	0.215	0.07
Departure Headway (Hd)	5.938	4.733	4.226	5.568
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	605	759	851	645
Service Time	3.661	2.456	2.238	3.589
HCM Lane V/C Ratio	0.139	0.116	0.215	0.07
HCM Control Delay	9.6	8.1	8.4	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.4	0.8	0.2

HCM 6th Signalized Intersection Summary
 7: SW 124th Avenue & SW Tualatin-Sherwood Road

01/04/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	772	108	48	636	98	190	183	56	158	245	57
Future Volume (veh/h)	65	772	108	48	636	98	190	183	56	158	245	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1707	1707	1707	1648	1648	1648	1707	1707	1707
Adj Flow Rate, veh/h	67	796	71	49	656	59	196	189	34	163	253	22
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	14	14	14	13	13	13	17	17	17	13	13	13
Cap, veh/h	349	984	920	237	923	839	176	479	85	259	283	348
Arrive On Green	0.07	0.58	0.58	0.03	0.54	0.54	0.06	0.18	0.18	0.05	0.17	0.17
Sat Flow, veh/h	1612	1693	1433	1626	1707	1428	1570	2659	470	1626	1707	1447
Grp Volume(v), veh/h	67	796	71	49	656	59	196	110	113	163	253	22
Grp Sat Flow(s),veh/h/ln	1612	1693	1433	1626	1707	1428	1570	1566	1563	1626	1707	1447
Q Serve(g_s), s	1.9	44.6	2.2	1.6	34.4	2.1	7.3	7.4	7.7	5.6	17.4	1.4
Cycle Q Clear(g_c), s	1.9	44.6	2.2	1.6	34.4	2.1	7.3	7.4	7.7	5.6	17.4	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	349	984	920	237	923	839	176	282	282	259	283	348
V/C Ratio(X)	0.19	0.81	0.08	0.21	0.71	0.07	1.12	0.39	0.40	0.63	0.89	0.06
Avail Cap(c_a), veh/h	370	984	920	257	923	839	176	374	374	259	384	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	19.9	8.1	18.4	20.6	10.7	47.1	43.4	43.5	44.7	49.0	35.2
Incr Delay (d2), s/veh	0.1	7.2	0.2	0.1	1.8	0.0	102.1	0.3	0.3	4.8	15.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	17.6	0.7	0.5	13.0	0.6	7.0	2.8	2.9	2.3	8.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	27.0	8.2	18.5	22.4	10.7	149.1	43.7	43.8	49.5	64.0	35.2
LnGrp LOS	B	C	A	B	C	B	F	D	D	D	E	D
Approach Vol, veh/h		934			764			419			438	
Approach Delay, s/veh		24.7			21.2			93.1			57.2	
Approach LOS		C			C			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	75.3	11.3	25.4	12.9	70.4	9.6	27.1				
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5				
Max Green Setting (Gmax), s	5.5	61.2	7.3	27.0	10.5	56.2	5.6	28.7				
Max Q Clear Time (g_c+I1), s	3.6	46.6	9.3	19.4	3.9	36.4	7.6	9.7				
Green Ext Time (p_c), s	0.0	7.4	0.0	0.5	0.0	6.9	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			40.4									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 8: SW Tualatin-Sherwood Road & SW 112th Avenue

01/04/2022



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	35	58	20	172	67	12	28	787	172	7	704	130
Future Volume (veh/h)	35	58	20	172	67	12	28	787	172	7	704	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1589	1589	1589	1870	1870	1870	1663	1663	1663	1722	1722	1722
Adj Flow Rate, veh/h	39	64	12	191	74	9	31	874	155	8	782	93
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	21	21	21	2	2	2	16	16	16	12	12	12
Cap, veh/h	47	83	16	196	233	28	316	1144	1125	240	1158	1027
Arrive On Green	0.03	0.06	0.06	0.11	0.14	0.14	0.03	0.69	0.69	0.01	0.67	0.67
Sat Flow, veh/h	1513	1301	244	1781	1636	199	1584	1663	1409	1640	1722	1459
Grp Volume(v), veh/h	39	0	76	191	0	83	31	874	155	8	782	93
Grp Sat Flow(s),veh/h/ln	1513	0	1545	1781	0	1835	1584	1663	1409	1640	1722	1459
Q Serve(g_s), s	3.6	0.0	6.8	15.0	0.0	5.7	0.8	48.4	3.5	0.2	38.1	2.8
Cycle Q Clear(g_c), s	3.6	0.0	6.8	15.0	0.0	5.7	0.8	48.4	3.5	0.2	38.1	2.8
Prop In Lane	1.00		0.16	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	0	99	196	0	262	316	1144	1125	240	1158	1027
V/C Ratio(X)	0.83	0.00	0.77	0.97	0.00	0.32	0.10	0.76	0.14	0.03	0.68	0.09
Avail Cap(c_a), veh/h	110	0	298	196	0	422	339	1144	1125	289	1158	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.49	0.49	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.4	0.0	64.5	62.1	0.0	53.9	12.0	14.4	3.2	14.9	13.7	6.6
Incr Delay (d2), s/veh	12.5	0.0	4.7	56.6	0.0	0.3	0.0	2.4	0.1	0.0	3.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.8	9.8	0.0	2.6	0.3	16.6	0.9	0.1	14.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.9	0.0	69.2	118.7	0.0	54.1	12.0	16.8	3.3	14.9	16.9	6.7
LnGrp LOS	E	A	E	F	A	D	B	B	A	B	B	A
Approach Vol, veh/h		115			274			1060			883	
Approach Delay, s/veh		72.9			99.1			14.7			15.8	
Approach LOS		E			F			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	101.8	19.4	13.4	7.5	99.7	8.4	24.5				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.5	4.0	5.5	4.0	4.5				
Max Green Setting (Gmax), s	5.5	74.1	15.4	27.0	5.5	74.1	10.2	32.2				
Max Q Clear Time (g_c+1), s	12.2	50.4	17.0	8.8	2.8	40.1	5.6	7.7				
Green Ext Time (p_c), s	0.0	10.2	0.0	0.2	0.0	9.6	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay				27.9								
HCM 6th LOS				C								

HCM 6th TWSC
1: SW 124th Avenue & SW Myslony Street

01/04/2022

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	1	6	56	0	180	0	420	14	36	521	1
Future Vol, veh/h	12	1	6	56	0	180	0	420	14	36	521	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	4	4	4	3	3	3
Mvmt Flow	13	1	7	61	0	196	0	457	15	39	566	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	874	1118	284	828	1111	237	567	0	0	473	0	0
Stage 1	645	645	-	466	466	-	-	-	-	-	-	-
Stage 2	229	473	-	362	645	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.54	6.54	6.94	4.18	-	-	4.16	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.52	4.02	3.32	2.24	-	-	2.23	-	-
Pot Cap-1 Maneuver	247	209	719	263	208	764	987	-	-	1078	-	-
Stage 1	432	471	-	546	561	-	-	-	-	-	-	-
Stage 2	759	562	-	629	466	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	179	201	719	252	200	763	987	-	-	1077	-	-
Mov Cap-2 Maneuver	353	369	-	440	374	-	-	-	-	-	-	-
Stage 1	432	454	-	545	560	-	-	-	-	-	-	-
Stage 2	564	561	-	599	449	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	14.1	0	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	987	-	-	422	650	1077	-	-
HCM Lane V/C Ratio	-	-	-	0.049	0.395	0.036	-	-
HCM Control Delay (s)	0	-	-	14	14.1	8.5	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.9	0.1	-	-

