COTTAGE GROVE
TRANSPORTATION SYSTEM PLAN UPDATE

- TECHNICAL APPENDIX

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APPENDIX A: Background Plan and Document Review

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Background Plan And Document Review

A review of past plans, maps and studies was conducted to determine key elements that would have an impact on the Transportation System Plan update process for the City of Cottage Grove. The following section summarizes key findings, and provides highlights of the relevant issues from state, county and city planning documents. This background review is useful throughout the TSP update project because it identifies how local plans fit into the larger regional context.

Other reports addressing specific area master plans or feasibility studies will be considered through the process, as appropriate, but the land development and travel forecasts done in conjunction with the TSP generally supersede these studies.

Summary

The Cottage Grove TSP update will include responses to transportation, land use, environmental, economic and social changes that have occurred in the community since the TSP was first prepared. The update will also attempt to anticipate emerging issues.

Key rules and policies found during the Plan and Document Review include the following:

- Use 2001 Oregon Transportation System Planning Guidelines for overall transportation system planning assistance.
- Document the steps of the TSP update in a matrix to demonstrate TPR compliance.
- Address new TPR requirements (OAR 660-12-0050 and -0055) that direct the amendment of local TSPs when land use plan amendments are proposed.
- Comply with State access management standards for District Highways for Highway 99 as it travels through Cottage Grove. Access spacing ranges from 400 feet to 700 feet depending on the posted speed limit.
- Follow the guidance of OHP policies related to:
    - Coordination of land use and transportation planning coordination between the City, County, and the State;
    - mobility standards of 0.85 v/c on District Highways where the posted speed limit is less than 45 mph, and 0.80 v/c where the posted speed limit is 45 mph or higher; and
    - off-system improvements, where the State may financially assist local jurisdictions in local road projects that are cost-effective improving conditions on state facilities.
- For alternative modes, recognize city walkways and bikeways (paths, sidewalks, wider shoulders) for transportation alternatives within Cottage Grove.
- Observe the Urban Growth Management Agreement (UGMA) provision that transfers county and local access roads from Lane County to the City of Cottage Grove upon annexation.
- Propose development code language that specifies the kinds of transportation facilities and activities that are permitted each of the City's land use districts, as well as corresponding, enabling policy language for the Comprehensive Plan.
- Decide how to coordinate City and County Comprehensive Plan policies regarding Urbanization, Natural Resources, and Transportation.

- Account for the transportation impacts of proposed commercial and residential development developments in the city.

The following sections summarize the key documents, plans, and regulations that were reviewed to reach the above findings. These are summarized for the State of Oregon, Lane County, and the City of Cottage Grove.

State of Oregon Planning Documents and Regulations

Oregon Transportation Plan (OTP)

The Oregon Transportation Plan (OTP) sets the general direction for transportation development statewide for the next twenty years and provides overall direction for allocating resources and coordinating modes of transportation. It provides policies to increase livability in the State of Oregon by emphasizing alternative forms of transportation to the single occupant vehicle. The plan seeks to develop public transit, rail lines, bicycling and pedestrian facilities, airports and pipelines, while also emphasizing the maintenance and improvement of highways, roads and bridges. Thus, the plan calls for a transportation system that has a modal balance, is both efficient and accessible, provides connectivity among rural and urban places and between modes, and is environmentally and financially stable. The Cottage Grove TSP currently incorporates these goals and strategies and they will be carried forward in the update.

Oregon Highway Plan (OHP)

The basic framework for the Oregon Highway Plan (OHP) is a refinement and application of the goals and policies stated in the OTP applied to the state highway system. The OHP gives policy and investment direction to large scale facility plans and TSPs, but is not intended to direct specific projects and modal alternatives.

Specific OHP policies with bearing on transportation planning and updating in Cottage Grove include the following.

- Policy 1A – State Highway Classification System

  The state highways in Cottage Grove are Interstate 5, classified as an Interstate Highway and Highway 99, designated as a District Highway.

- Policy 1B: Land Use and Transportation

  Land use and transportation planning and development need to be coordinated between state, regional, county, and city agencies.

- Policy 1F: Highway Mobility Standards

  District Highways inside UGBs where speed limit are less than 45 mph, mobility standards are 0.85 v/c. Where the speed limit is at least 45 mph, the standards are 0.80 v/c. Interstate highways should have a maximum v/c of 0.70 in non-MPO areas.

- Policy 1G: Major Improvements

  Efficiency and other management measures must be instituted before adding capacity.

- Policy 2A: Partnerships

The limited resources available for transportation planning and development should be efficiently and effectively used by coordinating the efforts of ODOT and other agencies, in this case the City of Cottage Grove.

- Policy 2B: Off-System Improvements

  The State is to provide financial assistance for local road projects when the projects are cost-effective in improving state facility conditions.

- Policy 2D: Public Involvement

  Offer opportunities for effective public involvement in transportation planning and project development.

- Policy 2F: Traffic safety

  Increase the safety of the state transportation system through engineering, education, enforcement, and emergency services.

Goal 3 (Access Management) is critical in transportation planning efforts that involve state transportation facilities. This goal is implemented through OAR 734-051, which is reviewed later in this chapter. Goal 4 (Travel Alternatives) and Goal 5 (Environmental and Scenic Resources) also apply to the TSP update, if in limited ways. Goal 5, with an aim to go beyond what is required by other state and federal regulations, calls for natural resources to be maintained and even improved by transportation planning and projects involving state facilities.

The highways of statewide importance that are specifically identified in The Highway Plan in the City of Cottage Grove include:

- Interstate 5, which is classified as a Interstate Highway and Major Freight Route with the primary objective being to provide mobility between urban areas and a secondary objective being to provide mobility for regional trips *within* a metropolitan area. The operations of this facility should be safe and efficient high-speed continuous flow. The maximum volume to capacity ratios for peak hour operating conditions is 0.70.
- Goshen-Divide Highway (OR 99), which is classified as a District Highway. This facility functions as a city arterial or collector. In urban areas, such as the City of Cottage Grove, this facility should provide moderate to low-speed operation for traffic flow to allow for significant pedestrian and bicycle movements. Mobility is to be balanced with local access. The maximum volume to capacity ratios for peak hour operating conditions varies from 0.85 to 0.80, depending on posted speed limits.

Oregon Public Transportation Plan

The Oregon Public Transportation Plan develops transit, rideshare and transportation demand management services as well as implementing the public transportation system envisioned in the OTP. The plan describes the roles and responsibilities of key players, provides a financial investment strategy and identifies both short and long term implementation steps. The plan provides minimum levels of service standards for public transportation operations. These criteria include peak and off-peak frequencies, vehicle maintenance programs and replacement schedules, intermodal connections and ridesharing. The Cottage Grove TSP update will incorporate all relevant aspects of this plan.

Oregon Bicycle and Pedestrian Plan

The provision of safe and accessible bicycling and walking facilities in an effort to encourage increased levels of bicycling and walking is the goal of the Oregon Bicycle and Pedestrian Plan. The Plan provides actions that will assist local jurisdictions understand the principals and policies that ODOT follows in providing bike and walkways along state highways. In order to reach the plan's objectives, the strategies for system design are outlined, including:

- Providing bikeway and walkway systems that are integrated with other transportation systems.
- Providing a safe and accessible biking and walking environment.
- Development of education programs that improve bicycle and pedestrian safety.

The document includes two sections, including the Policy & Action Plan and the Bikeway & Walkway Planning Design, Maintenance & Safety. The first section contains background information, legal mandates and current conditions, goals, actions and implementation strategies ODOT proposes to improve bicycle and pedestrian transportation. The second section assist ODOT, cities and counties in designing, constructing and maintaining pedestrian and bicycle facilities. Design standards are recommended and information on safety is provided.

The Cottage Grove TSP update will address design standards for all bicycling and pedestrian facilities located in the City of Cottage Grove in accordance with the Oregon Bicycle and Pedestrian Plan. Additionally, needs assessment and possible alignment alternatives will be based on the goals espoused in the Policy and Action section of the Oregon Bicycle and Pedestrian Plan.

Oregon Aviation Plan

The Oregon Aviation Plan establishes five categories of airports based in their functional roles and provides a statewide perspective relating to airport planning decisions while further refining the goals and policies of the OTP. The Plan provides both forecasts and inventories for the public access airports in the state, with key issues being that :

- Local governments own most airports.
- The federal government owns most of the navigational system.
- The FFA determines funding levels and prioritization of expenditures.

With over 70 core system public use airports in the state of Oregon (there are 97 total public use airports in the state), the Cottage Grove State Airport-Jim Wright Field is classified as a Category 4 – Community General airport, used to accommodate general aviation users and local business activities. The Cottage Grove TSP update will consider the findings from the Oregon Aviation Plan in assessing the air transport mode for Cottage Grove and incorporate findings and suggestions from the plan in the air modal plan.

Oregon Rail Plan

This plan serves as a combination of the State's rail planning, freight rail and passenger rail systems and contains three elements:

- Summary of the state's goals and objectives related to passenger and freight rail.

- Quantify and measure the state's performance to-date.
- Identifies projected costs, revenues and investment needs for rail transportation of people and goods.

The plan also establishes a system of integration between freight and passenger elements into the land use and transportation planning processes and calls for cooperation between state, regional and local jurisdictions in completing the plan. The Cottage Grove TSP update will incorporate the recommendations of the Oregon Rail Plan in the rail modal plan, as well as consider the implications of recommendations to other modal projects in the City.

Oregon Statewide Planning Goals (OAR 660-015)

The Oregon Statewide Planning Goals provide a foundation for expressing state policy on land use planning. The 19 goals for land use planning in the state are to be achieved through local comprehensive planning. Local comprehensive plans must be consistent with the Statewide Planning Goals.

The Transportation goal (Goal 12) is a safe, convenient, multimodal and economic transportation system. Consideration of local and regional economies, social consequences, environmental impacts, energy, the needs of transportation disadvantaged, and over reliance on a single mode should be included in local plans. Guidelines for planning and implementation are included to support the Statewide Planning Goals.

Oregon Transportation Planning Rule (TPR) (OAR 660-012)

The State of Oregon adopted 19 statewide planning goals that must be implemented in a comprehensive plan for each city (with a population over 2,500 individuals) and county in the state. In addition to identifying how land, air and water resources of each specific jurisdiction will be utilized, a review and needs analysis must be completed for improving public facilities.

One of the 19 goals is the Transportation Planning Rule (Goal 12). To comply with this rule, Cottage Grove must adopt a Transportation System Plan (TSP) that complies with the State TSP. The overarching goals to be accomplished by the TPR are to:

- Reduce dependence on the automobile and the number of people driving alone.
- Establish a stronger connection between land use and transportation planning.

Local TSPs are expected to examine possible land use solutions to transportation problems and identify multi-modal, system management and demand management strategies to address transportation needs. This entails the development of modal plans, including pedestrian, bicycle, motor vehicle and transit. These plans must strive to provide a integrated transportation network and include an inventory of current infrastructure, provide a gap analysis and identify how these gaps are going to be filled. The areas of analysis addressed in the TPR for a transportation system plan include:

- Roadway capacity and level of service
- Transit capacity and capacity utilization
- Bicycle and pedestrian system capacity
- Adjustment of turning movement volumes produced by travel demand forecasting models

- Estimation of future transportation needs (person travel), reflecting:
  - Population and employment forecasts consistent with comprehensive plans
  - Measures to reduce reliance on the automobile
  - Increased residential, commercial and retail development densities
  - Location of neighborhood shopping centers near residential areas
  - Better balance between jobs and housing
  - Maximum parking limits for office and institutional developments
  - Appropriate levels of transportation facilities to serve land uses identified in transportation plans
  - Increases in average automobile occupancy
  - Increases in modal shares of non-automobile modes
  - TDM programs
  - Land use and subdivision regulation
- Estimation of future goods movement
- Access management

These strategies were incorporated into the adopted TSP and will be carried forward in the update.

The Oregon Land Conservation and Development Commission adopted amendments to sections of the TPR – OAR 660-12-0050 and -0055 – in 2005. The amendments clarify planning requirements for amending local TSPs when land use plan amendments are proposed. The TSP update should reflect this new rule requirement.

Oregon Access Management Rule (OAR 734-051)

The purpose of Oregon's Access Management Rule is to control the issuing of permits for access to state highways, state highway rights of way and other properties under the State's jurisdiction. In addition, the ability to close existing approaches, set spacing standards and establish a formal appeals process in relation to access issues is also identified.

These rules enable the State to set policy and direct location and spacing of intersections and approaches on state highways, ensuring the relevance of the functional classification system and preserving the efficient operation of state routes. Regulating access can:

- Protect resource lands
- Preserve highway capacity
- Ensure safety for segments of state routes with sharp curves, steep grades or obstructed sight distance.

The access management standards adopted by ODOT are summarized in the table below.

Table 1: ODOT Access Management Standards

	Posted Speed (MPH)				
Facility	***>55***	***50***	***40,45***	***30,35***	***<20***
Statewide Highway (feet)	1320	1100	990	770	550
Regional Highway (feet)	990	830	750	600	450
District Highway (feet)	700	550	500	400	400

These standards will be used in the TSP update to establish a connectivity plan, verify access spacing for any proposed highway interchanges and analyze current access conditions on congested state highways. The TSP update will work towards compliance with these standards on existing roadways where they are currently unmet. The standards will be applied to all rights of way under the State's jurisdiction in the City of Cottage Grove.

Sustainability and Quality Development Executive Orders

Executive Orders related to sustainability have been issued in support of the Oregon Sustainability Act in 2000, 2003, and 2006. The 2000 Executive Order (EO-00-07) identified the goals and guidelines for sustainability in Oregon and adopted sustainability practices in state government operations. The 2003 Executive Order (EO-03-03) established sustainability planning within state agencies consistent with the goals identified in the Oregon Sustainability Act. Executive Order 06-02 supersedes the prior Executive Orders and identifies the roles of state agencies in carrying out sustainability goals.

Executive Order (EO-00-23) identifies objectives and implementation policy for quality development. Quality development objectives included mixed use development which encourages walking, biking, and transit use.

State Transportation Improvement Program (STIP)

The current adopted (2006-2009) Statewide Transportation Improvement Program (STIP) serves as ODOT's short term capital improvement program and provides funding and scheduling information for transportation projects for both ODOT and the metropolitan planning organizations in the state. Projects funded in the STIP reflect and advance the Oregon Transportation Plan for highways, public transportation, freight and passenger rail and bicycle and pedestrian facilities. Additionally, monies obtained from the sale of state bonds authorized in the 2003 Oregon Transportation Investment Act (OTIA III) and placed in the STIP coffers have been dedicated to modernization, bridge and pavement preservation projects. Therefore, many of the projects in the 2006-2009 STIP are preservation oriented.

The following projects will have an impact on the Cottage Grove transportation system:

- Replacement and repair of the I-5 bridges south of Cottage Grove from milepoint 172.2 to milepoint 174.4. (total cost $13.6 million). (Key Number 13539)
- Replacement and repair of I-5 bridges through and north of Cottage Grove from milepoint 174.7 to 185.5 (total cost $15.3 million). (Key Number 14053)

- Construction of a turn lane on Gateway Boulevard in Cottage Grove. (total cost over $110,000). (Key Number 14072)

Lane County Planning Documents

Transportation System Plan (TSP)

The Lane County TSP (2004) provides a framework for addressing the transportation needs of Lane County over the next 20 years, and works within the framework provided by the related state, regional and local plans. The plan was created through an extensive citizen involvement process and represents the vision and goals of the community. The purpose of the plan is to facilitate multi-modal transportation needs of County citizens with coordination between transportation system improvements and land use requirements.

The plan defines goals and policies, identifies transportation system facilities in the county and suggests recommended improvements. Recommended improvements are based on county profiles, trends, and a detailed needs assessment.

Lane County projects identified in the TSP include projects from the TSP needs assessment, the 2003-2007 Lane County Capital Improvement Plan (CIP), and City TSPs. The following projects identified in the 20-year TSP project list will have an impact on the Cottage Grove transportation system:

- Widening and guardrail upgrade on Bennett Creek Road between North River road and the bridge at the UGB (total cost $270,000)
- Bicycle and pedestrian facilities on the Cottage Grove – Lorane Highway from the city limit to Gowdyville Road (total cost $90,000).
- Bicycle and pedestrian facilities on Latham Road between Highway 99 and London Road. (total cost $100,000).
- Upgrade on North River Road between Highway 99 and Bennett Creek Road (total cost $430,000).
- Upgrade to a three-lane facility with bike lanes on Row River Road between the Cottage Grove UGB and Row River. (total cost $900,000).
- Upgrade and realignment of South River Road from Highway 99 to city limit (total cost $660,000).
- Upgrade of Sweet Lane to urban standards from Highway 99 to Talemena Drive (total cost $570,000).
- Addition of curb, gutter and sidewalks to Thornton Lane from Row River Road to ECM gate (total cost $220,000).

Capital Improvement Plan (CIP)

The capital improvement plan implements the goals and policies that have been adopted into the Lane County Transportation System Plan. The CIP is a 5-year plan for capital improvements which lists specific projects and includes a financial plan. The Lane County CIP is updated annually. The current adopted 2006-2010 CIP is an update from the 2003 to 2007 plan referenced

in the Lane County TSP. No Cottage Grove area projects are included in the current 5-Year Program.

City of Cottage Grove Documents

Comprehensive Plan

The Cottage Grove Comprehensive Plan provides a framework for future development by presenting goals and policies in a wide array of subjects related to development, including urbanization, land use, housing, natural and cultural resources, environmental quality, public facilities and services, energy and transportation.

Public involvement policies require public hearings and opportunities for citizen participation during the consideration of amendments to the City's Comprehensive Plan, a requirement that adoption of an updated TSP will trigger. Natural resource policies protect habitat and natural systems around the city, the most sensitive areas being associated with the city's rivers and streams. Transportation planning and projects should minimize impacts to these resources as well as minimize degradation of air, water, and general environmental quality, and avoid areas of natural hazards.

Although not addressed by the current plan, the Comprehensive Plan should include policy that enables the establishment of the types of transportation facilities and activities permitted in each of the City's land use districts.