HCM 6th Signalized Intersection Summary
 1: SW 124th Avenue & SW Myslony Street

01/04/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	12	1	6	56	0	180	0	420	14	36	521	1
Future Volume (veh/h)	12	1	6	56	0	180	0	420	14	36	521	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	13	1	3	61	0	68	0	457	12	39	566	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	2	2	4	4	4	3	3	3
Cap, veh/h	388	44	38	305	0	102	531	982	26	532	1843	3
Arrive On Green	0.13	0.13	0.13	0.13	0.00	0.13	0.00	0.28	0.28	0.05	0.51	0.51
Sat Flow, veh/h	1038	344	296	718	0	801	1753	3481	91	1767	3611	6
Grp Volume(v), veh/h	17	0	0	129	0	0	0	229	240	39	276	291
Grp Sat Flow(s),veh/h/ln	1679	0	0	1519	0	0	1753	1749	1824	1767	1763	1854
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.0	0.0	2.7	2.7	0.3	2.3	2.3
Cycle Q Clear(g_c), s	0.2	0.0	0.0	2.0	0.0	0.0	0.0	2.7	2.7	0.3	2.3	2.3
Prop In Lane	0.76		0.18	0.47		0.53	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	470	0	0	407	0	0	531	493	514	532	900	946
V/C Ratio(X)	0.04	0.00	0.00	0.32	0.00	0.00	0.00	0.46	0.47	0.07	0.31	0.31
Avail Cap(c_a), veh/h	1401	0	0	1391	0	0	876	1512	1577	839	1559	1640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	0.0	0.0	10.3	0.0	0.0	0.0	7.4	7.4	4.9	3.5	3.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.7	0.7	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.5	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	0.0	0.0	10.8	0.0	0.0	0.0	8.1	8.0	5.0	3.7	3.7
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		17			129			469			606	
Approach Delay, s/veh		9.6			10.8			8.1			3.8	
Approach LOS		A			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	11.5		7.7	0.0	17.2		7.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	21.5		19.5	5.0	22.0		19.5				
Max Q Clear Time (g_c+I1), s	2.3	4.7		2.2	0.0	4.3		4.0				
Green Ext Time (p_c), s	0.0	2.2		0.0	0.0	2.8		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				6.2								
HCM 6th LOS				A								

HCM 6th AWSC
 3: SW 112th Avenue & SW Myslony Street

01/04/2022

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

























Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	77	48	45	134	22
Future Vol, veh/h	19	77	48	45	134	22
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	13	13	32	32	9	9
Mvmt Flow	24	99	62	58	172	28
Number of Lanes	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	8.2	9.4	10.1
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	52%
Vol Thru, %	0%	0%	20%	48%
Vol Right, %	0%	100%	80%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	22	96	93
LT Vol	134	0	0	48
Through Vol	0	0	19	45
RT Vol	0	22	77	0
Lane Flow Rate	172	28	123	119
Geometry Grp	7	7	2	2
Degree of Util (X)	0.274	0.035	0.149	0.174
Departure Headway (Hd)	5.737	4.531	4.364	5.252
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	627	789	822	683
Service Time	3.472	2.266	2.39	3.279
HCM Lane V/C Ratio	0.274	0.035	0.15	0.174
HCM Control Delay	10.6	7.4	8.2	9.4
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.1	0.1	0.5	0.6

HCM 6th Signalized Intersection Summary
 7: SW 124th Avenue & SW Tualatin-Sherwood Road

01/04/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	738	182	53	793	95	125	200	49	107	290	174
Future Volume (veh/h)	74	738	182	53	793	95	125	200	49	107	290	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1826	1826	1826	1856	1856	1856
Adj Flow Rate, veh/h	80	794	122	57	853	59	134	215	35	115	312	115
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	3	3	3	5	5	5	3	3	3
Cap, veh/h	274	1053	964	272	983	906	163	561	90	281	348	416
Arrive On Green	0.08	0.57	0.57	0.04	0.53	0.53	0.05	0.19	0.19	0.05	0.19	0.19
Sat Flow, veh/h	1753	1841	1557	1767	1856	1571	1739	2993	480	1767	1856	1568
Grp Volume(v), veh/h	80	794	122	57	853	59	134	123	127	115	312	115
Grp Sat Flow(s),veh/h/ln	1753	1841	1557	1767	1856	1571	1739	1735	1738	1767	1856	1568
Q Serve(g_s), s	2.2	39.0	3.9	1.7	48.0	2.0	5.6	7.5	7.7	5.6	19.7	7.0
Cycle Q Clear(g_c), s	2.2	39.0	3.9	1.7	48.0	2.0	5.6	7.5	7.7	5.6	19.7	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	274	1053	964	272	983	906	163	325	326	281	348	416
V/C Ratio(X)	0.29	0.75	0.13	0.21	0.87	0.07	0.82	0.38	0.39	0.41	0.90	0.28
Avail Cap(c_a), veh/h	292	1053	964	291	983	906	163	392	393	281	419	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	19.3	9.5	17.0	24.5	11.2	44.5	42.6	42.7	38.8	47.6	35.0
Incr Delay (d2), s/veh	0.2	5.0	0.3	0.1	5.7	0.0	26.0	0.3	0.3	1.0	17.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	16.4	1.3	0.6	20.7	0.7	2.5	3.1	3.2	2.8	10.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	24.3	9.7	17.1	30.3	11.2	70.5	42.9	43.0	39.7	65.0	35.1
LnGrp LOS	C	C	A	B	C	B	E	D	D	D	E	D
Approach Vol, veh/h		996			969			384			542	
Approach Delay, s/veh		22.3			28.3			52.6			53.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	74.2	9.6	28.0	13.3	69.1	9.6	28.0				
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5				
Max Green Setting (Gmax), s	5.5	62.8	5.6	27.1	10.5	57.8	5.6	27.1				
Max Q Clear Time (g_c+I1), s	3.7	41.0	7.6	21.7	4.2	50.0	7.6	9.7				
Green Ext Time (p_c), s	0.0	9.6	0.0	0.6	0.0	4.9	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			34.1									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 8: SW Tualatin-Sherwood Road & SW 112th Avenue

01/04/2022



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	96	87	44	191	90	6	32	702	300	4	716	31
Future Volume (veh/h)	96	87	44	191	90	6	32	702	300	4	716	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	100	91	30	199	94	4	33	731	237	4	746	13
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	4	4	4
Cap, veh/h	124	120	40	225	259	11	343	1169	1194	289	1109	1049
Arrive On Green	0.07	0.09	0.09	0.13	0.15	0.15	0.03	0.62	0.62	0.01	0.60	0.60
Sat Flow, veh/h	1753	1323	436	1739	1736	74	1781	1870	1584	1753	1841	1559
Grp Volume(v), veh/h	100	0	121	199	0	98	33	731	237	4	746	13
Grp Sat Flow(s),veh/h/ln	1753	0	1759	1739	0	1810	1781	1870	1584	1753	1841	1559
Q Serve(g_s), s	6.7	0.0	8.1	13.5	0.0	5.8	0.8	28.9	5.2	0.1	32.5	0.3
Cycle Q Clear(g_c), s	6.7	0.0	8.1	13.5	0.0	5.8	0.8	28.9	5.2	0.1	32.5	0.3
Prop In Lane	1.00		0.25	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	0	160	225	0	270	343	1169	1194	289	1109	1049
V/C Ratio(X)	0.81	0.00	0.76	0.89	0.00	0.36	0.10	0.63	0.20	0.01	0.67	0.01
Avail Cap(c_a), veh/h	199	0	396	232	0	444	376	1169	1194	360	1109	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	53.3	51.4	0.0	45.9	12.9	13.9	4.3	12.1	16.0	6.5
Incr Delay (d2), s/veh	5.0	0.0	2.7	29.3	0.0	0.3	0.0	1.6	0.2	0.0	3.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	3.7	7.7	0.0	2.6	0.3	11.3	1.5	0.0	13.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	0.0	56.0	80.7	0.0	46.2	13.0	15.4	4.5	12.1	19.2	6.5
LnGrp LOS	E	A	E	F	A	D	B	B	A	B	B	A
Approach Vol, veh/h		221			297			1001			763	
Approach Delay, s/veh		57.8			69.3			12.8			19.0	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.6	80.5	19.5	15.4	7.3	77.8	12.5	22.4				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.5	4.0	5.5	4.0	4.5				
Max Green Setting (Gmax), s	5.5	53.5	16.0	27.0	5.5	53.5	13.6	29.4				
Max Q Clear Time (g_c+1), s	12.1	30.9	15.5	10.1	2.8	34.5	8.7	7.8				
Green Ext Time (p_c), s	0.0	8.3	0.0	0.3	0.0	6.6	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay				26.6								
HCM 6th LOS				C								

HCM 6th TWSC
1: SW 124th Avenue & SW Myslony Street

01/04/2022

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	3	42	1	47	6	349	106	171	553	4
Future Vol, veh/h	1	0	3	42	1	47	6	349	106	171	553	4
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	67	67	67	43	43	43	17	17	17	9	9	9
Mvmt Flow	1	0	3	45	1	51	6	375	114	184	595	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1165	1467	301	1112	1412	246	599	0	0	490	0	0
Stage 1	965	965	-	445	445	-	-	-	-	-	-	-
Stage 2	200	502	-	667	967	-	-	-	-	-	-	-
Critical Hdwy	8.84	7.84	8.24	8.36	7.36	7.76	4.44	-	-	4.28	-	-
Critical Hdwy Stg 1	7.84	6.84	-	7.36	6.36	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.84	6.84	-	7.36	6.36	-	-	-	-	-	-	-
Follow-up Hdwy	4.17	4.67	3.97	3.93	4.43	3.73	2.37	-	-	2.29	-	-
Pot Cap-1 Maneuver	90	71	535	120	96	643	878	-	-	1022	-	-
Stage 1	175	216	-	466	481	-	-	-	-	-	-	-
Stage 2	626	404	-	330	252	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	71	58	534	102	78	642	878	-	-	1021	-	-
Mov Cap-2 Maneuver	158	141	-	231	183	-	-	-	-	-	-	-
Stage 1	174	177	-	462	477	-	-	-	-	-	-	-
Stage 2	571	401	-	269	207	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.9		19.4		0.1		2.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	878	-	-	335	346	1021	-	-
HCM Lane V/C Ratio	0.007	-	-	0.013	0.28	0.18	-	-
HCM Control Delay (s)	9.1	-	-	15.9	19.4	9.3	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.1	0.7	-	-

HCM 6th Signalized Intersection Summary
 1: SW 124th Avenue & SW Myslony Street

01/04/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	1	0	3	42	1	47	6	349	106	171	553	4
Future Volume (veh/h)	1	0	3	42	1	47	6	349	106	171	553	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	907	907	907	1263	1263	1263	1648	1648	1648	1767	1767	1767
Adj Flow Rate, veh/h	1	0	0	45	1	17	6	375	68	184	595	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	67	67	67	43	43	43	17	17	17	9	9	9
Cap, veh/h	335	0	0	286	1	20	483	728	131	645	1393	7
Arrive On Green	0.08	0.00	0.00	0.08	0.08	0.08	0.01	0.27	0.27	0.14	0.41	0.41
Sat Flow, veh/h	831	0	0	706	16	267	1570	2651	476	1682	3425	17
Grp Volume(v), veh/h	1	0	0	63	0	0	6	220	223	184	292	306
Grp Sat Flow(s),veh/h/ln	831	0	0	989	0	0	1570	1566	1561	1682	1678	1763
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.0	0.1	3.1	3.2	1.8	3.3	3.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.7	0.0	0.0	0.1	3.1	3.2	1.8	3.3	3.3
Prop In Lane	1.00		0.00	0.71		0.27	1.00		0.31	1.00		0.01
Lane Grp Cap(c), veh/h	335	0	0	308	0	0	483	430	429	645	682	717
V/C Ratio(X)	0.00	0.00	0.00	0.20	0.00	0.00	0.01	0.51	0.52	0.29	0.43	0.43
Avail Cap(c_a), veh/h	742	0	0	903	0	0	767	1123	1120	1013	1489	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	12.1	0.0	0.0	6.8	8.1	8.1	4.9	5.6	5.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.9	1.0	0.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.6	0.6	0.1	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	0.0	12.4	0.0	0.0	6.8	9.0	9.1	5.1	6.1	6.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		1			63			449			782	
Approach Delay, s/veh		11.3			12.4			9.0			5.8	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	11.8		6.5	4.7	15.3		6.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.5	19.0		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	3.8	5.2		2.0	2.1	5.3		3.7				
Green Ext Time (p_c), s	0.2	2.0		0.0	0.0	3.1		0.2				

Intersection Summary

HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

HCM 6th TWSC
 2: SW Myslony Street & West Truck Access

01/04/2022

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	201	103	6	2	3
Future Vol, veh/h	8	201	103	6	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	14	14	54	54	20	20
Mvmt Flow	10	261	134	8	3	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	142	0	-	0	419 138
Stage 1	-	-	-	-	138 -
Stage 2	-	-	-	-	281 -
Critical Hdwy	4.24	-	-	-	6.6 6.4
Critical Hdwy Stg 1	-	-	-	-	5.6 -
Critical Hdwy Stg 2	-	-	-	-	5.6 -
Follow-up Hdwy	2.326	-	-	-	3.68 3.48
Pot Cap-1 Maneuver	1370	-	-	-	558 865
Stage 1	-	-	-	-	846 -
Stage 2	-	-	-	-	727 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1370	-	-	-	554 865
Mov Cap-2 Maneuver	-	-	-	-	660 -
Stage 1	-	-	-	-	840 -
Stage 2	-	-	-	-	727 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1370	-	-	-	769
HCM Lane V/C Ratio	0.008	-	-	-	0.008
HCM Control Delay (s)	7.6	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th AWSC
3: SW 112th Avenue & SW Myslony Street