Transportation System Plan (TSP)

The adopted 1998 Cottage Grove TSP was developed to provide an extensive review of the transportation system, evaluate deficiencies in the system and plan for future improvements for the area through the year 2015. A key objective of this plan was to achieve a balanced, safe transportation system that meets the needs of all modes of travel, including pedestrians, bicycles, transit, motor vehicles and other modes (e.g. rail, air). The TSP outlines the City's goals for developing its transportation facilities to meet short and long term needs.

Existing conditions were assessed and future needs through 2015 were determined based on growth assumptions. A master plan for each travel mode was recommended to meet the city's goals and local performance standards. A project list for each travel mode was prepared including estimated costs. The TSP also provides funding strategies. The TSP update will consider and incorporate all findings and projects from the adopted TSP that are still relevant in addition to incorporating new projects.

Zoning Code

The City of Cottage Grove Zoning Code specifies zoning and land use including permitted uses, conditional uses, standards and exceptions. The goal of zoning and development codes is to promote general welfare and to implement the Comprehensive Plan for the city. The following zoning designations are made in the City Code:

- Suburban Residential (RS)
- Single-Family Residential (R-1)
- Medium Density Multi-Family Residential (R-2)
- High Density Multi-Family Residential (R-3)

- Manufactured Home Subdivision (MHS)
- Mobile Home Park (MHP)
- Residential Professional (RP1 & RP2)
- Parks and Recreation (PR)
- Neighborhood Commercial (C-1)
- Central Business (C-2)
- Community Commercial (C-2P)
- Commercial Tourist (CT & CT/L)
- Medical Park (MP)
- Light Industrial (M-1)
- Heavy Industrial (M-2)
- Historic Preservation (HP)
- Planned Unit Development (PUD)
- Mixed Use Master Plan (MUM)

The zoning code establishes permitted uses and design standards for each of these zones. Parking and loading requirements as well as signage standards are included.

The City's code does not indicate whether transportation improvement and maintenance projects are allowed in its zoning districts. In order to comply with the TPR, the City's code must specify what kinds of transportation facilities and activities are permitted in each district. Enabling policy for this code language must be established in the City's Comprehensive Plan. The Development Code Update Project, a comprehensive review of the zoning code, should ensure that the code is in compliance with the TPR.

Buildable Lands Analysis (BLA)

The 2005 Cottage Grove Buildable Lands Analysis (BLA) Update identifies available land for growth over a 20 year planning horizon. Land available for development is classified as infill, redevelopment, or vacant. The 2005 BLA Update provides new information that has become available since the 2001 BLA. Population forecasts and employment trends are used to arrive at forecasted land needs. These forecasts provide the City with valuable information to aid in development of economic goals and policies to assist in shaping the community by attracting desirable commercial and industrial businesses and in providing a range of housing options.

Downtown Revitalization & Refinement Plan

The Cottage Grove Downtown Revitalization and Refinement Plan (DRRP) addresses key transportation issues in the city with the goal of improving pedestrian and bicycle travel while enhancing the safety, function, aesthetics and historical character of downtown Cottage Grove. The DRRP is focused on traffic and safety analysis in the area surrounding the Main Street intersections with OR 99 and 10th street. Components of the DRRP include:

- Multimodal planning of the area surrounding the Main Street intersections
- Streetscape Improvements along Main Street
- Intersection design plans including safety, functionality, and access considerations
- Code recommendations for implementation of DRRP goals

- Construction cost estimates and potential funding sources

Bikeway Master Plan

The 1993 City of Cottage Grove Bikeway Master Plan provides guidance for future bikeway improvements in the City of Cottage Grove. The Plan recognizes the relevant agency plans to bikeways in the City, identifies the existing bicycle and pedestrian system, and includes a list of proposed improvements. Safety, construction, and maintenance issues related to bikeways in Cottage Grove are discussed. Implementation of specific projects and funding sources are included in the Plan as well.

Major Development Plans

As the City of Cottage Grove continues to grow, developments will need to be effectively integrated into the city's transportation network to accommodate the changing travel patterns in the area without adverse impacts on the community. Several plans for major developments are currently planned for Cottage Growth including:

- *Cottage Grove Wal-Mart Expansion* - An April 2006 Traffic Impact Study (TIS) was conducted to address the trip making impacts of expanding the Wal-Mart on Row River Road to over 160,000 square feet . The proposed project would require modification of the City's Zoning Code to allow for larger buildings and additional parking. The TIS estimates 91 new PM peak hour vehicular trips resulting from the development.
- *Sunrise Ride Subdivision* – A residential development of approximately 57 acres is planned west of "M" Street and north of Birch Avenue. The subdivision would have 250 residential units.
- *Madonna Project* – A mixed-use development made up of commercial and residential land uses is planned along OR 99, south of East Harrison Avenue.

An additional residential subdivision of 200 units is proposed on Mt.David, east of Sunrise Ride.

The TSP update will consider these potential developments and any resulting changes to the roadway network in all relevant analyses.

Environmental Inventories

Natural resources and environmental considerations in Cottage Grove must be considered when developing transportation plans. The following sources provide information relevant to transportation system planning in the City of Cottage Grove:

- *National Wetlands Inventory* – A map of Cottage Grove wetlands depicts the location of rivers, streams, wetland areas and water infrastructure facilities in Cottage Grove. Any adverse transportation related impacts that may compromise the water quality or wetland resources in the City of Cottage Grove will be identified in the TSP Update.
- *Critical Facilities Inventory* - This list identifies facilities that are important to the cultural, natural, and functional characteristics of the City of Cottage Grove. Any related transportation plans will include consideration for these facilities.

- *Earthquake Hazard Zones* – This map indicates the location of low, intermediate, and high earthquake hazard zones. High risk zones should generally be avoided for critical transportation infrastructure.
- *Natural Hazards Map* – This map identifies Debris-Flow Hazards Areas, Floodway Areas and the 100-Year Flood Zone in Cottage Grove. Consideration for these natural hazards will be included in transportation plans.
- *Greenway Map* – This map identifies the location of the Willamette Greenway in the City of Cottage Grove. Along the Greenway, open space, public access, vegetation, and scenic views should considered when planning new developments or transportation infrastructure.

APPENDIX B: DHV Development Memo

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TRANSPORTATION SOLUTIONS

MEMORANDUM

DATE: July 2006

TO: Terri Harding, ODOT Region 2
Dorothy Upton, ODOT Transportation Planning Analysis Unit

FROM: Mat Dolata

SUBJECT: **Revised** Cottage Grove 30th HV Methodology

P06097-000-000

The purpose of this memorandum is to summarize the revised methodology used to identify key factors used in calculating the 30th highest annual hour of traffic (30th HV) on Cottage Grove roadways. The 30th HV, after traffic balancing between intersections, will be used for traffic analysis of study intersections for the Cottage Grove TSP Update.

Peak Hour

Upon examining each study intersection's peak hour of travel, an area-wide peak hour was chosen for most study intersections. Since all but three of the traffic counts were taken on an hourly increment, the choice for peak hours was limited to one-hour increments beginning at the top of the hour (i.e. 4:15-5:15 could not be chosen). A few intersections (OR99 @ Harrison and OR 99 @ South River Road) had an earlier peak hour from 3 to 4 pm, and others (such as Main Street and River Road) had later peaks, however the most common peak hour in Cottage Grove was 4 to 5 pm. Therefore, 4 to 5 pm was selected as the study area peak hour for traffic analysis purposes for most study intersections.

One sub-area (along the southern portion of the Goshen Divide Highway corridor in Cottage Grove) had an earlier peak that required a different peak hour to be selected. Along this segment of the Goshen Divide Highway, 3 to 4 pm was chosen as the peak hour at four study intersections (at Main Street, 6th Street, 4th Street, and South River Road) to better reflect peak hour traffic operations.

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Peak Hour Factors

Traffic counts could not be used as the basis for peak hour factor (PHF) determination at most study intersections because all but three of the counts were taken on an hourly increment, without data available in 15-minute intervals. ODOT methodology (Analysis Procedures Manual, April 2006, pg. 5-6) recommends using a PHF of 0.92 for urban areas and 0.88 for rural areas when traffic counts are not available in 15-minute intervals. The three study intersections that included 15-minute intervals indicate that a PHF of 0.94 (OR99 @ Woodson Place), 0.92 (OR99 @ Main Street) or 0.87 (OR99 @ 6th Street) should be chosen. Actual PHFs based on counts are used at these three study intersections. For other intersections where 15-minute interval traffic counts are not available, a PHF of 0.92 is chosen, as this is both the ODOT recommended PHF for urban areas and the approximate average of the three 15-minute interval traffic counts in the study area.

Seasonal Factor

The closest 2005 ATR (ATR # 20-020) is located 4 miles south of Cottage Grove on I-5 and has an ADT of approximately 24,000, which is significantly more than Goshen-Divide Highway's ADT through Cottage Grove (approximately 9,500). Therefore this ATR is not used along the Goshen Divide Highway study intersections. However, the seasonal factor for this ATR is applied to study intersections located at the I-5 interchanges in Cottage Grove (I-5 southbound ramps at the Cottage Grove Connector and Gateway Boulevard, and I-5 northbound ramps at Row River Road, and the ramp intersections at South 6th Street).

For Goshen Divide Highway intersections and other non-I-5 intersection in Cottage Grove, a different method is necessary due to the large difference in ADT. Other nearby highway ATRs such as ATR # 22-012 at OR-99E south of Halsey (ADT ~ 3300) and ATR #20-005 at OR 126 (Florence-Eugene Highway) west of Elmira (ADT ~ 6400) also indicate volumes differing significantly from the Goshen-Divide Highway. Therefore, using a seasonal factor based on these ATR's was not pursued further.

TPAU's methodology for calculating seasonal factors where ATR is not directly available (ATR Characteristic Table Method) was utilized. An ATR with similar seasonal characteristics was researched in ODOT's 2004 ATR Characteristic Table. The seasonal traffic trend was assumed to be "commuter", rather than "coastal", "summer", or "interstate" based on the characteristics of the City and its proximity to the Eugene/Springfield area. The area type was considered to be "small urban", since "urban fringe" commuter highways tended to have much larger ADTs. The only "weekday", "small urban" and "commuter" ATR with ADT within 10% of the Goshen-Divide Highway in Cottage Grove was Highway 99E South of Woodburn (ATR 24-001). Therefore, this ATR is used to calculate the seasonal factor for the Goshen-Divide Highway intersection volumes as well as other intersections within Cottage Grove, excluding the intersections located off the I-5 interchanges.

Annual Growth Factor

By examining the change in traffic volume from 2003 to 2024, as listed in ODOT's 2024 Future Volume table for locations listed on the Goshen-Divide Highway through the Cottage Grove city limits, the annual growth rate was calculated (assuming linear growth). Volumes with r-squared values under 0.5 are discarded, leaving three entries which were averaged. Using this method, an estimated annual growth factor of 1.07% was calculated.

Study Intersection Operational Analysis Background Data

Intersection	Count Month	Seasonal Adjustment	Count Year	Annual Growth Rate	PHF Measured	PHF Applied	Peak Hour
Signalized Intersections							
I-5 SB Ramp/Cottage Grove Connector	October	1.28	2005	1.07%	-	0.92	4-5 PM
I-5 NB Ramp/Row River Road	October	1.28	2005	1.07%	-	0.92	4-5 PM
OR 99/Woodson Place	January	1.25	2004	1.07%	0.94	0.94	4-5 PM
OR 99/Main Street	January	1.25	2004	1.07%	0.92	0.92	3-4 PM
OR 99/6th Street	March	1.12	2004	1.07%	0.87	0.87	3-4 PM
OR 99/4th Street	October	1.09	2005	1.07%	-	0.92	3-4 PM
Main Street/River Road	October	1.09	2005	1.07%	-	0.92	4-5 PM
Main Street/16th Street	February	1.17	2006	1.07%	-	0.92	4-5 PM
Main Street/Gateway Boulevard	February	1.17	2006	1.07%	-	0.92	4-5 PM
Unsignalized Intersections							4-5 PM
OR 99/River Road	October	1.09	2005	1.07%	-	0.92	3-4 PM
Harrison Avenue/River Road*	October	1.09	2005	1.07%	-	0.92	4-5 PM
Main Street/R Street	October	1.09	2005	1.07%	-	0.92	4-5 PM
Monroe Avenue/10th Street	October	1.09	2005	1.07%	-	0.92	4-5 PM
Taylor Avenue/8th Street*	October	1.09	2005	1.07%	-	0.92	4-5 PM
I-5/6th Street (southbound off ramp)	October	1.28	2005	1.07%	-	0.92	4-5 PM
I-5 NB OFF Ramp (Southbound Right) /Row River Road	October	1.28	2005	1.07%	-	0.92	4-5 PM
OR 99/Cottage Grove Connecter (OR 99 northbound & southbound)	October	1.09	2005	1.07%	-	0.92	4-5 PM
OR 99/Cottage Grove Connecter (CGC northbound right turn)	October	1.09	2005	1.07%	-	0.92	4-5 PM
OR 99/Cottage Grove Connecter (OR 99 easbound left turn)	October	1.09	2005	0.0107	-	0.92	4-5 PM

CGC

99

NORTH

			193		168			-381						
			v		^			-47%						
			0	154	39									
0	<	0				66	<	422	<<	803	<	439	<<	415
0		0				0				389		261		495
0	>	0				356	>	567	>>	496	>	795	>>	813
			0	102	528					85		125		
			v		^			-13%						
			510		630			-71						

I5 SB

			954		142			24						
			v		^			6%						
			455	283	216									
803	<	22				53	<	439	<<	415	<	318		
389		261								495				
496	>	85				125	>	795	>>	813	>			
			87	67	190									
			v		^			2%						
			493		344			18						

I5 NB

			131		548									
			v		^									
			70		61									
415	<	318				230	<	575						
495						345								
813	>						>	556						
			v		^									
			0		0									

UNBALANCED VOLUMES

99 - North Section

CGC

NORTH

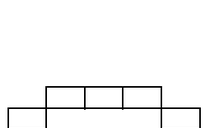
			422		567			23						
			v		^			4%						
			66	0	356									
168	<	39				528	<	630	<<	607	<	455	<<	511
154		102								595		428		189
193	>	0				0	>	510	>>	838	>	618	>>	543
			0	0	0					243		27		64
			v		^			64%		179	0	23		73
			0		0			328		v		^		v
										270		202		302

Woodson

			0		0			-56						
			v		^			-11%						
			0	0	0									
607	<	0				0	<	455	<<	511	<	189		
595		428								290				
838	>	243				27	>	618	>>	543	>	64		
			179	0	23					73	275	19		
			v		^			-12%		v		^		
			270		202			-75		302		367		

Main

			644		761									
			v		^									
			163	209	272									
511	<	189				297	<	601						
290		275												
543	>	64				29	>	581						
			73	275	19									
			v		^									
			302		367									



99 - South Section

NORTH

Main

			644		761			154						
			v		^			34%						
			163	209	272									
511	<	189				297	<	601	<<	447	<	356	<<	332
290		275								342		355		204
543	>	64				29	>	581	>>	456	>	377	>>	355
			73	275	19					2		0		85
			v		^			-22%		v		^		v
			302		367			-125		83		80		159

6th

			184		169			24						
			v		^			7%						
			89	81	14									
447	<	112				1	<	356	<<	332	<	66		
342		355								204				
456	>	2				0	>	377	>>	355	>	85		
			3	56	21					105	45	7		
			v		^			-6%		v		^		v
			83		80			-22		159		157		60

4th

			143		153			-22						
			v		^			-9%						
			47	68	28									
332	<	66				42	<	228	<<	250	<	0		
204		180								212				
355	>	85				6	>	239	>>	235	>	23		
			105	45	7									
			v		^			-2%						
			159		157			-4						

S.River

			0		0			29						
			v		^			15%						
			0	0	0									
250	<	0				0	<	220	<<					
212		183												
235	>	23				37	>	266	>>					
			67	0	54									
			v		^			-48%						
			60		121			-127						

Main

NORTH

R

			0		0			-89						
			v		^			-27%						
191	<	0				0	<	239	<<	328	<	214	<<	302
126		177								174		186		275
139	>	13				62	>	189	>>	251	>	261	>>	367
			14	0	63					9		2		19
			v		^			33%		v		^		v
			75		77			62		83		106		581

River

			236		135			-88						
			v		^			-29%						
			129	72	35									
328	<	68				26	<	214	<<	302	<	73		
174		186								275				
251	>	9				2	>	261	>>	367	>	19		
			13	41	52					163		272		
			v		^			41%		v		^		v
			83		106			106		581		601		761

99

			543		511			75						
			v		^			13%						
			64	290	189									
644	<	163				209	<	569						
515		490												
761	>	272				297	>	567						
			29	275	297									
			v		^			-25%						
			581		601			-194						

16th

			177		146			49						
			v		^			9%						
			63	37	77									
569	<	25				102	<	596	<<	547	<	233		
27		515				490				632		8		
567	>	27				4	>	601	>>					
			16	19	9									
			v		^			5%						
			68		44			31						

Gateway

			288		306									
			v		^									
			174	91	23									
547	<	233				19	<							
391		365												
632	>	8				105	>							
			8	54	83									
			v		^									
			204		145									

Harrison

River

NORTH

			103		83			-20						
			v		^			-13%						
			30	59	14									
111	<	15				28	<	139	<<	159	<	105		
56		75								45				
82	>	11				36	>	96	>>	157	>	7		
			6	40	26					6	180	42		
			v		^			64%		v		^		v
			106		72			61		239		228		153

99

			355		332			143						
			v		^			#DIV/0!						
			85	204	66									
159	<	105				47	<	143	<<	0				
45		68												
157	>	7				28	>	153	>>	0				
			6	180	42									
			v		^			-100%						
			239		228			-153						

CGC

BALANCED VOLUMES

	99									I5 SB									I5 NB						
NORTH	193		178			-30				771		142			0				136		548				
	v		^			-5%				v		^			0%				v		^				
		0	154	39							272	283	216							75		61			
0 <	0				76	<	562	<<	592 <	22				53	<	420 <<	420 <	318				230	<	575	
	0				0					399				242				495				345			
0 >	0				486	>	527	>>	506 >	85				125	>	805 >>	813 >						>	556	
		0	102	488							78	67	190												
	v		^			-4%				v		^			1%				v		^				
	640		590			-21				493		335			8				0		0				