01/04/2022

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	103	31	38	71	120
Future Vol, veh/h	100	103	31	38	71	120
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	14	14	54	54	24	24
Mvmt Flow	130	134	40	49	92	156
Number of Lanes	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	10	9.9	9.6
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	45%
Vol Thru, %	0%	0%	49%	55%
Vol Right, %	0%	100%	51%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	120	203	69
LT Vol	71	0	0	31
Through Vol	0	0	100	38
RT Vol	0	120	103	0
Lane Flow Rate	92	156	264	90
Geometry Grp	7	7	2	2
Degree of Util (X)	0.161	0.219	0.338	0.146
Departure Headway (Hd)	6.276	5.067	4.611	5.87
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	570	704	778	609
Service Time	4.031	2.822	2.649	3.923
HCM Lane V/C Ratio	0.161	0.222	0.339	0.148
HCM Control Delay	10.2	9.3	10	9.9
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	0.6	0.8	1.5	0.5

HCM 6th TWSC
 4: SW Myslony Street & West General Access

01/04/2022

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	60	160	52	0	0	17
Future Vol, veh/h	60	160	52	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	14	14	54	54	0	0
Mvmt Flow	78	208	68	0	0	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	68	0	-	0	432 68
Stage 1	-	-	-	-	68 -
Stage 2	-	-	-	-	364 -
Critical Hdwy	4.24	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.326	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1460	-	-	-	584 1001
Stage 1	-	-	-	-	960 -
Stage 2	-	-	-	-	707 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1460	-	-	-	549 1001
Mov Cap-2 Maneuver	-	-	-	-	549 -
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	707 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1460	-	-	-	1001
HCM Lane V/C Ratio	0.053	-	-	-	0.022
HCM Control Delay (s)	7.6	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

HCM 6th TWSC
5: SW Myslony Street & East Truck Access

01/04/2022

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	16	36	10	0	0	7
Future Vol, veh/h	16	36	10	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	8	8	0	0	43	43
Mvmt Flow	21	47	13	0	0	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	13	0	-	0	102 13
Stage 1	-	-	-	-	13 -
Stage 2	-	-	-	-	89 -
Critical Hdwy	4.18	-	-	-	6.83 6.63
Critical Hdwy Stg 1	-	-	-	-	5.83 -
Critical Hdwy Stg 2	-	-	-	-	5.83 -
Follow-up Hdwy	2.272	-	-	-	3.887 3.687
Pot Cap-1 Maneuver	1567	-	-	-	806 960
Stage 1	-	-	-	-	913 -
Stage 2	-	-	-	-	841 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1567	-	-	-	795 960
Mov Cap-2 Maneuver	-	-	-	-	795 -
Stage 1	-	-	-	-	900 -
Stage 2	-	-	-	-	841 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	960
HCM Lane V/C Ratio	0.013	-	-	-	0.009
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
6: SW Myslony Street & East General Access

01/04/2022

Intersection						
Int Delay, s/veh	7.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	36	0	0	0	0	10
Future Vol, veh/h	36	0	0	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	0	0	0	0	13

























Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	95
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	94
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1635	-	-	-	909
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	935
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1635	-	-	-	883
Mov Cap-2 Maneuver	-	-	-	-	883
Stage 1	-	-	-	-	998
Stage 2	-	-	-	-	935

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1635	-	-	-	1090
HCM Lane V/C Ratio	0.029	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

HCM 6th Signalized Intersection Summary
 7: SW 124th Avenue & SW Tualatin-Sherwood Road

01/04/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	785	108	48	639	98	190	214	56	158	255	62
Future Volume (veh/h)	77	785	108	48	639	98	190	214	56	158	255	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1707	1707	1707	1648	1648	1648	1707	1707	1707
Adj Flow Rate, veh/h	79	809	71	49	659	59	196	221	38	163	263	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	14	14	14	13	13	13	17	17	17	13	13	13
Cap, veh/h	331	956	912	210	889	831	193	491	83	269	293	360
Arrive On Green	0.08	0.56	0.56	0.03	0.52	0.52	0.07	0.18	0.18	0.06	0.17	0.17
Sat Flow, veh/h	1612	1693	1433	1626	1707	1427	1570	2679	453	1626	1707	1447
Grp Volume(v), veh/h	79	809	71	49	659	59	196	128	131	163	263	24
Grp Sat Flow(s),veh/h/ln	1612	1693	1433	1626	1707	1427	1570	1566	1566	1626	1707	1447
Q Serve(g_s), s	2.4	47.8	2.3	1.7	36.1	2.2	8.6	8.7	9.0	7.2	18.1	1.5
Cycle Q Clear(g_c), s	2.4	47.8	2.3	1.7	36.1	2.2	8.6	8.7	9.0	7.2	18.1	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	331	956	912	210	889	831	193	287	287	269	293	360
V/C Ratio(X)	0.24	0.85	0.08	0.23	0.74	0.07	1.02	0.44	0.46	0.61	0.90	0.07
Avail Cap(c_a), veh/h	347	956	912	230	889	831	193	371	371	269	384	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	21.8	8.3	20.5	22.4	11.0	45.3	43.6	43.7	42.0	48.7	34.4
Incr Delay (d2), s/veh	0.1	9.2	0.2	0.1	2.2	0.0	69.6	0.4	0.4	3.9	16.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	19.4	0.7	0.6	13.8	0.6	5.7	3.3	3.4	1.5	8.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	30.9	8.5	20.6	24.6	11.0	114.9	44.0	44.1	45.8	65.2	34.4
LnGrp LOS	B	C	A	C	C	B	F	D	D	D	E	C
Approach Vol, veh/h		959			767			455			450	
Approach Delay, s/veh		28.1			23.3			74.6			56.6	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	73.3	12.6	26.1	13.3	68.0	11.2	27.5				
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5				
Max Green Setting (Gmax), s	5.5	59.9	8.6	27.0	10.5	54.9	7.2	28.4				
Max Q Clear Time (g_c+I1), s	3.7	49.8	10.6	20.1	4.4	38.1	9.2	11.0				
Green Ext Time (p_c), s	0.0	5.7	0.0	0.5	0.0	6.4	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			39.6									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 8: SW Tualatin-Sherwood Road & SW 112th Avenue

01/04/2022



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	46	60	23	172	74	12	41	787	172	7	704	168
Future Volume (veh/h)	46	60	23	172	74	12	41	787	172	7	704	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1589	1589	1589	1870	1870	1870	1663	1663	1663	1722	1722	1722
Adj Flow Rate, veh/h	51	67	16	191	82	9	46	874	155	8	782	120
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	21	21	21	2	2	2	16	16	16	12	12	12
Cap, veh/h	62	85	20	196	228	25	309	1136	1118	235	1142	1028
Arrive On Green	0.04	0.07	0.07	0.11	0.14	0.14	0.03	0.68	0.68	0.01	0.66	0.66
Sat Flow, veh/h	1513	1240	296	1781	1656	182	1584	1663	1409	1640	1722	1459
Grp Volume(v), veh/h	51	0	83	191	0	91	46	874	155	8	782	120
Grp Sat Flow(s),veh/h/ln	1513	0	1536	1781	0	1838	1584	1663	1409	1640	1722	1459
Q Serve(g_s), s	4.7	0.0	7.4	15.0	0.0	6.3	1.3	49.2	3.6	0.2	39.3	3.7
Cycle Q Clear(g_c), s	4.7	0.0	7.4	15.0	0.0	6.3	1.3	49.2	3.6	0.2	39.3	3.7
Prop In Lane	1.00		0.19	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	0	106	196	0	253	309	1136	1118	235	1142	1028
V/C Ratio(X)	0.82	0.00	0.79	0.97	0.00	0.36	0.15	0.77	0.14	0.03	0.68	0.12
Avail Cap(c_a), veh/h	122	0	296	196	0	408	324	1136	1118	283	1142	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.45	0.45	0.45	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.6	0.0	64.2	62.1	0.0	54.8	12.8	14.8	3.4	15.3	14.6	6.7
Incr Delay (d2), s/veh	9.3	0.0	4.8	56.6	0.0	0.3	0.0	2.3	0.1	0.0	3.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	3.1	9.8	0.0	2.9	0.4	16.9	0.9	0.1	14.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	0.0	68.9	118.7	0.0	55.1	12.8	17.1	3.5	15.4	17.9	6.9
LnGrp LOS	E	A	E	F	A	E	B	B	A	B	B	A
Approach Vol, veh/h		134			282			1075			910	
Approach Delay, s/veh		71.6			98.2			15.0			16.4	
Approach LOS		E			F			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	101.1	19.4	14.1	8.2	98.3	9.8	23.8				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.5	4.0	5.5	4.0	4.5				
Max Green Setting (Gmax), s	5.5	74.1	15.4	27.0	5.5	74.1	11.3	31.1				
Max Q Clear Time (g_c+1), s	12.2	51.2	17.0	9.4	3.3	41.3	6.7	8.3				
Green Ext Time (p_c), s	0.0	10.0	0.0	0.2	0.0	9.7	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

HCM 6th TWSC
1: SW 124th Avenue & SW Myslony Street

01/04/2022

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	1	6	100	0	205	0	420	33	47	521	1
Future Vol, veh/h	12	1	6	100	0	205	0	420	33	47	521	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2	4	4	4	3	3	3
Mvmt Flow	13	1	7	109	0	223	0	457	36	51	566	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	898	1163	284	862	1145	248	567	0	0	494	0	0
Stage 1	669	669	-	476	476	-	-	-	-	-	-	-
Stage 2	229	494	-	386	669	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.54	6.54	6.94	4.18	-	-	4.16	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.52	4.02	3.32	2.24	-	-	2.23	-	-
Pot Cap-1 Maneuver	237	196	719	249	198	752	987	-	-	1059	-	-
Stage 1	418	459	-	539	555	-	-	-	-	-	-	-
Stage 2	759	550	-	609	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	160	186	719	237	188	751	987	-	-	1058	-	-
Mov Cap-2 Maneuver	333	352	-	426	361	-	-	-	-	-	-	-
Stage 1	418	437	-	538	554	-	-	-	-	-	-	-
Stage 2	534	549	-	573	432	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.4		18.1		0		0.7	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	987	-	-	402	601	1058	-	-
HCM Lane V/C Ratio	-	-	-	0.051	0.552	0.048	-	-
HCM Control Delay (s)	0	-	-	14.4	18.1	8.6	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	3.4	0.2	-	-

HCM 6th Signalized Intersection Summary
 1: SW 124th Avenue & SW Myslony Street

01/04/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↔	
Traffic Volume (veh/h)	12	1	6	100	0	205	0	420	33	47	521	1
Future Volume (veh/h)	12	1	6	100	0	205	0	420	33	47	521	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	13	1	3	109	0	105	0	457	26	51	566	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	2	2	4	4	4	3	3	3
Cap, veh/h	449	50	59	327	19	149	481	899	51	493	1746	3
Arrive On Green	0.20	0.20	0.20	0.20	0.00	0.20	0.00	0.27	0.27	0.06	0.48	0.48
Sat Flow, veh/h	1130	248	295	680	93	744	1753	3364	191	1767	3611	6
Grp Volume(v), veh/h	17	0	0	214	0	0	0	237	246	51	276	291
Grp Sat Flow(s),veh/h/ln	1674	0	0	1516	0	0	1753	1749	1806	1767	1763	1854
Q Serve(g_s), s	0.0	0.0	0.0	3.1	0.0	0.0	0.0	3.3	3.3	0.5	2.7	2.7
Cycle Q Clear(g_c), s	0.2	0.0	0.0	3.7	0.0	0.0	0.0	3.3	3.3	0.5	2.7	2.7
Prop In Lane	0.76		0.18	0.51		0.49	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	558	0	0	494	0	0	481	467	483	493	853	897
V/C Ratio(X)	0.03	0.00	0.00	0.43	0.00	0.00	0.00	0.51	0.51	0.10	0.32	0.32
Avail Cap(c_a), veh/h	1276	0	0	1270	0	0	783	1260	1301	732	1301	1368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.2	0.0	0.0	10.6	0.0	0.0	0.0	8.8	8.8	5.9	4.5	4.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.9	0.8	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.0	0.0	0.0	0.0	0.7	0.7	0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	0.0	11.1	0.0	0.0	0.0	9.7	9.7	6.0	4.7	4.7
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		17			214			483			618	
Approach Delay, s/veh		9.2			11.1			9.7			4.8	
Approach LOS		A			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	12.1		10.2	0.0	18.3		10.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	20.5		20.5	5.0	21.0		20.5				
Max Q Clear Time (g_c+I1), s	2.5	5.3		2.2	0.0	4.7		5.7				
Green Ext Time (p_c), s	0.0	2.2		0.0	0.0	2.7		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				7.7								
HCM 6th LOS				A								

HCM 6th TWSC
 2: SW Myslony Street & West Truck Access

01/04/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	122	240	2	6	8
Future Vol, veh/h	4	122	240	2	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	13	13	32	32	14	14
Mvmt Flow	5	156	308	3	8	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	311	0	-	0	476 310
Stage 1	-	-	-	-	310 -
Stage 2	-	-	-	-	166 -
Critical Hdwy	4.23	-	-	-	6.54 6.34
Critical Hdwy Stg 1	-	-	-	-	5.54 -
Critical Hdwy Stg 2	-	-	-	-	5.54 -
Follow-up Hdwy	2.317	-	-	-	3.626 3.426
Pot Cap-1 Maneuver	1190	-	-	-	526 703
Stage 1	-	-	-	-	717 -
Stage 2	-	-	-	-	835 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1190	-	-	-	524 703
Mov Cap-2 Maneuver	-	-	-	-	644 -
Stage 1	-	-	-	-	714 -
Stage 2	-	-	-	-	835 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1190	-	-	-	676
HCM Lane V/C Ratio	0.004	-	-	-	0.027
HCM Control Delay (s)	8	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th AWSC
3: SW 112th Avenue & SW Myslony Street

01/04/2022

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	83	98	106	136	44
Future Vol, veh/h	45	83	98	106	136	44
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	13	13	32	32	9	9
Mvmt Flow	58	106	126	136	174	56
Number of Lanes	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	9.1	11.9	10.8
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	48%
Vol Thru, %	0%	0%	35%	52%
Vol Right, %	0%	100%	65%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	44	128	204
LT Vol	136	0	0	98
Through Vol	0	0	45	106
RT Vol	0	44	83	0
Lane Flow Rate	174	56	164	262
Geometry Grp	7	7	2	2
Degree of Util (X)	0.301	0.078	0.217	0.392
Departure Headway (Hd)	6.218	5.007	4.75	5.396
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	574	709	750	664
Service Time	3.996	2.785	2.812	3.453
HCM Lane V/C Ratio	0.303	0.079	0.219	0.395
HCM Control Delay	11.7	8.2	9.1	11.9
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.3	0.3	0.8	1.9