99 - North Section

	CGC									Woodson									Main						
NORTH	562		527			-17				0		0			-13				614		706				
	v		^			-3%				v		^			-3%				v		^				
		76	0	486							0	0	0							163	209	242			
178 <	39				488	<	590	<<	607 <	0				0	<	455 <<	468 <	184				247	<	505	
	154				102					460				428				250				232			
193 >	0				0	>	640	>>	673 >	213				27	>	483 >>	493 >	59				26	>	511	
		0	0	0							179	0	23							73	275	19			
	v		^			5%				v		^			2%				v		^				
	0		0			33				240		202			10				294		367				

99 - South Section

distance far enough and built up enough to explain difference

	Main									6th									4th									S.River					
NORTH	614		706			37				195		179			18				143		153			2				0		0			
	v		^			8%				v		^			5%				v		^			1%				v		^			
		163	209	242							100	81	14							47	68	28							0	0	0			
468 <	184				247	<	505	<<	468 <	122				1	<	366 <<	348 <	66				42	<	252	<<	250 <	0				0	<	220
	250				232					352				365				224				204					227				183		
493 >	59				26	>	511	>>	476 >	2				0	>	387 >>	375 >	85				6	>	259	>>	250 >	23				37	>	281
		73	275	19							3	56	21							97	45	7							67	0	54			
	v		^			-7%				v		^			-3%				v		^			-3%				v		^			
	294		367			-35				83		80			-12				159		149			-9				60		121			

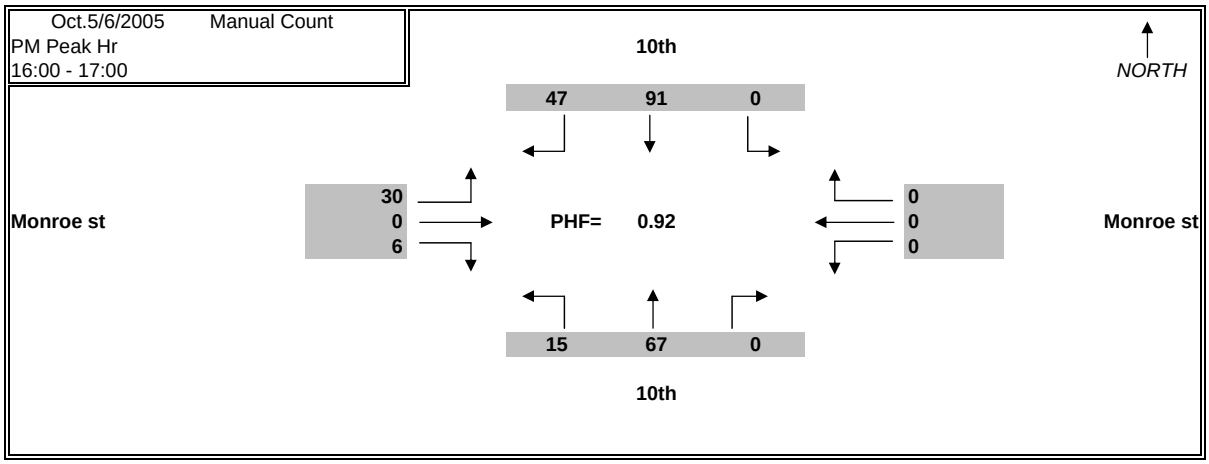
Main

distance far enough and built up enough to explain difference

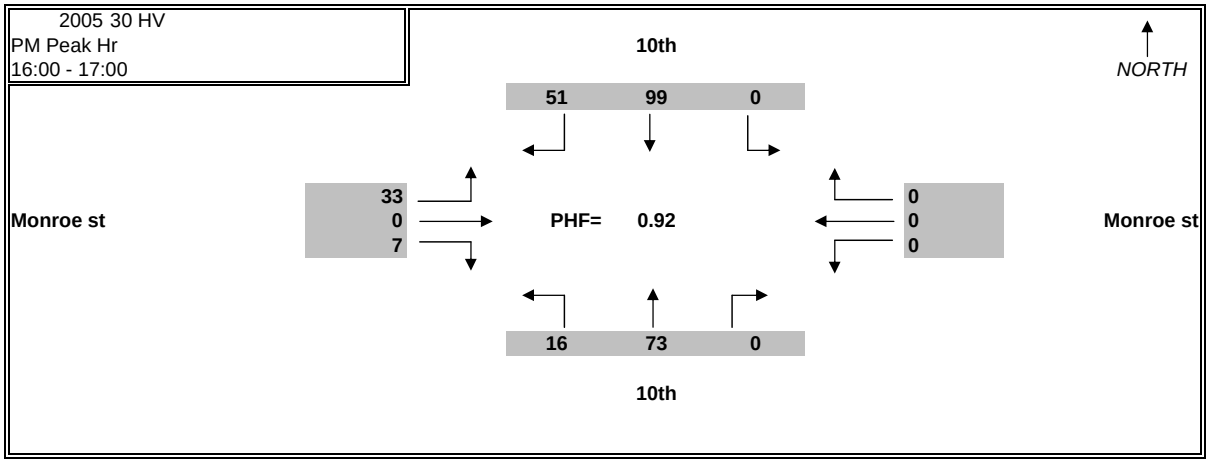
	R									River									99									16th									Gateway						
NORTH	0		0			-124				246		145			-15				493		468			45				177		146			24				298		306				
	v		^			-33%				v		^			-5%				v		^			8%				v		^			4%				v		^				
											129	72	45							59	250	184							63	37	77							184	91	23			
201 <	0				0	<	254	<<	378 <	68				36	<	279 <<	294 <	73				163	<	614	<<	569 <	25				102	<	596 <<	572 <	233				19	<		
	126				187					224				236				275				209					567				490				391				380			
139 >	13				67	>	189	>>	301 >	9				7	>	336 >>	367 >	19				242	>	706	>>	619 >	27				4	>	653 >>	632 >	8				105	>		
		14	0	63							13	41	67							26	232	247							16	19	9							8	54	83			
	v		^			59%				v		^			9%				v		^			-12%				v		^			-3%				v		^				
	80		77			112				88		121			31				511		505			-87				68		44			-21				204		145				

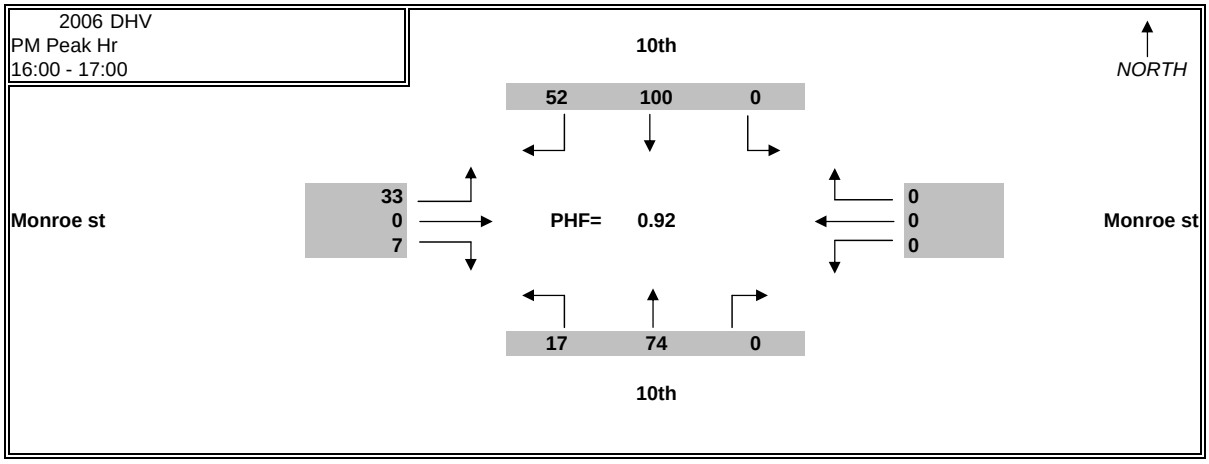
Harrison

	River									99																																	
NORTH	110		88			-7				375		348																															
	v		^			-4%				v		^																															
		30	59	21							85	224	66																														
116 <	15				33	<	152	<<	159 <	97				47	<	143																											
	83				80					45				68																													
109 >	11				39	>	143	>>	149 >	7				28	>	153																											
		6	40	39							6	204	42																														
	v		^			4%				v		^																															
	109		85			6				259		252																															