HCM 6th TWSC
4: SW Myslony Street & West General Access

01/04/2022

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	24	65	145	0	0	59
Future Vol, veh/h	24	65	145	0	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	13	13	32	32	0	0
Mvmt Flow	31	83	186	0	0	76

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	186	0	-	0	331
Stage 1	-	-	-	-	186
Stage 2	-	-	-	-	145
Critical Hdwy	4.23	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.317	-	-	-	3.5
Pot Cap-1 Maneuver	1325	-	-	-	668
Stage 1	-	-	-	-	851
Stage 2	-	-	-	-	887
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1325	-	-	-	651
Mov Cap-2 Maneuver	-	-	-	-	651
Stage 1	-	-	-	-	830
Stage 2	-	-	-	-	887

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1325	-	-	-	861
HCM Lane V/C Ratio	0.023	-	-	-	0.088
HCM Control Delay (s)	7.8	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 6th TWSC
 5: SW Myslony Street & East Truck Access

01/04/2022

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	10	14	35	0	0	17
Future Vol, veh/h	10	14	35	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	21	21	0	0	29	29
Mvmt Flow	13	18	45	0	0	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	45	0	-	0	89
Stage 1	-	-	-	-	45
Stage 2	-	-	-	-	44
Critical Hdwy	4.31	-	-	-	6.69
Critical Hdwy Stg 1	-	-	-	-	5.69
Critical Hdwy Stg 2	-	-	-	-	5.69
Follow-up Hdwy	2.389	-	-	-	3.761
Pot Cap-1 Maneuver	1449	-	-	-	850
Stage 1	-	-	-	-	913
Stage 2	-	-	-	-	914
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1449	-	-	-	842
Mov Cap-2 Maneuver	-	-	-	-	842
Stage 1	-	-	-	-	905
Stage 2	-	-	-	-	914

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1449	-	-	-	953
HCM Lane V/C Ratio	0.009	-	-	-	0.023
HCM Control Delay (s)	7.5	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
6: SW Myslony Street & East General Access

01/04/2022

Intersection						
Int Delay, s/veh	7.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	14	0	0	0	0	35
Future Vol, veh/h	14	0	0	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	0	0	0	0	45

























Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	37
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	36
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1635	-	-	-	981
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	992
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1635	-	-	-	970
Mov Cap-2 Maneuver	-	-	-	-	970
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	992

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1635	-	-	-	1090
HCM Lane V/C Ratio	0.011	-	-	-	0.041
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th Signalized Intersection Summary
 7: SW 124th Avenue & SW Tualatin-Sherwood Road

01/04/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	744	182	53	805	95	125	214	49	107	321	187
Future Volume (veh/h)	79	744	182	53	805	95	125	214	49	107	321	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1826	1826	1826	1856	1856	1856
Adj Flow Rate, veh/h	85	800	122	57	866	59	134	230	37	115	345	133
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	3	3	3	5	5	5	3	3	3
Cap, veh/h	247	1020	939	250	949	877	163	615	98	295	378	443
Arrive On Green	0.08	0.55	0.55	0.04	0.51	0.51	0.05	0.21	0.21	0.05	0.20	0.20
Sat Flow, veh/h	1753	1841	1557	1767	1856	1571	1739	2998	475	1767	1856	1569
Grp Volume(v), veh/h	85	800	122	57	866	59	134	132	135	115	345	133
Grp Sat Flow(s),veh/h/ln	1753	1841	1557	1767	1856	1571	1739	1735	1739	1767	1856	1569
Q Serve(g_s), s	2.4	41.1	4.1	1.8	51.3	2.1	5.8	7.8	8.1	5.6	21.8	8.0
Cycle Q Clear(g_c), s	2.4	41.1	4.1	1.8	51.3	2.1	5.8	7.8	8.1	5.6	21.8	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	247	1020	939	250	949	877	163	356	357	295	378	443
V/C Ratio(X)	0.34	0.78	0.13	0.23	0.91	0.07	0.82	0.37	0.38	0.39	0.91	0.30
Avail Cap(c_a), veh/h	263	1020	939	268	949	877	163	395	396	295	419	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	21.1	10.3	18.7	26.9	12.2	42.7	41.0	41.1	37.1	46.8	33.8
Incr Delay (d2), s/veh	0.3	6.0	0.3	0.1	8.5	0.0	25.6	0.2	0.2	0.8	21.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	17.7	1.4	0.7	22.9	0.7	2.4	3.3	3.4	2.7	12.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	27.1	10.6	18.8	35.4	12.2	68.2	41.3	41.4	37.9	68.5	33.9
LnGrp LOS	C	C	B	B	D	B	E	D	D	D	E	C
Approach Vol, veh/h		1007			982			401			593	
Approach Delay, s/veh		24.8			33.1			50.3			54.8	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	72.0	9.8	29.9	13.4	66.9	9.6	30.1				
Change Period (Y+Rc), s	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5				
Max Green Setting (Gmax), s	5.5	62.6	5.8	27.1	10.5	57.6	5.6	27.3				
Max Q Clear Time (g_c+I1), s	3.8	43.1	7.8	23.8	4.4	53.3	7.6	10.1				
Green Ext Time (p_c), s	0.0	9.1	0.0	0.5	0.0	2.9	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			36.9									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 8: SW Tualatin-Sherwood Road & SW 112th Avenue

01/04/2022



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	134	93	56	191	92	6	38	702	300	4	716	47
Future Volume (veh/h)	134	93	56	191	92	6	38	702	300	4	716	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	140	97	40	199	96	5	40	731	237	4	746	30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	4	4	4
Cap, veh/h	166	124	51	225	232	12	330	1151	1179	280	1086	1067
Arrive On Green	0.09	0.10	0.10	0.13	0.13	0.13	0.03	0.62	0.62	0.01	0.59	0.59
Sat Flow, veh/h	1753	1236	510	1739	1717	89	1781	1870	1584	1753	1841	1559
Grp Volume(v), veh/h	140	0	137	199	0	101	40	731	237	4	746	30
Grp Sat Flow(s),veh/h/ln	1753	0	1746	1739	0	1807	1781	1870	1584	1753	1841	1559
Q Serve(g_s), s	9.4	0.0	9.2	13.5	0.0	6.1	1.0	29.6	5.4	0.1	33.5	0.7
Cycle Q Clear(g_c), s	9.4	0.0	9.2	13.5	0.0	6.1	1.0	29.6	5.4	0.1	33.5	0.7
Prop In Lane	1.00		0.29	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	0	175	225	0	244	330	1151	1179	280	1086	1067
V/C Ratio(X)	0.84	0.00	0.78	0.89	0.00	0.41	0.12	0.64	0.20	0.01	0.69	0.03
Avail Cap(c_a), veh/h	196	0	393	232	0	446	357	1151	1179	351	1086	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	0.0	52.7	51.4	0.0	47.6	13.7	14.6	4.6	12.8	17.0	6.1
Incr Delay (d2), s/veh	21.5	0.0	2.9	29.3	0.0	0.4	0.0	1.6	0.2	0.0	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	4.2	7.7	0.0	2.8	0.4	11.6	1.6	0.0	13.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.0	0.0	55.6	80.7	0.0	48.0	13.8	16.2	4.8	12.8	20.5	6.1
LnGrp LOS	E	A	E	F	A	D	B	B	A	B	C	A
Approach Vol, veh/h		277			300			1008			780	
Approach Delay, s/veh		65.4			69.7			13.4			19.9	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.6	79.3	19.5	16.5	7.7	76.3	15.3	20.7				
Change Period (Y+Rc), s	4.0	5.5	4.0	4.5	4.0	5.5	4.0	4.5				
Max Green Setting (Gmax), s	5.5	53.5	16.0	27.0	5.5	53.5	13.4	29.6				
Max Q Clear Time (g_c+1), s	12.1	31.6	15.5	11.2	3.0	35.5	11.4	8.1				
Green Ext Time (p_c), s	0.0	8.2	0.0	0.3	0.0	6.6	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay				28.8								
HCM 6th LOS				C								

Memorandum

To: City of Tualatin Public Works
From: Daniel Stumpf, PE
Date: March 30, 2022
Subject: Hedges Creek Industrial Transportation Impact Study
DKS Review Comments – Comments Response



Introduction

This memorandum serves as a response to comments received from DKS & Associates, dated February 3, 2022, pertaining to the *Hedges Creek Industrial Transportation Impact Study* (TIS), dated January 6, 2022. An updated version of the TIS, dated March 30, 2022, was prepared which addresses these comments.

The following narrative describes the comments which are directly related with the analyses in the TIS and changes made to address these issues. Items related to the site plan (e.g. site access locations and spacing standards) will be addressed separate from the TIS; however, an updated version of the site plan was included in the appendix of the updated March 2022 TIS. Comments received are *italicized* and **bolded** with responses following.

TIS Comments

Comment #1

*Other things that don't impact the outcome but should be included/fixe*d:

No HCM 6th v/c calculations were included in the Appendix as stated in the text

The original version of the TIS includes intersection capacity calculations generated by TrafficWare Synchro software for each of the study intersections; however, calculations utilizing ODOT's APM methodology for determining signalized intersection v/c ratios were missing. The updated version of the TIS includes both the Synchro calculations as well as the manual calculations based on ODOT's APM in Appendix F.

Comment #2

Peak hour factor of 0.77 was assumed in future site driveway HCM analysis. This assumption needs some explanation or backup in the text since it is so much lower than a normal PHF. If the peaking characteristics of the development are high, then consideration should be made to adjusting the PHF at existing intersection, at least at the approach level.

For the proposed site access intersections along SW Myslony Street, the peak hour factors applied to these intersections were assumed to match the morning and evening peak hour factors at the nearby intersection of SW Myslony Street at SW 112th Avenue. Note that the peak hour factors of the SW Myslony Street at SW 112th

Avenue intersection are expected to increase once the proposed development is constructed. Therefore, using these lower peak hour factors at the site access intersections as well as the as at the SW Myslony Street at SW 112th Avenue intersection as part of the buildout year analysis scenarios will provide a more conservative evaluation of intersection operation and capacity.

The aforementioned narrative was included in the *Operational Analysis* section of the updated TIS.

Comment #3

They mention Myslony/124th meets signal warrants but in the appendix it only meets a "combo warrant" under warrant 1 instead of the typical Case A or Case B. This is not common. It might be worthwhile to take a deeper dive in to the volume assumptions, but it looks like the signal is already approved.

***Side note: Is there is a signal going in at 124th/Myslony, then you could sign it to allow u-turns for the Island Greens development. You could always have them pay to push the curb back to allow more U-turn space.*

The signal warrants under the "combo warrant" were based on the following guidance and standards detailed in *Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume* of the *Manual on Uniform Traffic Control Devices* (MUTCD).

Guidance:

06 The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Standard:

07 The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:

- A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and*
- B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.*

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

As described in the TIS, the "combo warrant" is projected to be met under existing year 2021 traffic conditions. For the intersection of SW Myslony Street at SW 124th Avenue, these volumes were estimated by comparing year 2019 traffic volumes at the intersection (grown to reflect year 2021 conditions by applying a two percent per year compounded growth factor over a two-year period to the intersection volumes) and comparing these to recently collected year 2021 traffic counts. Based on the difference in peak hour volumes, COVID-19



adjustment factors were calculated and applied to the intersection's recently collected 2021 peak hour volumes. These adjusted 2021 volumes were used for analysis in the preparation of the TIS. The 8th highest hour volumes described in the MUTCD were developed under the common assumption that the evening peak hour volumes are approximately 10% of the daily volumes and the 8th highest hour represents approximately 5.65% of the daily volumes. Based on these adjusted existing volumes this "combo warrant" is met.

Based on correspondence with City of Tualatin staff as well as referencing the *Four-S Corp Distribution Center TIS*, dated August 28, 2018, as part of a 2018 Tualatin Bond Issue for the SW Myslony Street extension project, the intersection of SW Myslony Street at SW 124th Avenue was approved and currently planned for installation of a traffic signal. Therefore, no mitigation as part of the proposed development is necessary

If you have any questions regarding this comment's response memorandum/TIA addendum, feel free to contact me.



Memorandum

To: City of Tualatin Public Works
From: Daniel Stumpf, PE
Date: May 18, 2022
Subject: Hedges Creek Industrial Transportation Impact Study
DKS Review Comments – Comments Response #2



Introduction

This memorandum serves as a response to a second iteration of comments received from DKS & Associates, dated April 14, 2022, pertaining to the *Hedges Creek Industrial Transportation Impact Study* (TIS), dated March 30, 2022, and the associated site plan. The following narrative describes the comments received in *bolded italics* with responses following.

TIS Comments

Comment #1

Overall, all required topics are covered in the TIS and look technically sufficient. Comments 1 and 2 have been sufficiently addressed.

No further action is necessary.

Comment #2

Regarding comment 3 on the Myslony Street/124th Avenue signal: Following a discussion with City of Tualatin staff, it was noted that the project to construct a signal at this location is not on the funded capital projects list. However, the City agrees that a signal (or a turn prohibition) would be appropriate at this location (as identified in the TIS) due to higher speeds along the 124th corridor, high truck turning movements from Myslony Street, and additional traffic (including trucks) to/from the proposed development. This signal would be creditable through the Transportation Development Tax (TDT) program. The developer will need to construct the signal and would receive TDT credits prior to occupancy.

The applicant is willing to construct a traffic signal at the intersection of SW Myslony Street at SW 124th Avenue prior to the issuance of a certificate of occupancy with the understanding that installation of the traffic signal will be TDT creditable.

Comment #3

Remaining comments are regarding the updated site plan dated April 4, 2022.