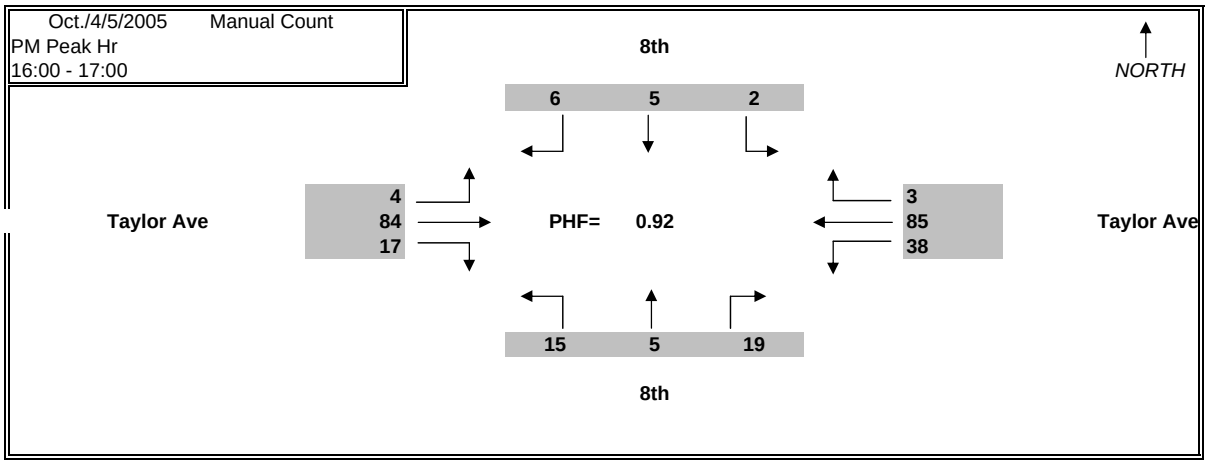
Seasonal Factor = 1.09



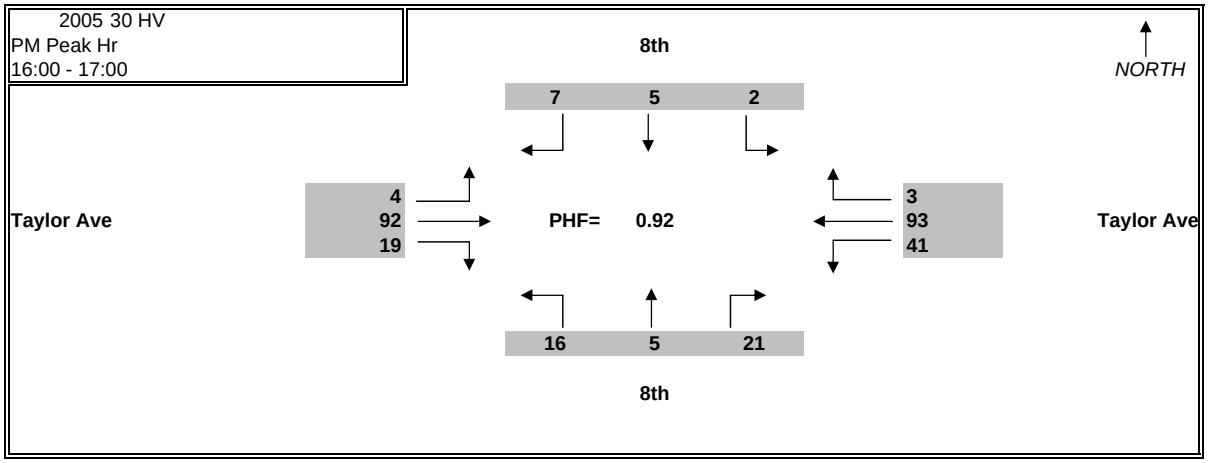


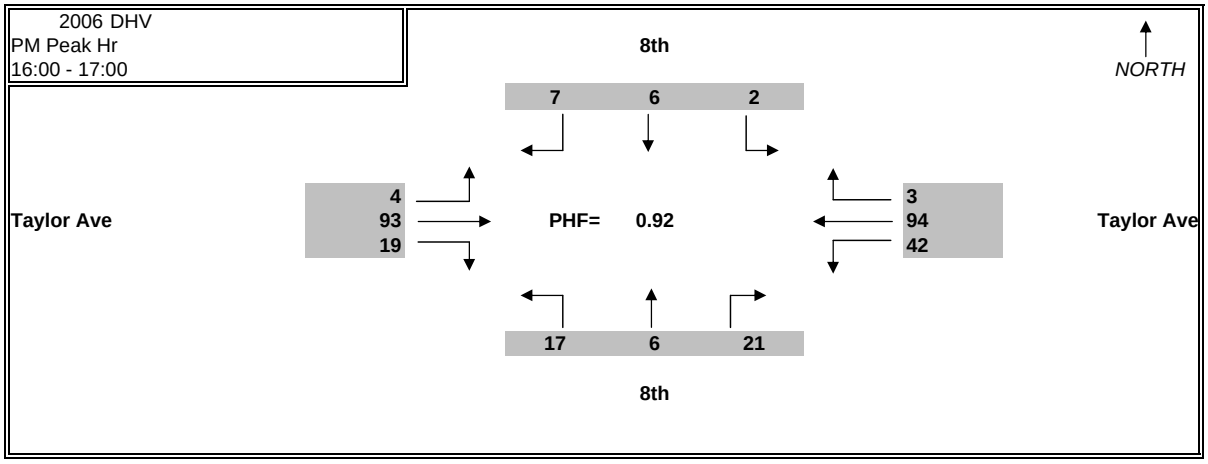
Seasonal Factor = 1.09

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



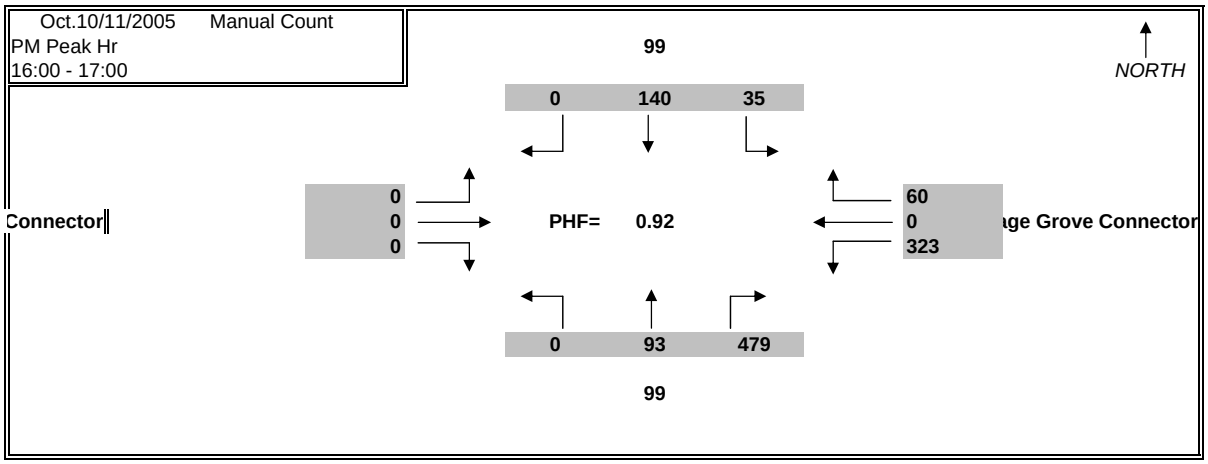
Seasonal Factor = 1.09



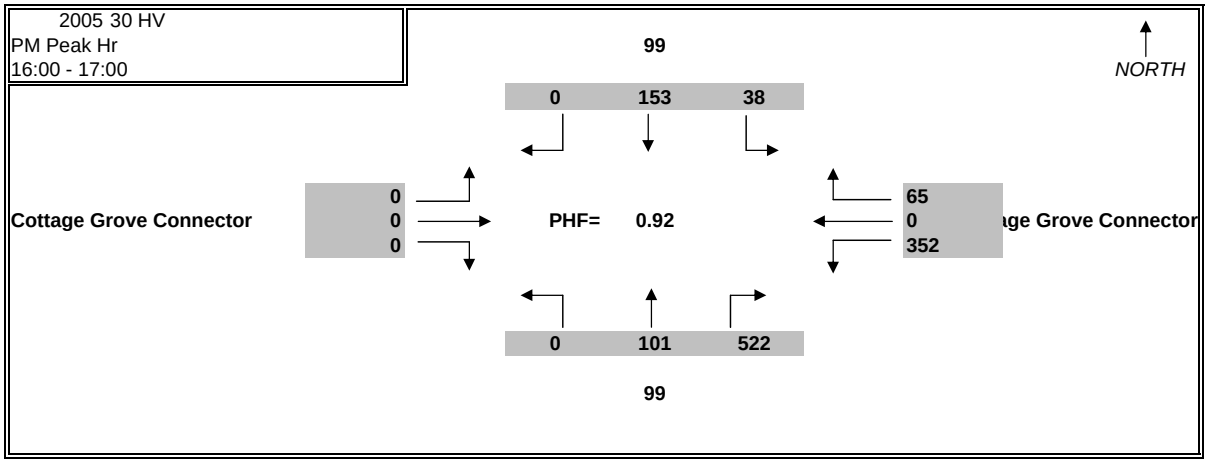


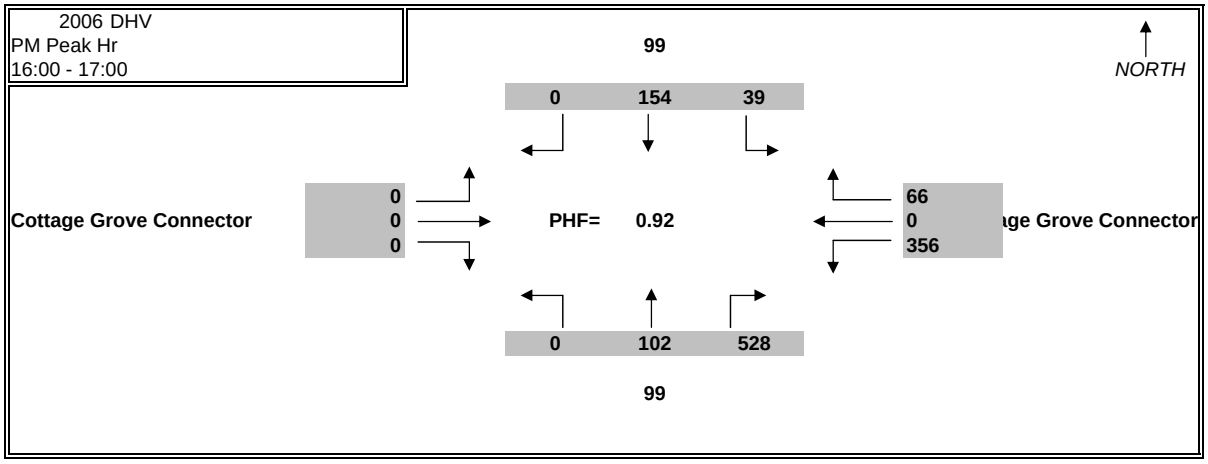
Seasonal Factor = 1.09

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



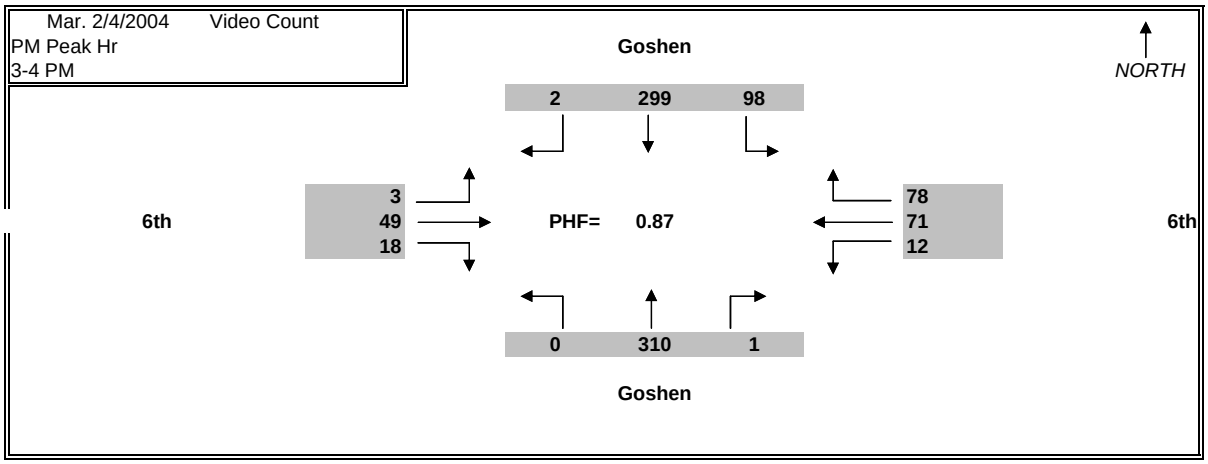
Seasonal Factor = 1.09



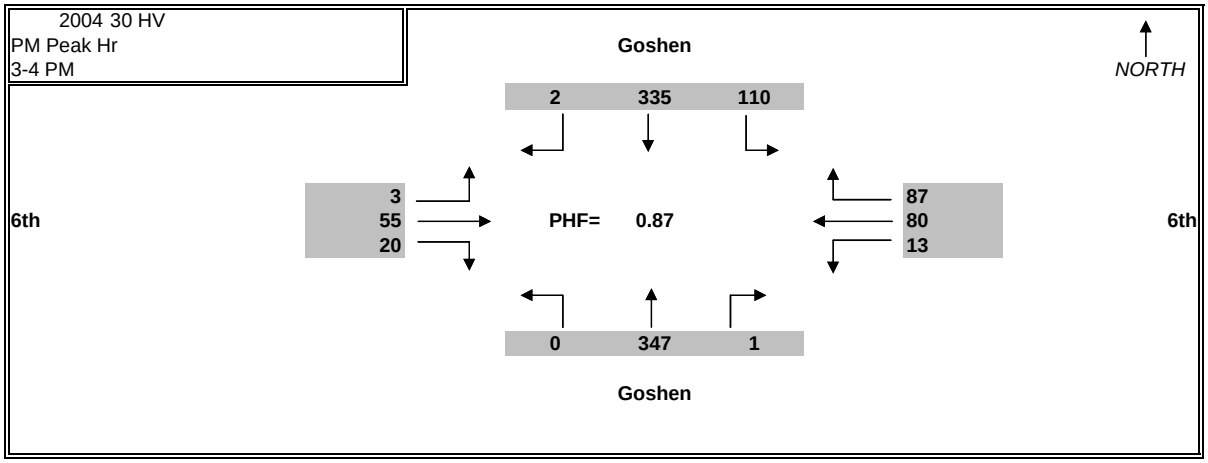


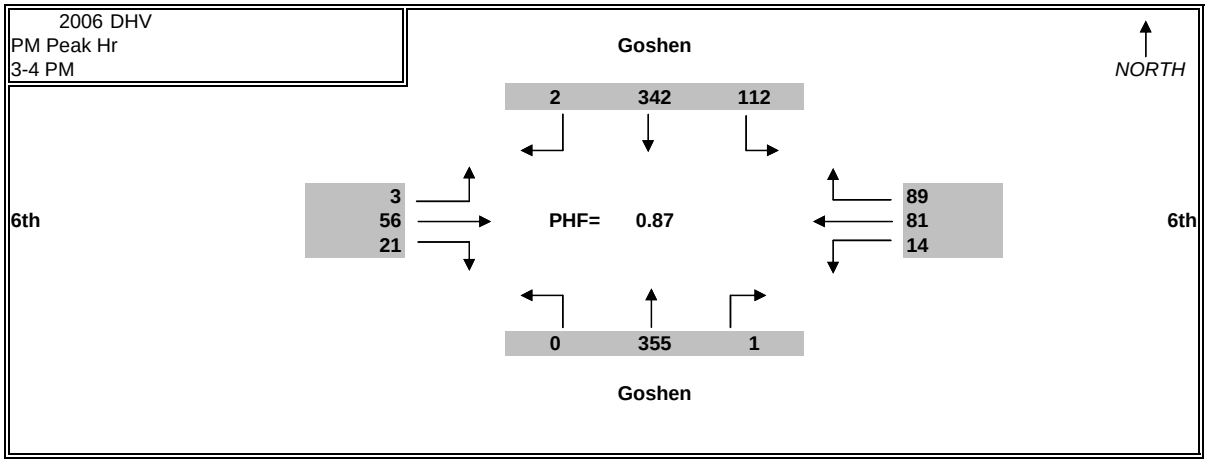
Seasonal Factor = 1.09

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



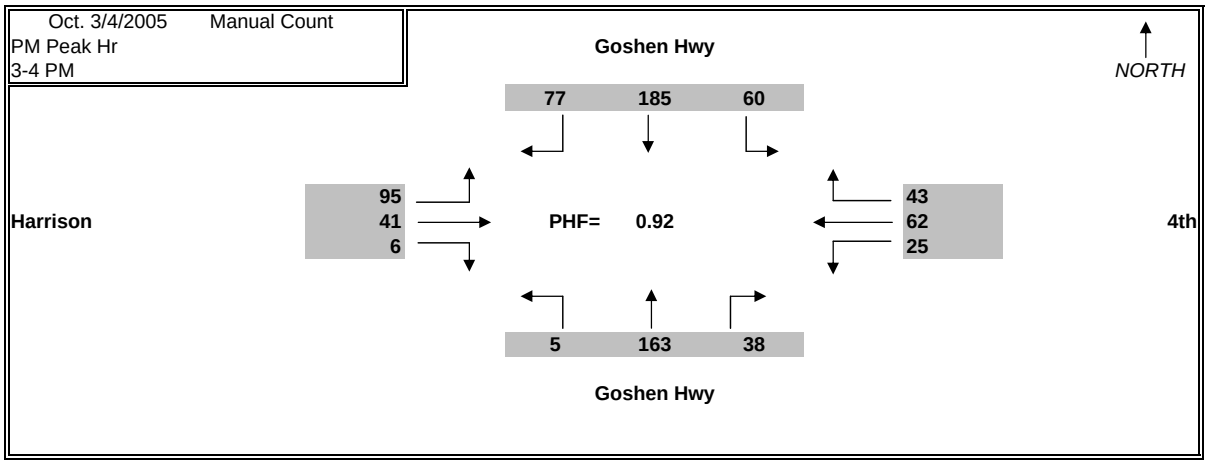
Seasonal Factor = 1.12



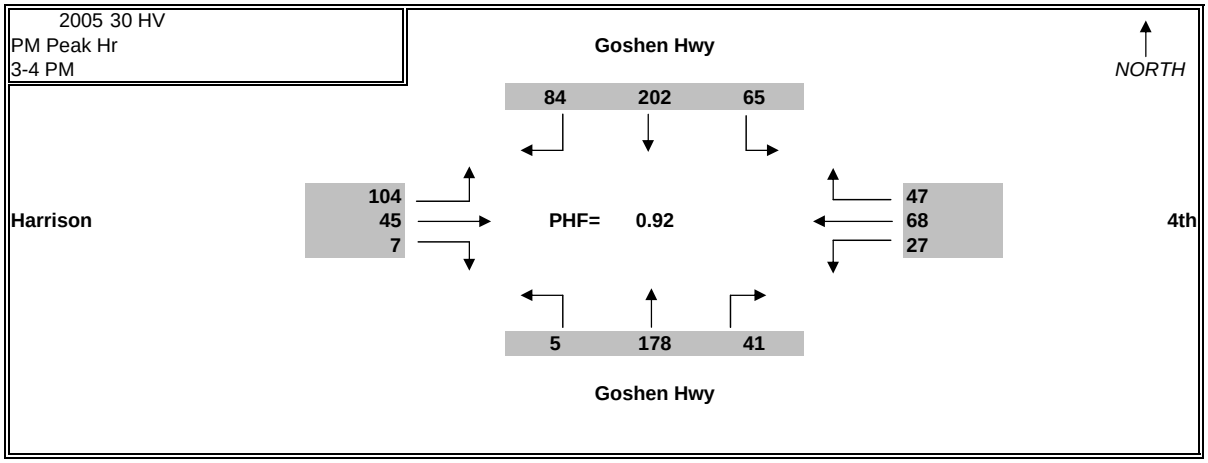


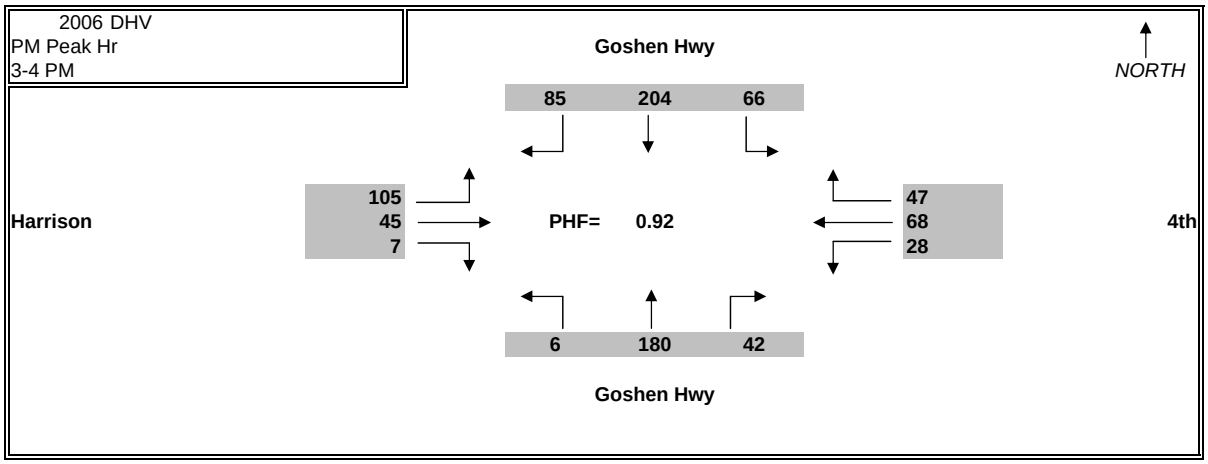
Seasonal Factor = 1.12

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



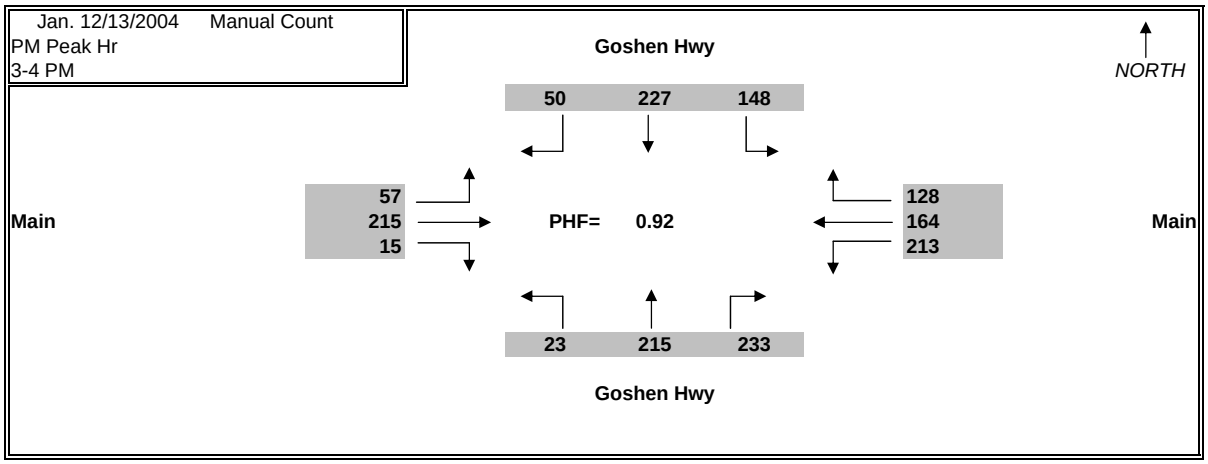
Seasonal Factor = 1.09



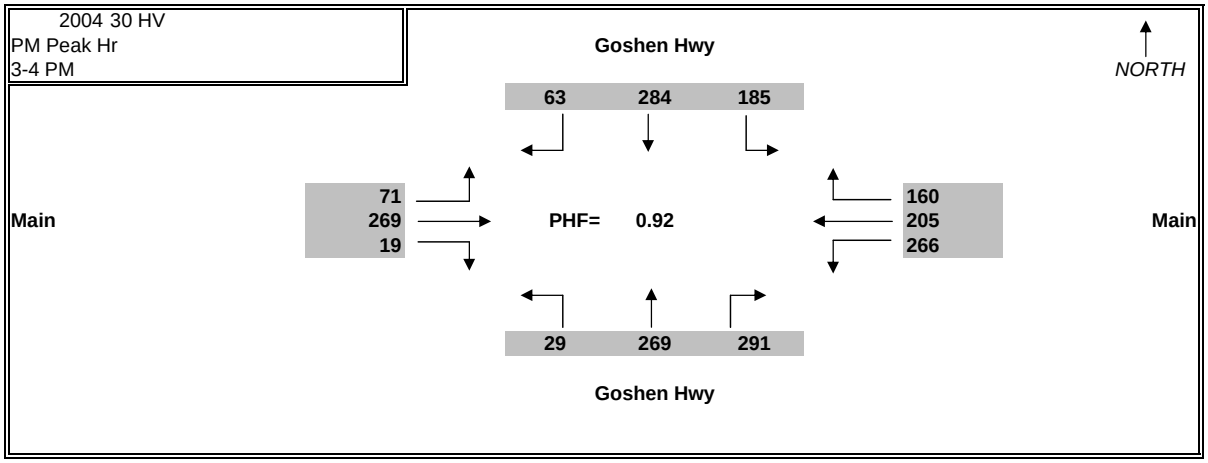


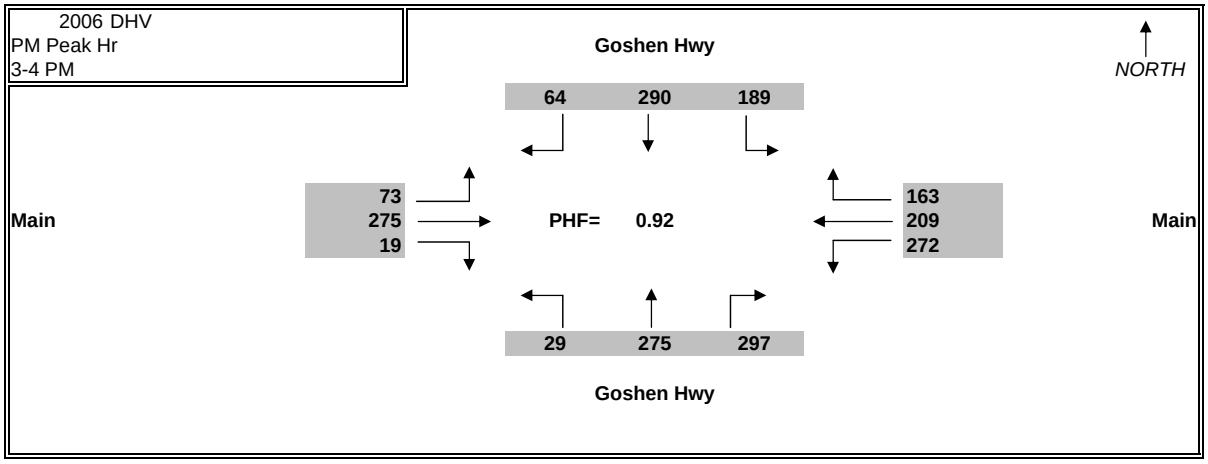
Seasonal Factor = 1.09

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



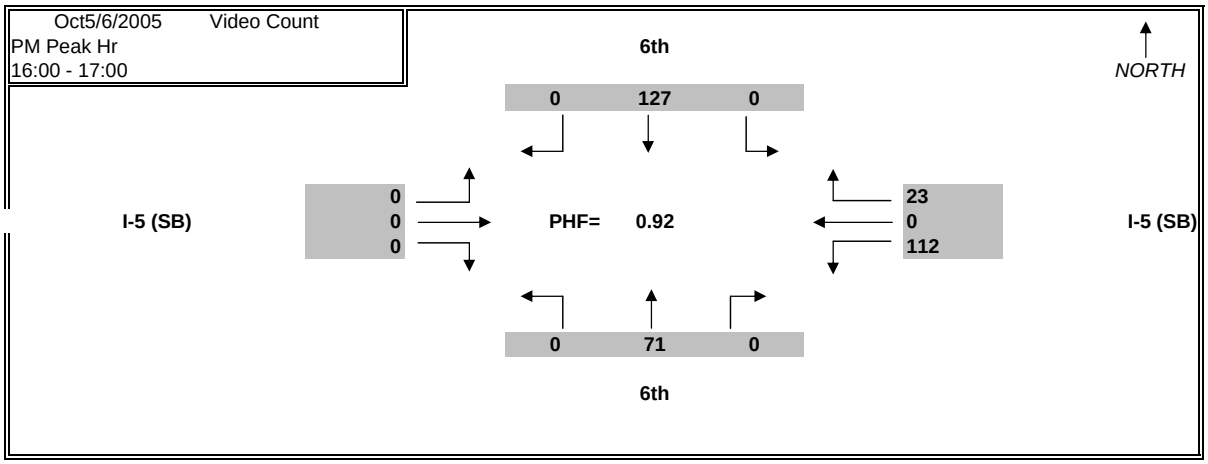
Seasonal Factor = 1.25



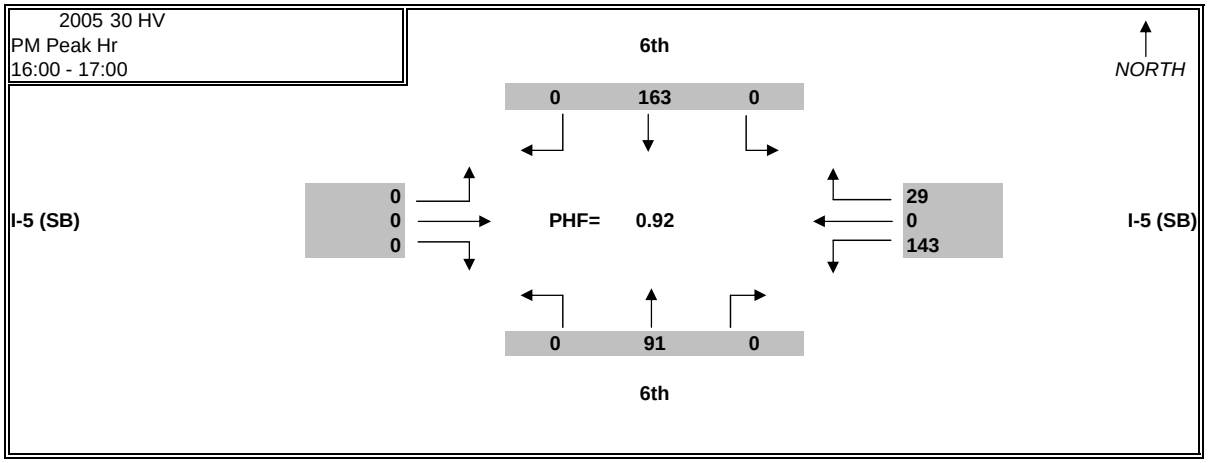


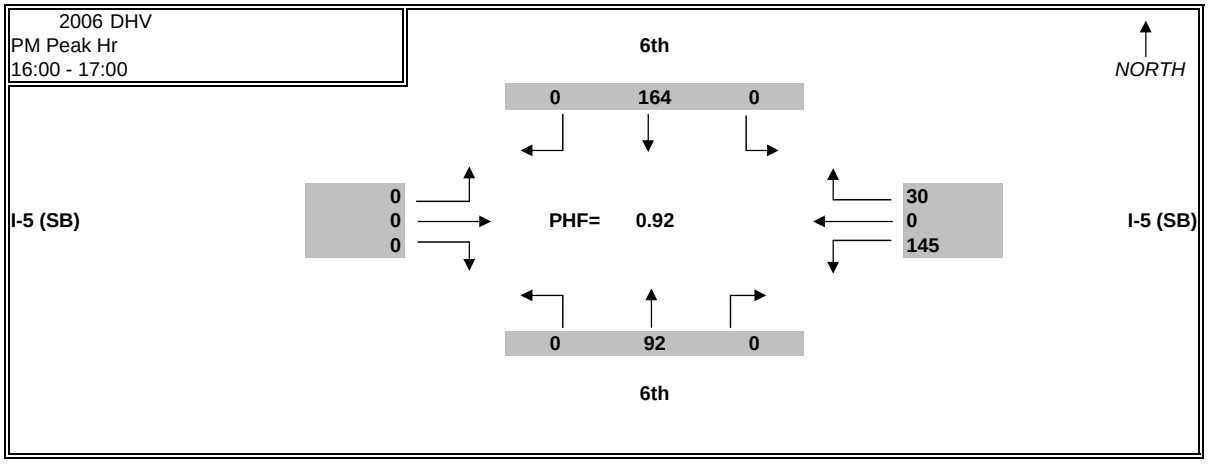
Seasonal Factor = 1.25

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



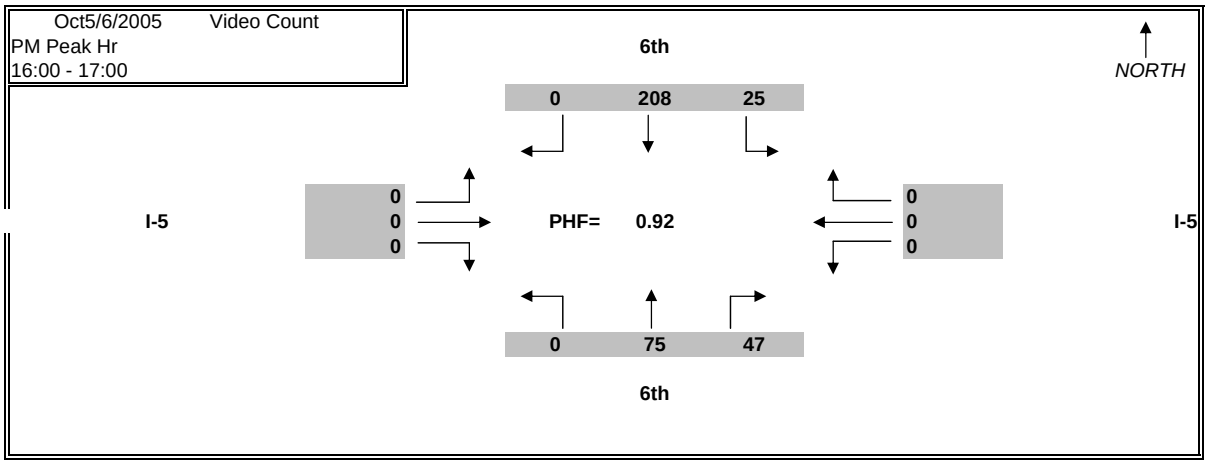
Seasonal Factor = 1.28



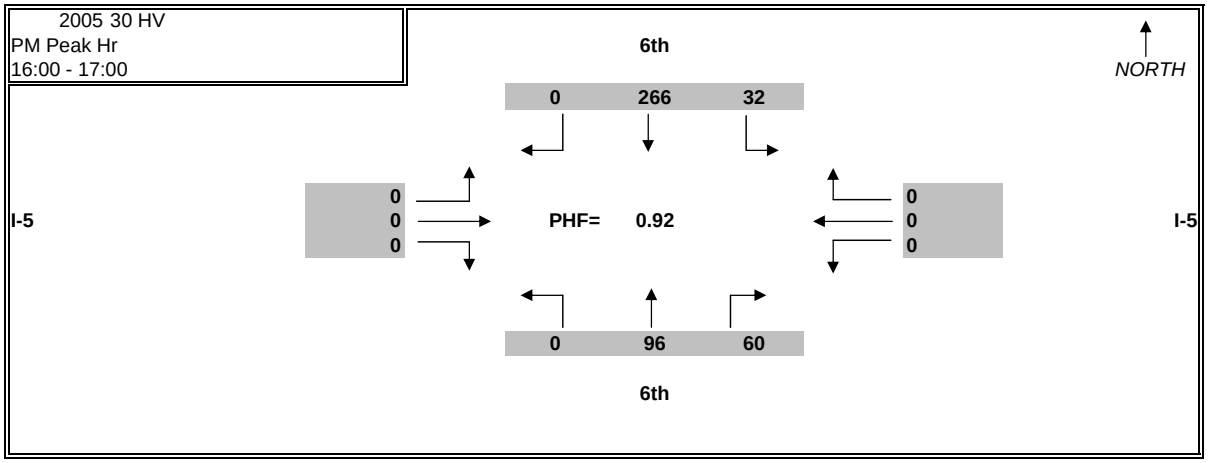


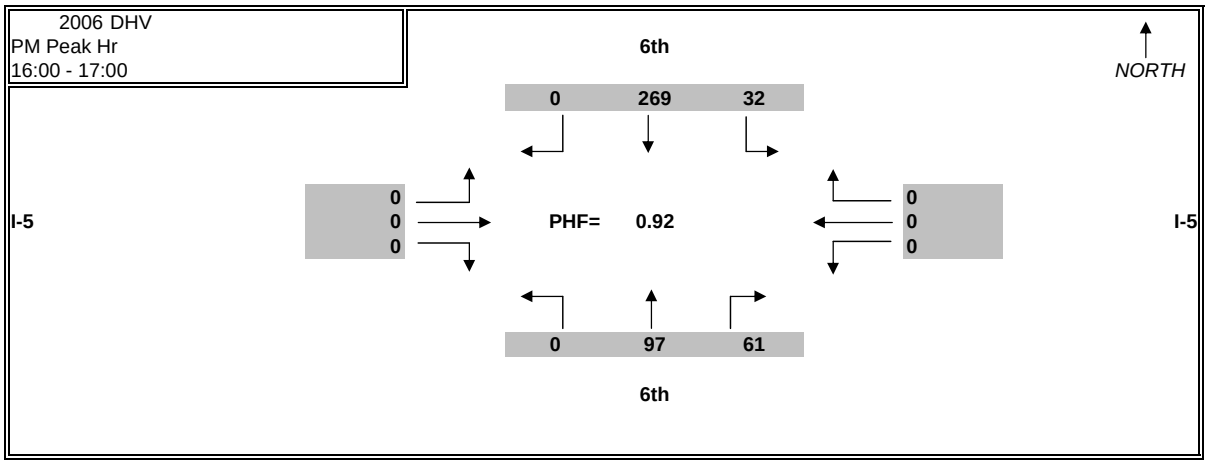
Seasonal Factor = 1.28

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



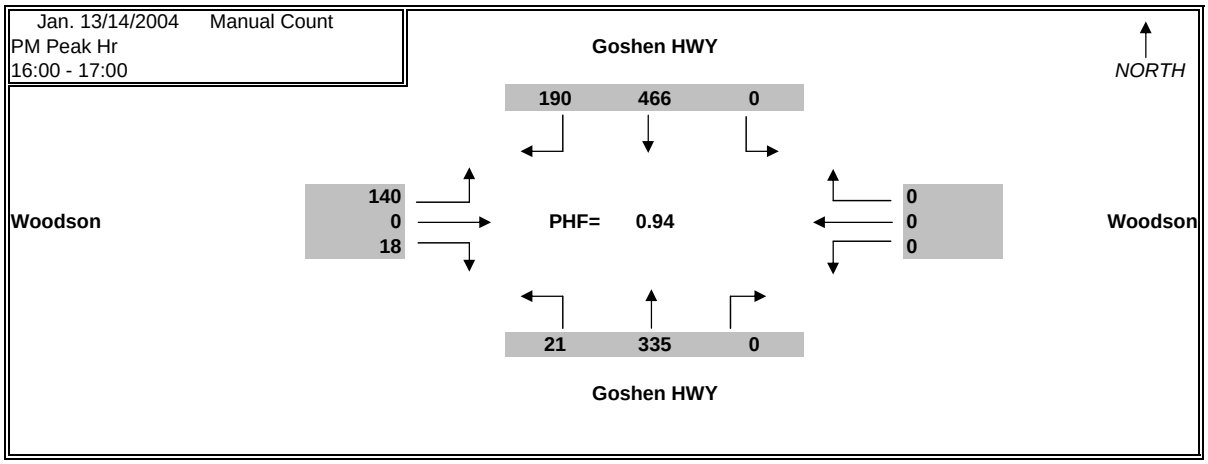
Seasonal Factor = 1.28





Seasonal Factor = 1.28

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



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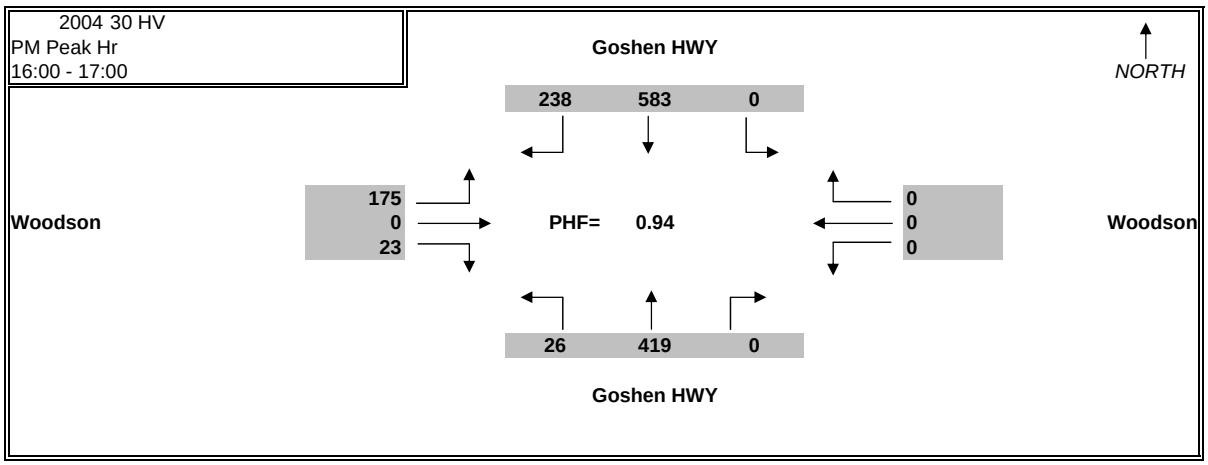
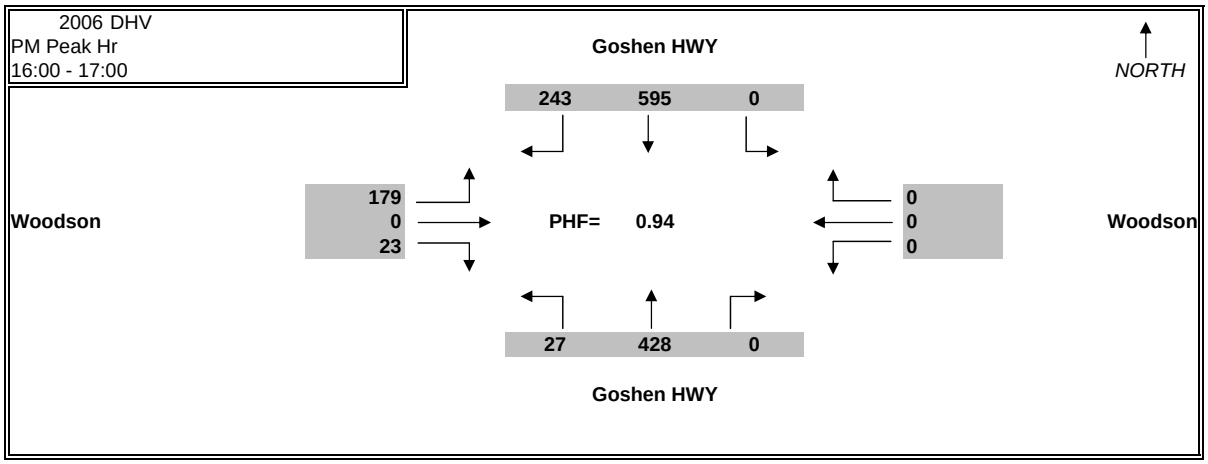
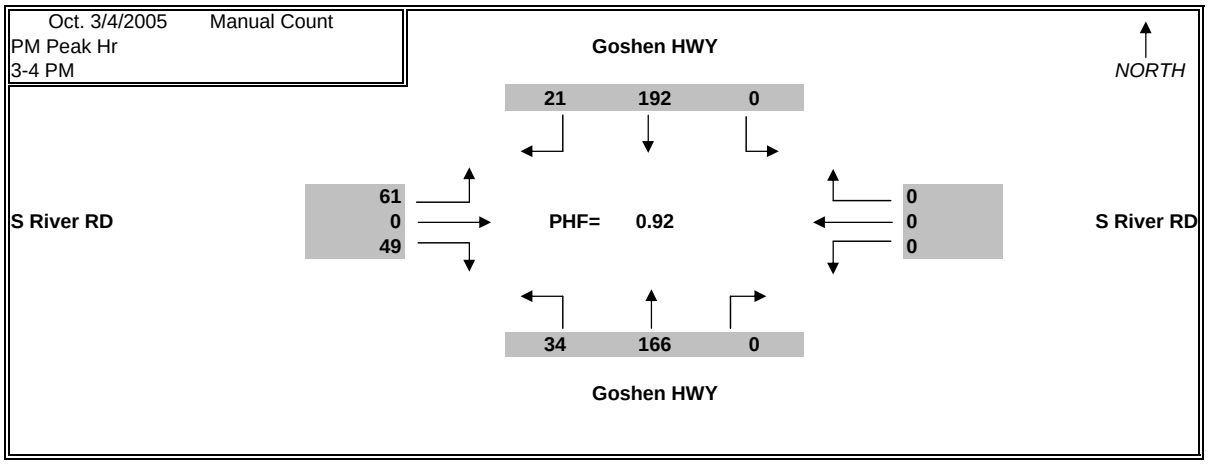