- *Driveway 1 located at the western end of the property is in an acceptable location as shown, given it can't be located any further away from nearby driveways.*

No further action is necessary

- *Driveway 2 located just east of 112th Avenue does not meet access standards (measured 130 feet edge to edge from 112th Avenue, standard is 150 feet). In addition, it is approximately 70 feet from the driveway to the east on the south side. For safety reasons it is best to avoid offset intersections in such close proximity. Left turns from offset driveways create conflicts where the drivers don't yield to opposing vehicles in the adjacent driveway. The developer should move driveway 2 to align with the southern driveway to the east, thus eliminating the offset and meeting the 150-foot required distance from 112th Avenue.*

Driveway 2 will be located to align with the southern driveway, eliminating the offset and meeting the 150-foot required distance from SW 112th Avenue. This is shown on the most recent site plan (attached for reference purposes).

- *A center turn lane appears to be provided east of 112th Avenue along the tangent section, but the width tapers from approximately 42 feet to 30 feet through the s-curve. The necessary cross-section for this street is a three-lane section. The development needs to build the center turn lane through the s-curve to the east end of the property. This will provide additional space for truck turning movements for both the property to the south and the developer's eastern driveways, as well as additional space to facilitate safe turning movements of vehicle to and from the offset intersections along the s-curve.*

The site plan has been updated such that SW Myslony Street remains approximately 42 feet in width through the S-curve to the eastern property line. The applicant will widen SW Myslony Street accordingly and stripe a center turn/two-way left-turn lane along this segment of SW Myslony Street to a standard three-lane section width.

- *Along the proposed development an easement or frontage improvement should be made for the planned Ice Age Tonquin Trail as follows: The trail should be a multi-use path from the northwest corner of 112th Avenue to the east. It would then become a normal 12-foot-wide trail with 2-foot shy distances within a public easement adjacent to the east property line, for a total of 16 feet in width. The developer shall construct the trail along their east property line to complete this segment of the Ice Age Tonquin Trail and to provide maintenance access to the public sanitary sewer line.*

The updated site plan includes the multi-use path along SW Myslony Street as well as a 12-foot-wide trail within a 15-foot easement along the east property line. The applicant will construct the improvements.

If you have any questions regarding this comment's response memorandum/TIA addendum, feel free to contact me.



NET LOT AREA:	± 914,700 sf 21.00 acres
TOTAL BUILDING AREA:	442,575 sf
BUILDING A:	148,600 sf
BUILDING B:	142,550 sf
BUILDING C:	151,425 sf

SITE COVERAGE (on NET): 48.13 %

DOCK DOOR RATIO:	
BUILDING A:	1 / 8,255 sf
BUILDING B:	1 / 5,483 sf
BUILDING C:	1 / 5,608 sf

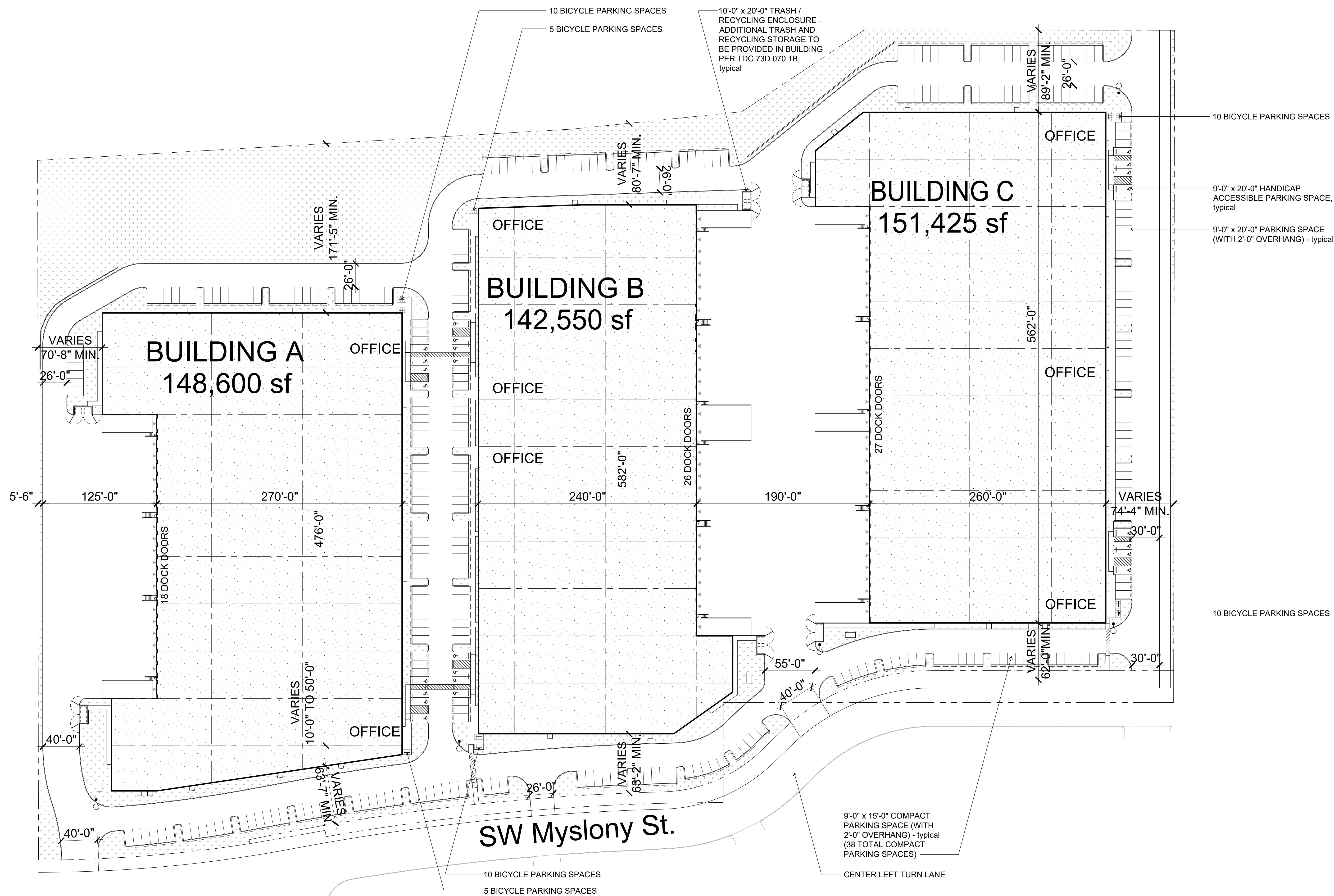
PARKING REQUIRED	308 spaces
BUILDING A:	104 spaces
WAREHOUSE (70%) at .3 per 1,000:	32 spaces
MANUFACTURING (30%) at 1.6 per 1,000:	72 spaces
BUILDING B:	99 spaces
WAREHOUSE (70%) at .3 per 1,000:	30 spaces
MANUFACTURING (30%) at 1.6 per 1,000:	69 spaces
BUILDING C:	105 spaces
WAREHOUSE (70%) at .3 per 1,000:	32 spaces
MANUFACTURING (30%) at 1.6 per 1,000:	73 spaces

PARKING PROVIDED: 335 spaces

LANDSCAPE REQUIRED: 137,205 sf (15%)

LANDSCAPE PROVIDED: 143,321 sf (15.67%)

21 April 2022 p:\2019\19500 phelan development\19500.36-walgraave property, or/new road schemes\19500.36 site plan - ar package - 04212022.dwg



PRELIMINARY SITE PLAN

21 April 2022

Hedges Creek
11345 SW Herman Road
Tualatin, Oregon