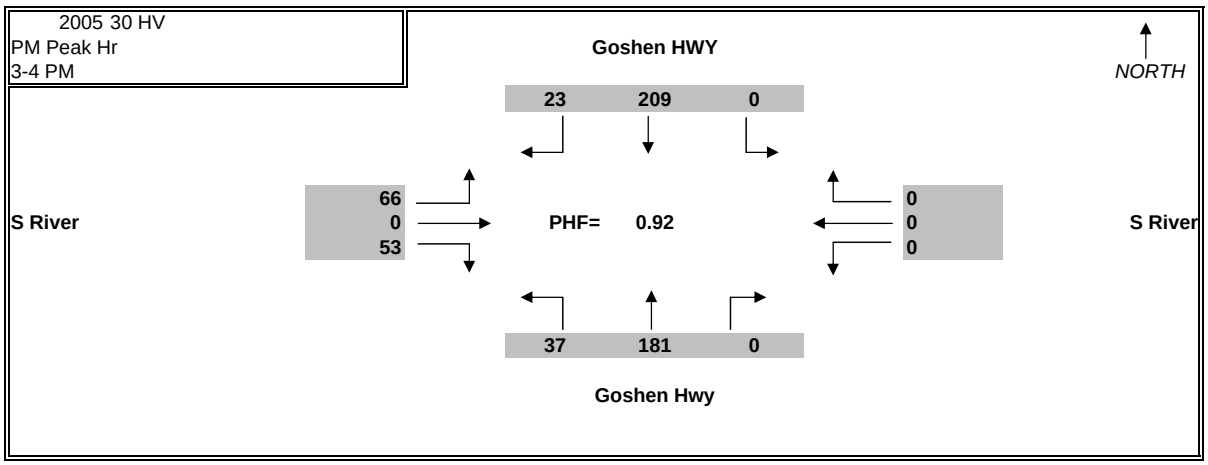


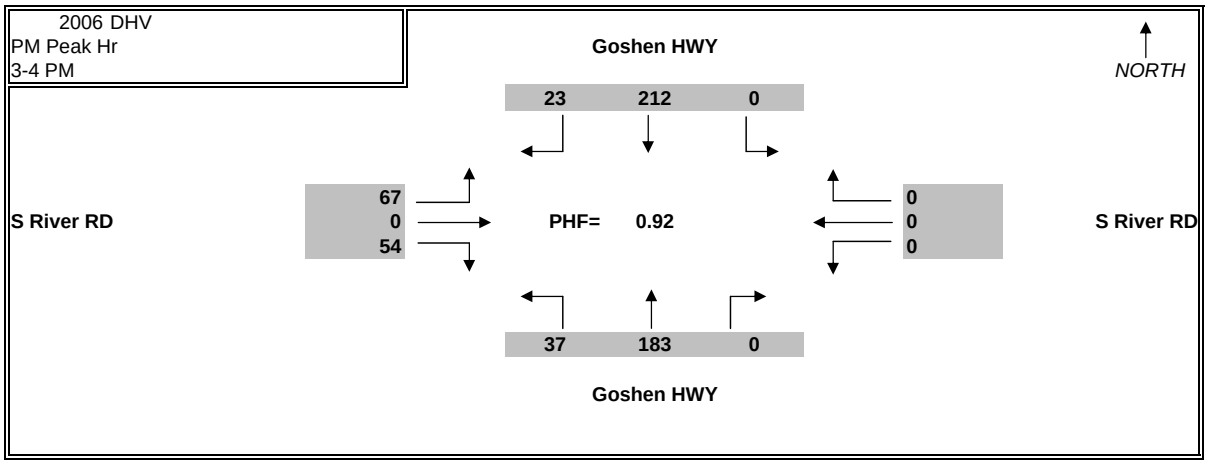
Seasonal Factor = 1.25

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



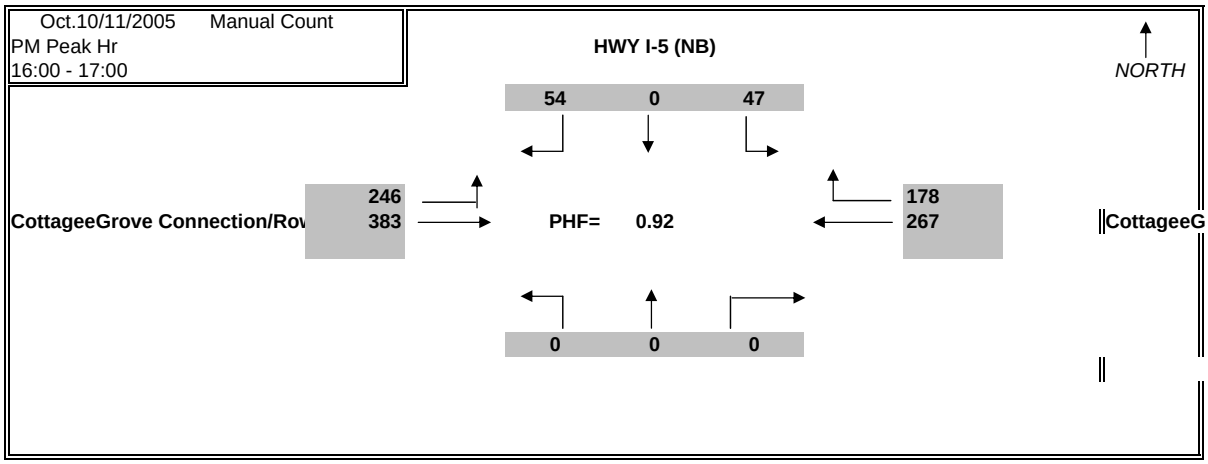
Seasonal Factor = 1.09



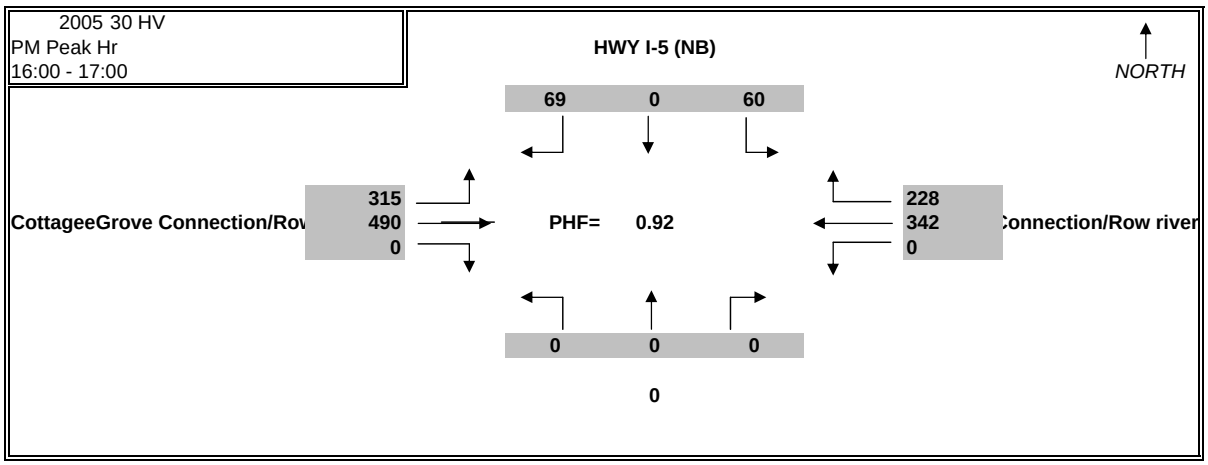


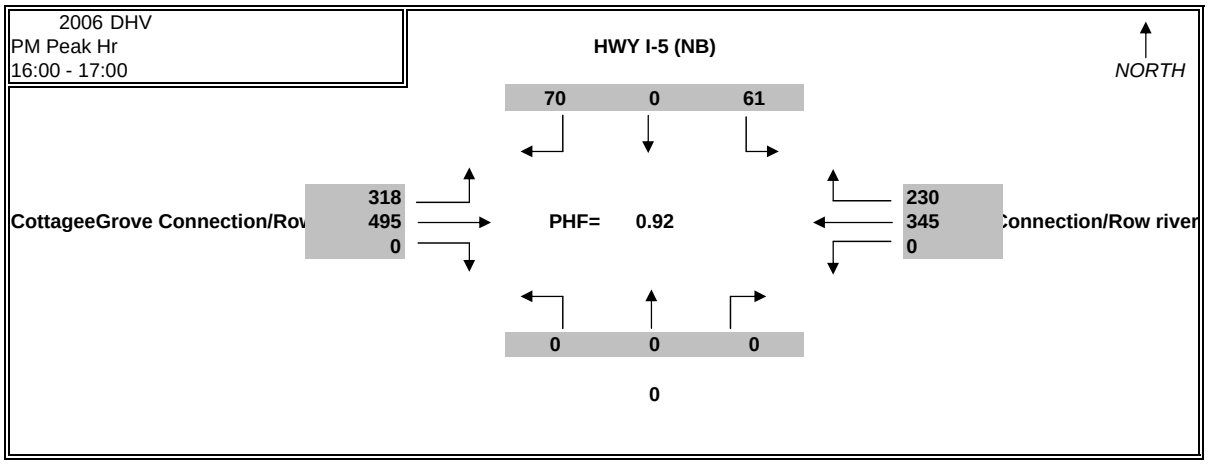
Seasonal Factor = 1.09

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



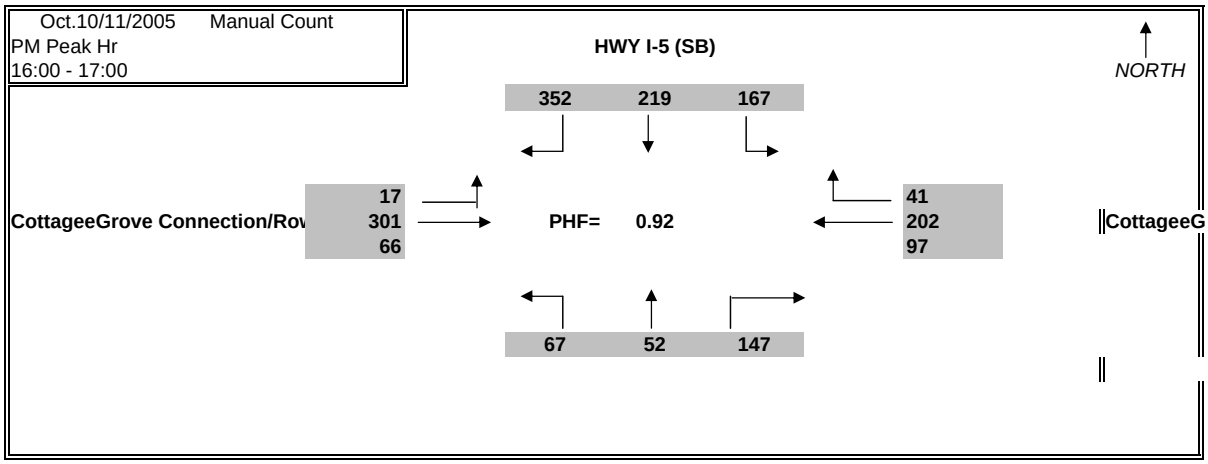
Seasonal Factor = 1.28



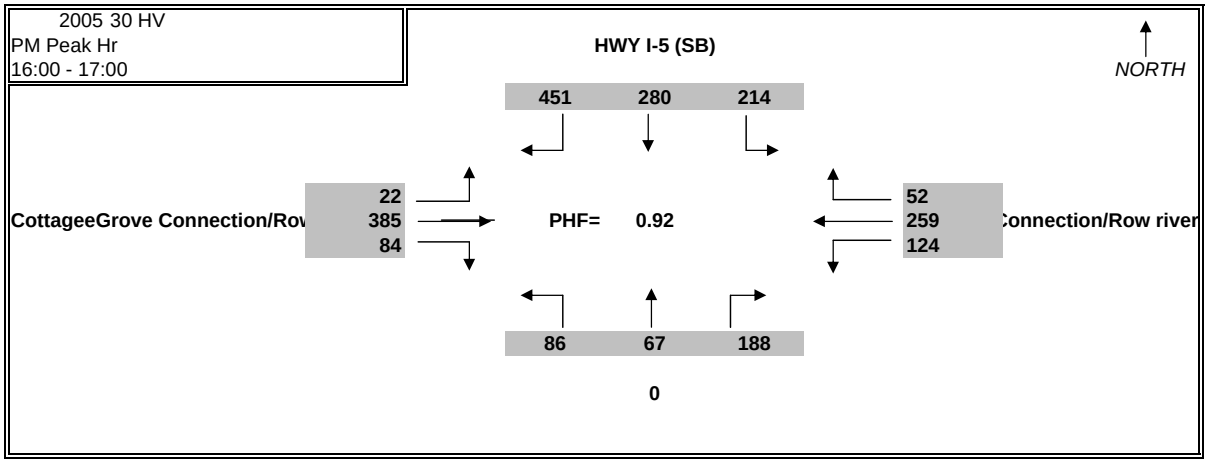


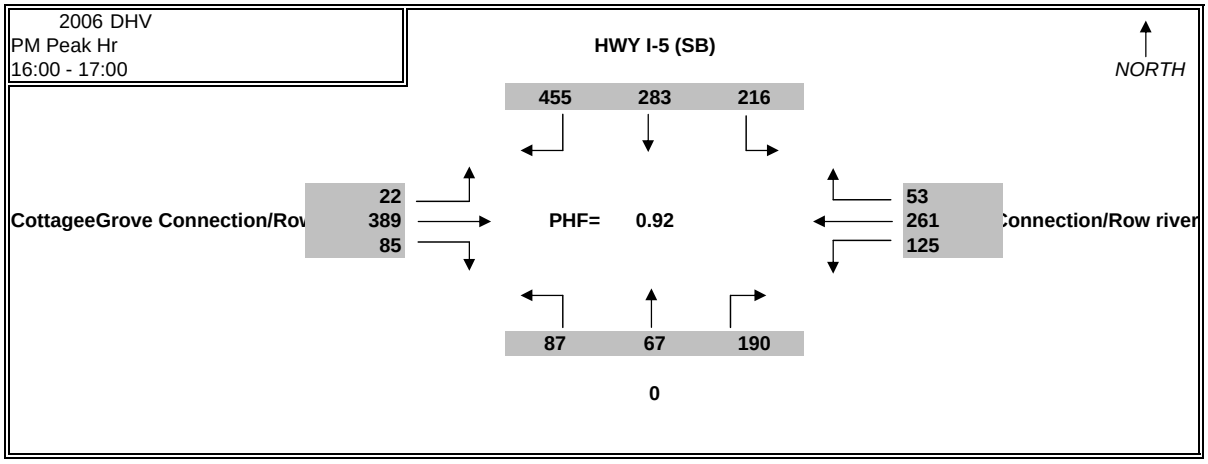
Seasonal Factor = 1.28

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



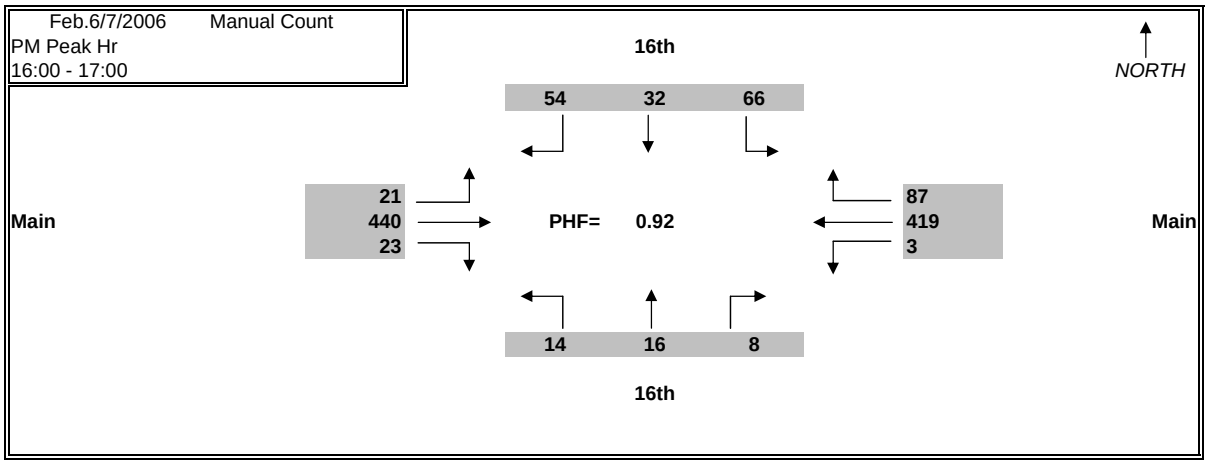
Seasonal Factor = 1.28



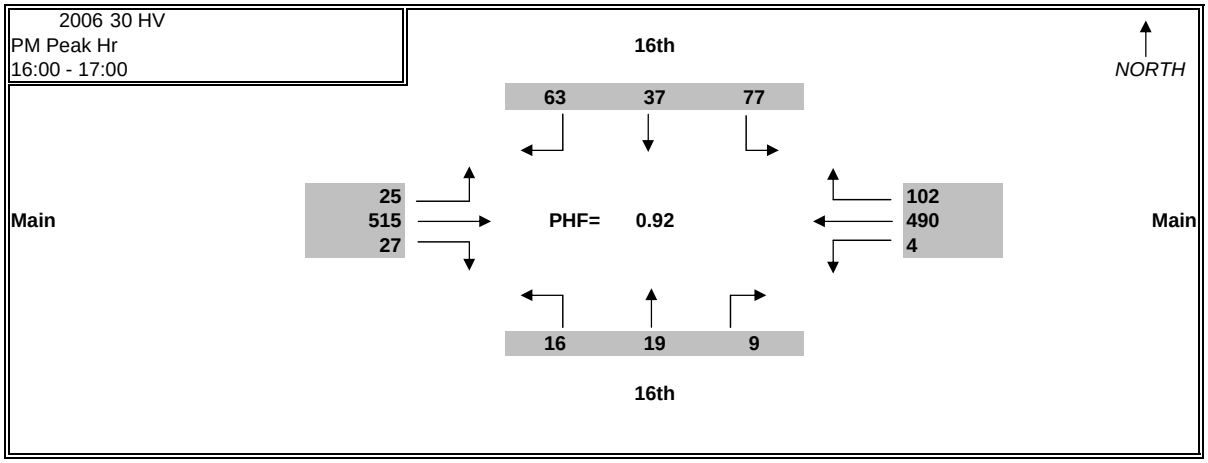


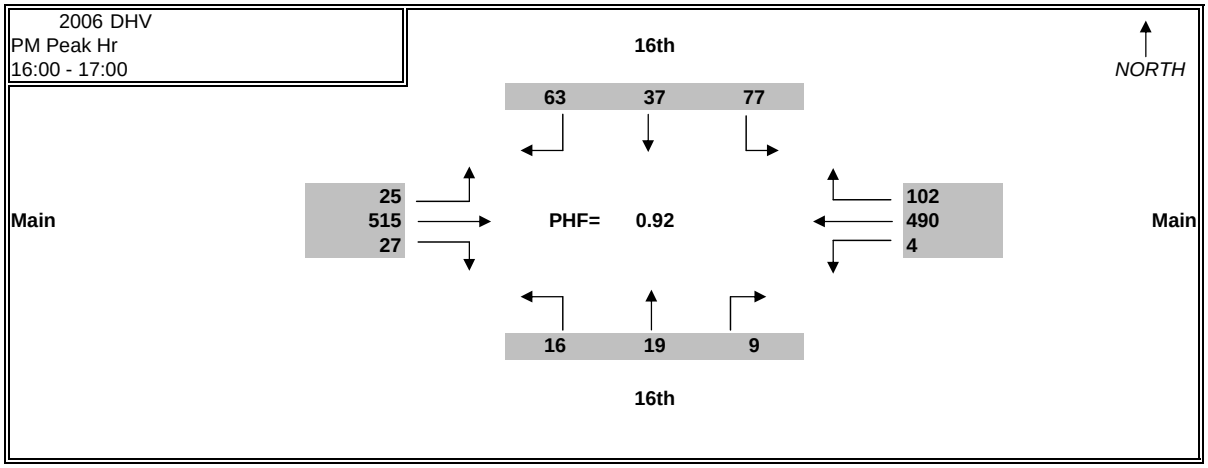
Seasonal Factor = 1.28

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



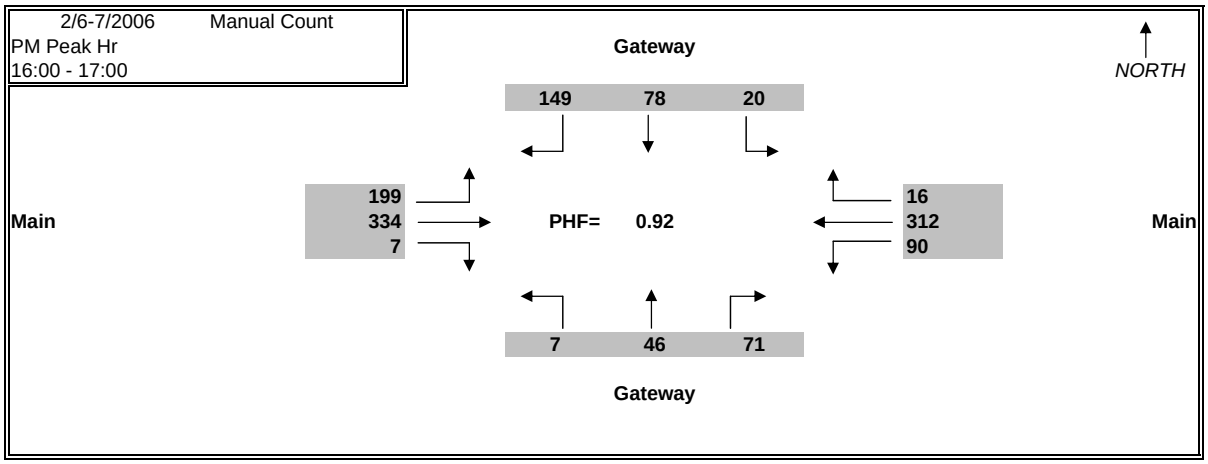
Seasonal Factor = 1.17



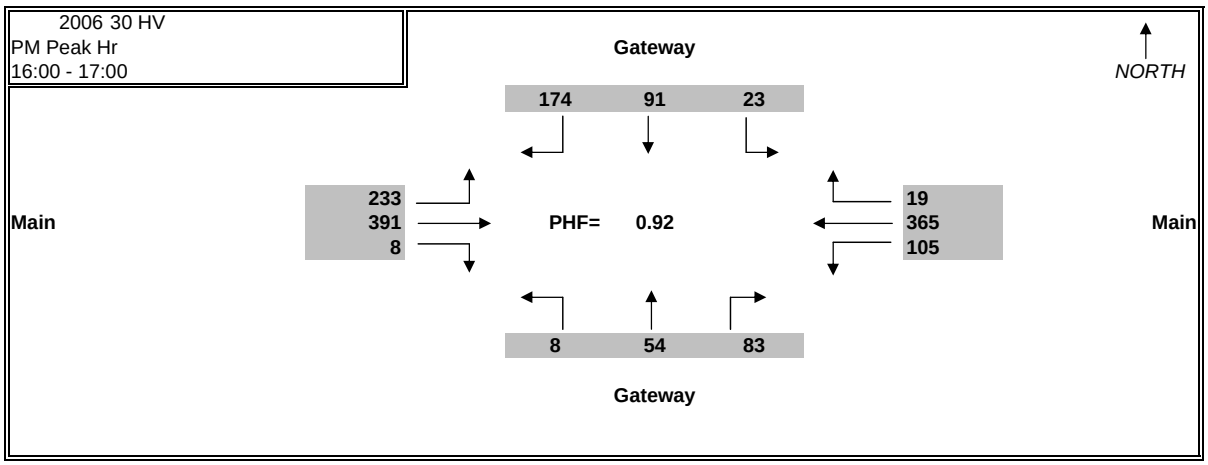


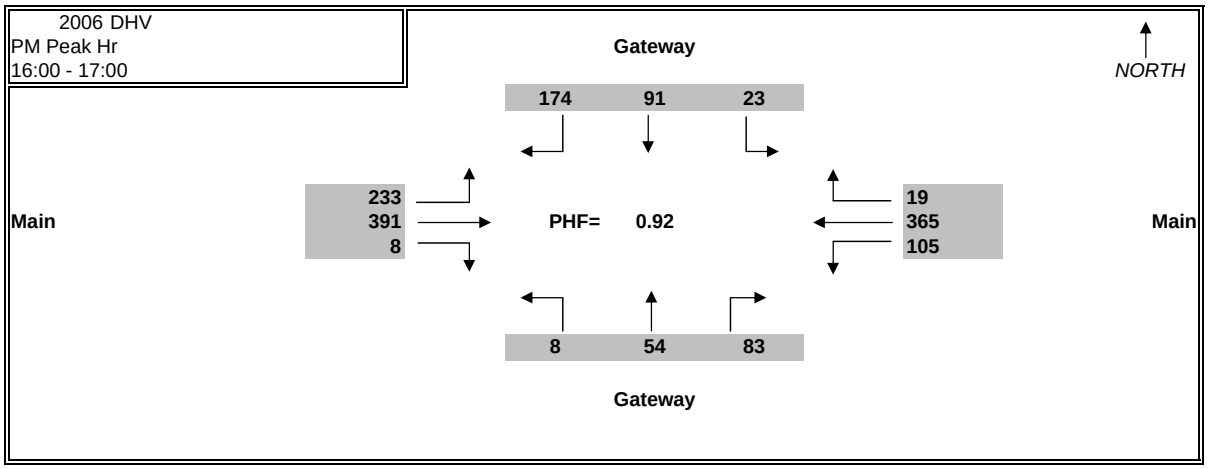
Seasonal Factor = 1.17

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



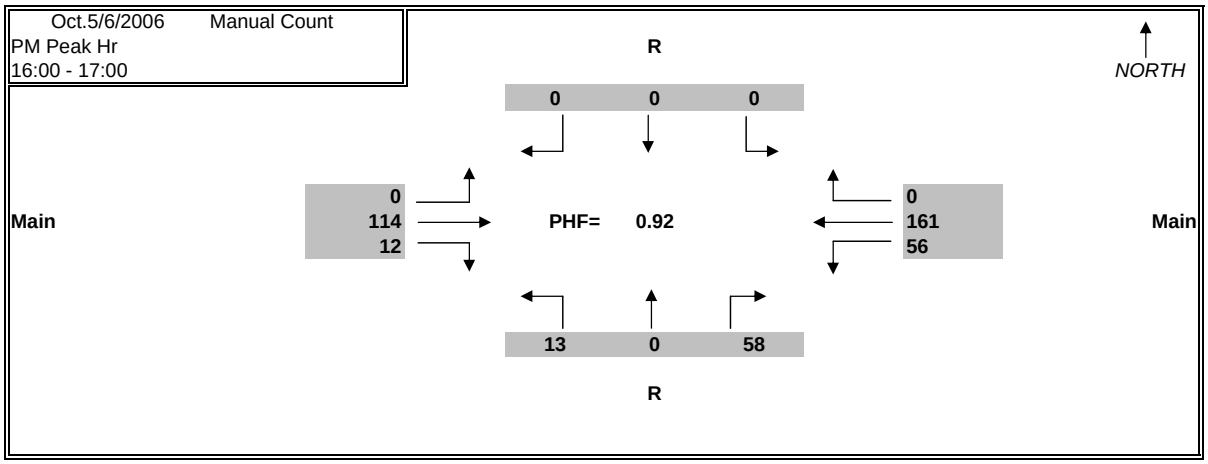
Seasonal Factor = 1.17



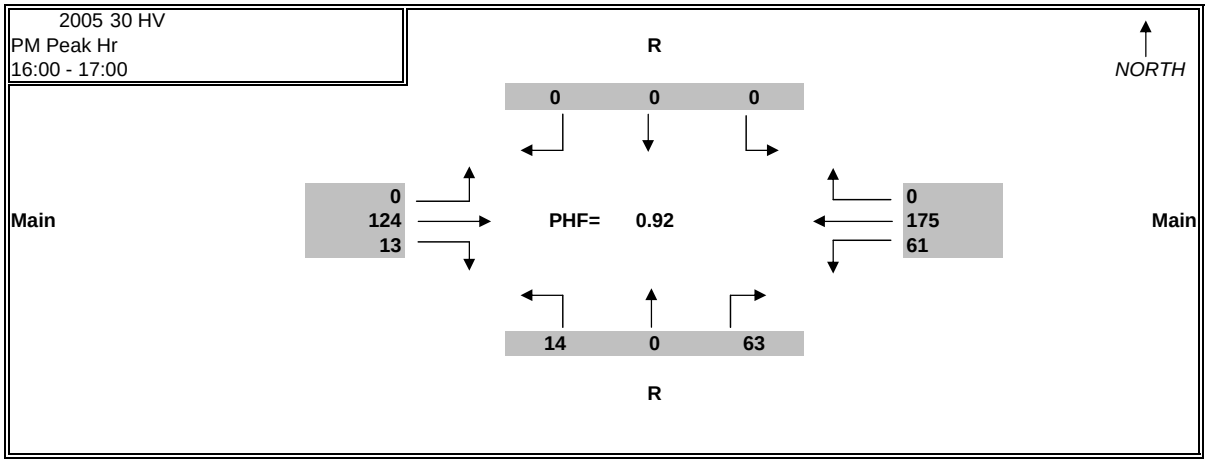


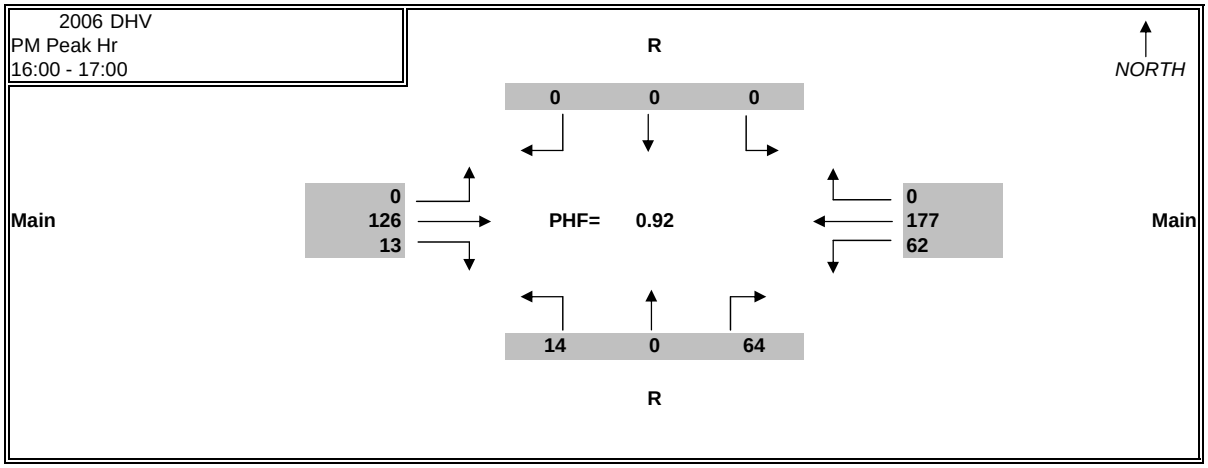
Seasonal Factor = 1.17

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



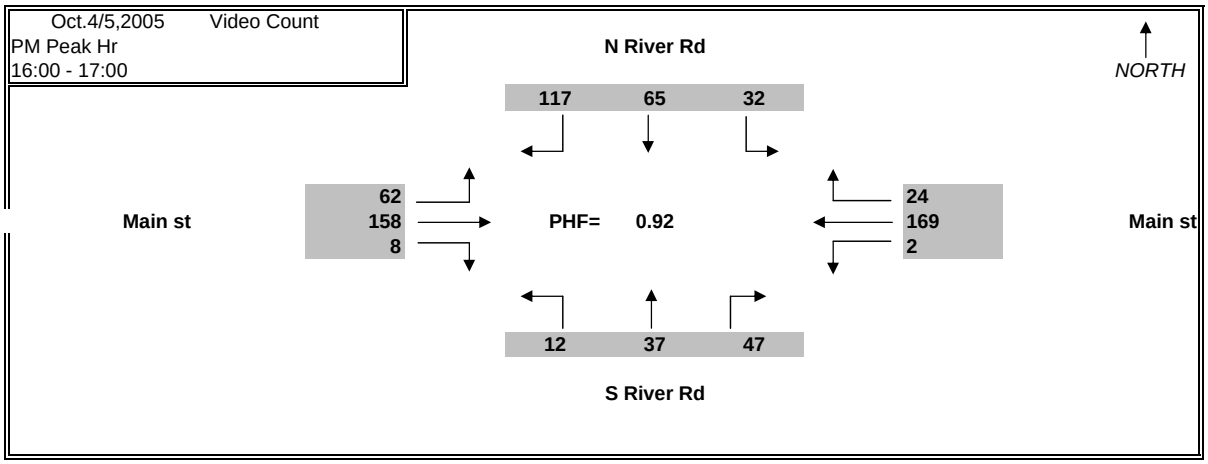
Seasonal Factor = 1.09



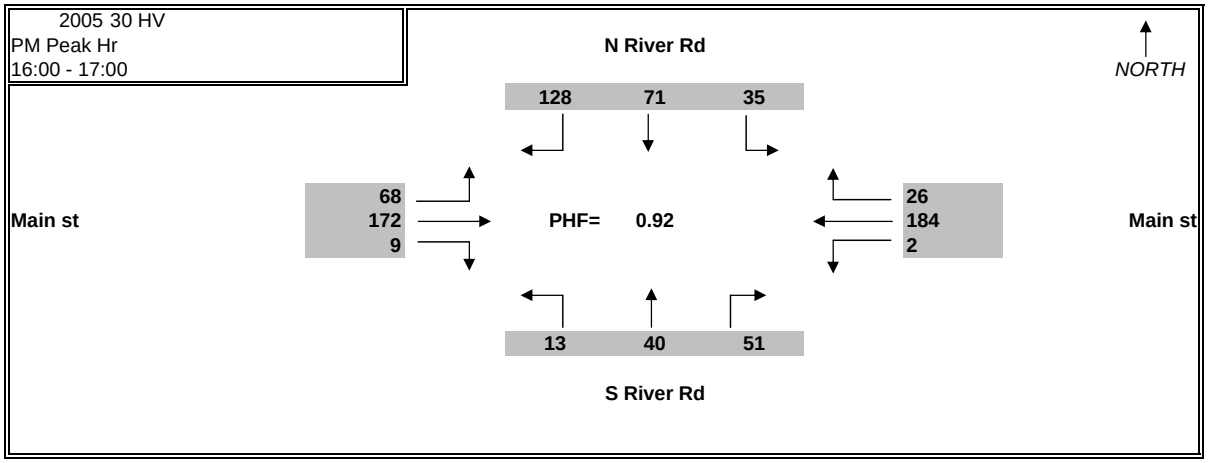


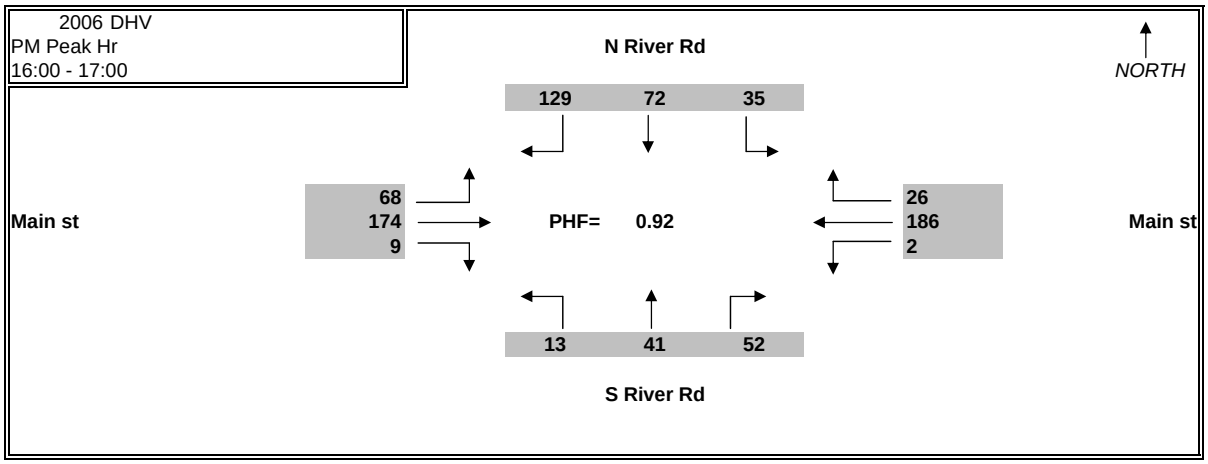
Seasonal Factor = 1.09

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1



Seasonal Factor = 1.09

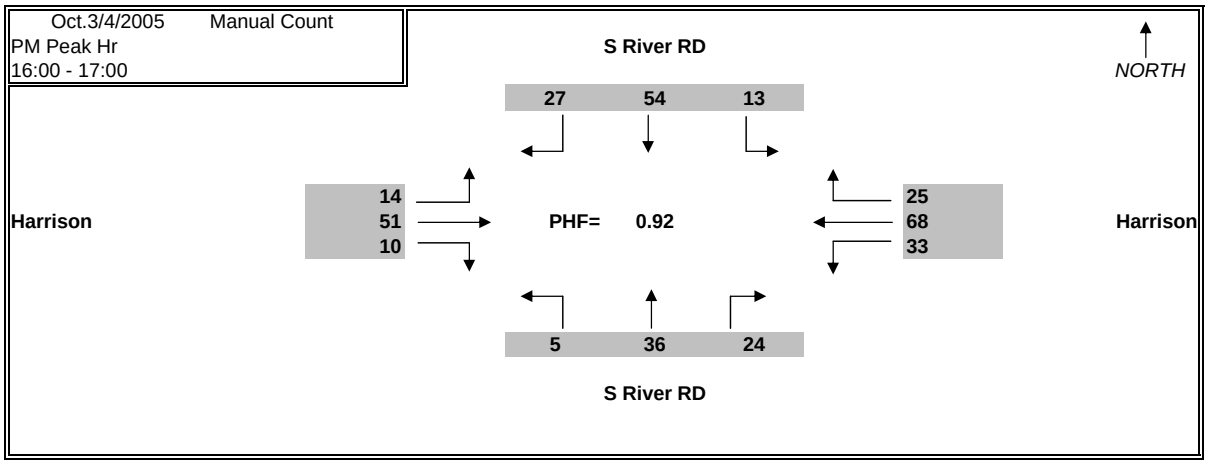




Seasonal Factor = 1.09

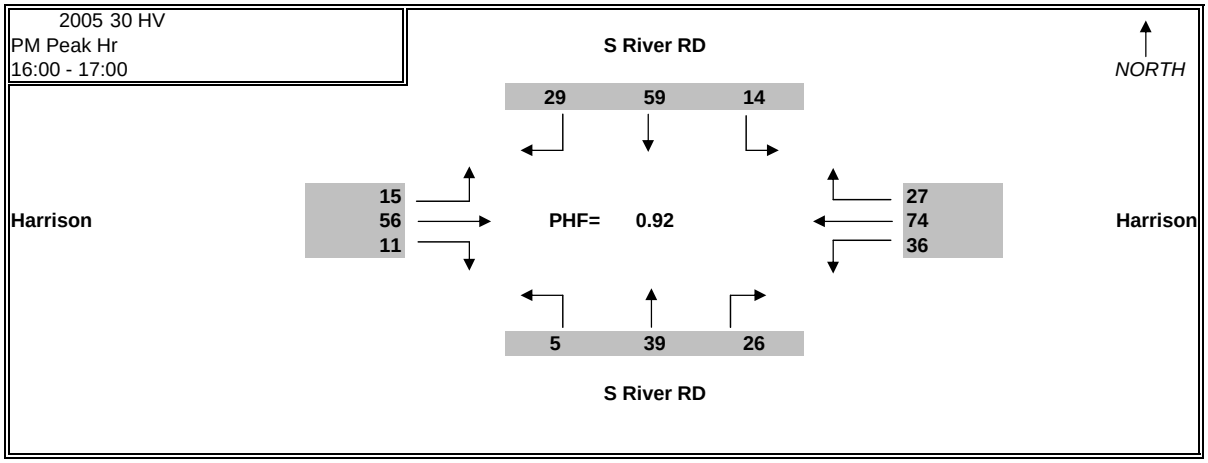
Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1

Oct.3/4/2005 Manual Count
PM Peak Hr
16:00 - 17:00

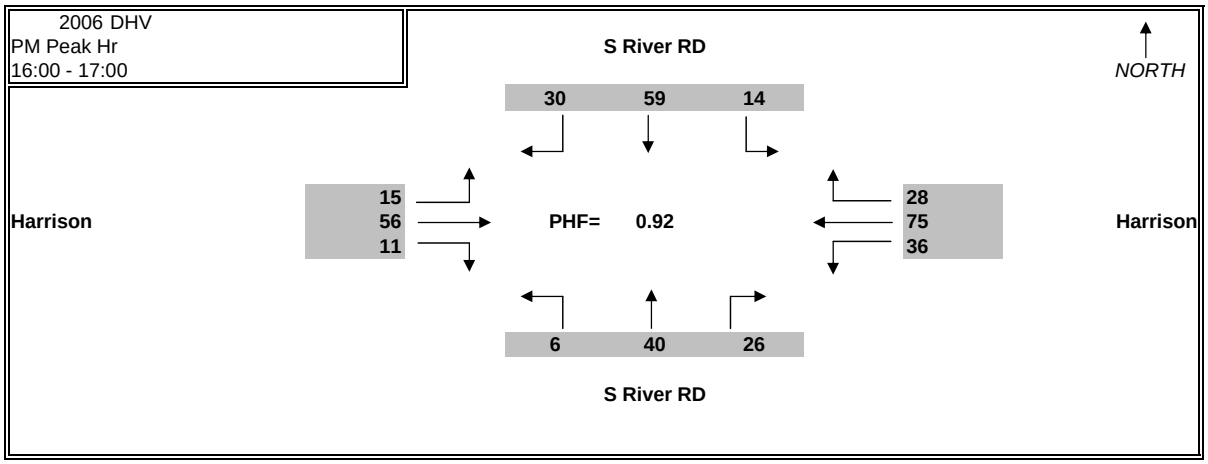


Seasonal Factor = 1.09

2005 30 HV
PM Peak Hr
16:00 - 17:00



2006 DHV
PM Peak Hr
16:00 - 17:00



Seasonal Factor = 1.09

Hwy Annual Growth Rate (%) = 1.1
Minor Approach Annual Growth Rate (%) = 1.1

APPENDIX C: PM Peak Hour Level of Service Calculation Sheets – Existing Conditions

Scenario Report

Scenario:	Default Scenario
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Main@R	B	10.0	0.000	B	10.0	0.000	+ 0.000 D/V
# 2 Main@River	B	16.7	0.406	B	16.7	0.406	+ 0.000 D/V
# 3 Harrison@River	A	8.5	0.217	A	8.5	0.217	+ 0.000 V/C
# 5 99@Woodson	A	9.9	0.581	A	9.9	0.581	+ 0.000 D/V
# 6 99@Main	D	50.2	0.712	D	50.2	0.712	+ 0.000 D/V
# 7 99@6th	B	10.5	0.328	B	10.5	0.328	+ 0.000 D/V
# 8 99@4th	B	18.7	0.325	B	18.7	0.325	+ 0.000 D/V
# 9 99@S.River	B	13.1	0.000	B	13.1	0.000	+ 0.000 D/V
# 10 10th@Monroe	B	10.1	0.000	B	10.1	0.000	+ 0.000 D/V
# 11 8th@Taylor	A	7.9	0.181	A	7.9	0.181	+ 0.000 V/C
# 12 6th@I5 off	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
# 13 6th @ I5 ON		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 14 Main@16th	B	16.8	0.593	B	16.8	0.593	+ 0.000 D/V
# 15 Main@Gateway	C	27.9	0.780	C	27.9	0.780	+ 0.000 D/V
# 16 I5 SB Ramps & Gateway @ CGC	D	43.6	0.876	D	43.6	0.876	+ 0.000 D/V
# 17 I5 NB OFF ramp	B	11.3	0.000	B	11.3	0.000	+ 0.000 D/V
# 18 I5 NB ramp	B	13.7	0.533	B	13.7	0.533	+ 0.000 D/V
#401 99@CGC (OR 99 NB and SB)	C	15.5	0.000	C	15.5	0.000	+ 0.000 D/V
#402 OR 99 @ CGC (OR 99 EB turning	C	22.5	0.000	C	22.5	0.000	+ 0.000 D/V
#403 OR 99 @ CGC (CGC NB rights)	A	9.2	0.000	A	9.2	0.000	+ 0.000 D/V

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Main@R

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[10.0]

Street Name:	R						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0	0	0 0	0 0	1	0	0 1	0	0 0
Volume Module:												
Base Vol:	14	0	63	0	0	0	0	126	13	67	187	0
Growth 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	
Initial Bse:	14	0	63	0	0	0	0	126	13	67	187	0
User 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	
PHF Adj:	0.92 0.92	0.92		0.92 0.92	0.92		0.92 0.92	0.92		0.92 0.92	0.92	
PHF Volume:	15	0	68	0	0	0	0	137	14	73	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	0	68	0	0	0	0	137	14	73	203	0
Critical Gap Module:												
Critical Gp:	6.4 xxxx		6.2	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	4.1 xxxx		xxxxx
FollowUpTim:	3.5 xxxx		3.3	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	2.2 xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	494 xxxx		145	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	152 xxxx		xxxxx
Potent Cap.:	538 xxxx		908	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1429 xxxx		xxxxx
Move Cap.:	516 xxxx		907	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1427 xxxx		xxxxx
Volume/Cap:	0.03 xxxx		0.08	xxxx xxxx		xxxx	xxxx xxxx		xxxx	0.05 xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	0.2 xxxx		xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	7.7 xxxx		xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 797		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx 0.4		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	0.2 xxxx		xxxxx
Shrd ConDel:	xxxxx 10.0		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	7.7 xxxx		xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Main@River

Cycle (sec): 70 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 34 Level Of Service: B

Street Name:	River						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1	0	0 1	1	0	0 1	1	0	0 1
Volume Module:												
Base Vol:	13	41	67	45	72	129	68	224	9	7	236	36
Growth 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	
Initial Bse:	13	41	67	45	72	129	68	224	9	7	236	36
User 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	
PHF Adj:	0.92 0.92	0.92		0.92 0.92	0.92		0.92 0.92	0.92		0.92 0.92	0.92	
PHF Volume:	14	45	73	49	78	140	74	243	10	8	257	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	45	73	49	78	140	74	243	10	8	257	39
PCE 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	
MLF 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	
Final Vol.:	14	45	73	49	78	140	74	243	10	8	257	39
Saturation Flow Module:												
Sat/Lane:	1800 1800	1800		1800 1800	1800		1800 1800	1800		1800 1800	1800	
Adjustment:	0.99 0.99	0.85		0.95 0.90	0.90		0.48 0.96	0.96		0.54 0.97	0.97	
Lanes:	0.24 0.76	1.00		1.00 0.36	0.64		1.00 0.96	0.04		1.00 0.87	0.13	
Final Sat.:	428 1350	1530		1710 583	1044		855 1655	66		964 1515	231	
Capacity Analysis Module:												
Vol/Sat:	0.03 0.03	0.05		0.03 0.13	0.13		0.09 0.15	0.15		0.01 0.17	0.17	
Crit Moves:	****			****						****		
Green/Cycle:	0.08 0.26	0.26		0.15 0.33	0.33		0.42 0.42	0.42		0.42 0.42	0.42	
Volume/Cap:	0.41 0.13	0.19		0.19 0.41	0.41		0.21 0.35	0.35		0.02 0.41	0.41	
Uniform Del:	30.6 20.0	20.3		25.8 18.1	18.1		13.0 14.0	14.0		12.0 14.3	14.3	
IncremntDel:	1.9 0.1	0.2		0.3 0.5	0.5		0.3 0.3	0.3		0.0 0.4	0.4	
InitQueuDel:	0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0	
Delay 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	
Delay/Veh:	32.4 20.1	20.5		26.1 18.6	18.6		13.3 14.3	14.3		12.0 14.7	14.7	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	32.4 20.1	20.5		26.1 18.6	18.6		13.3 14.3	14.3		12.0 14.7	14.7	
LOS by Move:	C	C	C	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	1	1	1	4	4	1	4	4	0	5	5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Harrison@River

Cycle (sec):	100	Critical Vol./Cap.(X):	0.217
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	River									Harrison								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	6		40		39	21		59		30	15		83		11	39		80		33
Growth 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
Initial Bse:	6		40		39	21		59		30	15		83		11	39		80		33
User 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
PHF Adj:	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	7		43		42	23		64		33	16		90		12	42		87		36
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	7		43		42	23		64		33	16		90		12	42		87		36
PCE 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
MLF 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
Final Vol.:	7		43		42	23		64		33	16		90		12	42		87		36
Saturation Flow Module:																				
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.07		0.47		0.46	0.19		0.54		0.27	1.00		0.88		0.12	0.26		0.52		0.22
Final Sat.:	53		356		347	143		401		204	619		607		80	195		401		165
Capacity Analysis Module:																				
Vol/Sat:	0.12		0.12		0.12	0.16		0.16		0.16	0.03		0.15		0.15	0.22		0.22		0.22
Crit Moves:			****					****					****			****				
Delay/Veh:	8.1		8.1		8.1	8.4		8.4		8.4	8.5		8.6		8.6	8.7		8.7		8.7
Delay 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
AdjDel/Veh:	8.1		8.1		8.1	8.4		8.4		8.4	8.5		8.6		8.6	8.7		8.7		8.7
LOS by Move:	A		A		A	A		A		A	A		A		A	A		A		A
ApproachDel:	8.1					8.4					8.6					8.7				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	8.1					8.4					8.6					8.7				
LOS by Appr:	A					A					A					A				
AllWayAvgQ:	0.1		0.1		0.1	0.2		0.2		0.2	0.0		0.2		0.2	0.3		0.3		0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 99@Woodson

Cycle (sec):	45	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.9
Optimal Cycle:	40	Level Of Service:	A

Street Name:	99									Woodson								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Protected					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	1	0	0	0	0	1	0	1	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	27		428		0	0		460		213	179		0		23	0		0		0
Growth 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
Initial Bse:	27		428		0	0		460		213	179		0		23	0		0		0
User 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
PHF Adj:	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94
PHF Volume:	29		455		0	0		489		227	190		0		24	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	29		455		0	0		489		227	190		0		24	0		0		0
PCE 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
MLF 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
Final Vol.:	29		455		0	0		489		227	190		0		24	0		0		0
Saturation Flow Module:																				
Sat/Lane:	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800		1800
Adjustment:	0.91		0.96		1.00	1.00		0.98		0.83	0.91		1.00		0.91	1.00		1.00		1.00
Lanes:	1.00		1.00		0.00	0.00		1.00		1.00	0.89		0.00		0.11	0.00		0.00		0.00
Final Sat.:	1644		1732		0	0		1764		1499	1448		0		186	0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.02		0.26		0.00	0.00		0.28		0.15	0.13		0.00		0.13	0.00		0.00		0.00
Crit Moves:	****							****			****									
Green/Cycle:	0.60		0.51		0.00	0.00		0.48		0.48	0.23		0.00		0.23	0.00		0.00		0.00
Volume/Cap:	0.08		0.52		0.00	0.00		0.58		0.32	0.58		0.00		0.58	0.00		0.00		0.00
Uniform Del:	4.6		7.4		0.0	0.0		8.5		7.2	15.5		0.0		15.5	0.0		0.0		0.0
IncremntDel:	0.1		0.5		0.0	0.0		1.0		0.3	2.3		0.0		2.3	0.0		0.0		0.0
InitQueuDel:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
Delay Adj:	1.00		1.00		0.00	0.00		1.00		1.00	1.00		0.00		1.00	0.00		0.00		0.00
Delay/Veh:	4.7		8.0		0.0	0.0		9.5		7.5	17.9		0.0		17.9	0.0		0.0		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	4.7		8.0		0.0	0.0		9.5		7.5	17.9		0.0		17.9	0.0		0.0		0.0
LOS by Move:	A		A		A	A		A		A	B		A		B	A		A		A
HCM2kAvgQ:	0		5		0	0		6		2	4		0		4	0		0		0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 99@Main

Cycle (sec):	145	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.2
Optimal Cycle:	78	Level Of Service:	D

Street Name:	99						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 0	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	26	232	247	184	250	59	73	275	19	242	209	163
Growth 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
Initial Bse:	26	232	247	184	250	59	73	275	19	242	209	163
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	28	252	268	200	272	64	79	299	21	263	227	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	252	268	200	272	64	79	299	21	263	227	177
PCE 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
MLF 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
Final Vol.:	28	252	268	200	272	64	79	299	21	263	227	177
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.99	0.84	0.94	0.96	0.96	0.93	0.97	0.97	0.94	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.81	0.19	1.00	0.94	0.06	1.00	0.56	0.44
Final Sat.:	1693	1782	1515	1693	1400	330	1676	1634	113	1693	935	729
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.18	0.12	0.19	0.19	0.05	0.18	0.18	0.16	0.24	0.24
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.25	0.25	0.17	0.38	0.38	0.08	0.26	0.26	0.22	0.40	0.40
Volume/Cap:	0.51	0.57	0.71	0.71	0.51	0.51	0.61	0.71	0.71	0.71	0.61	0.61
Uniform Del:	69.0	47.7	49.7	57.2	34.4	34.4	64.8	49.0	49.0	52.5	34.8	34.8
IncremntDel:	7.6	1.8	6.3	8.3	0.7	0.7	8.3	5.3	5.3	6.4	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	76.5	49.4	56.0	65.5	35.0	35.0	73.0	54.3	54.3	58.9	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	49.4	56.0	65.5	35.0	35.0	73.0	54.3	54.3	58.9	36.4	36.4
LOS by Move:	E	D	E	E	D	D	E	D	D	E	D	D
HCM2kAvgQ:	2	10	12	10	11	11	4	14	14	12	14	14

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 99@6th

Cycle (sec):	80	Critical Vol./Cap.(X):	0.328
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	24	Level Of Service:	B

Street Name:	99						6th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	365	1	122	352	2	3	56	21	14	81	100
Growth 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
Initial Bse:	0	365	1	122	352	2	3	56	21	14	81	100
User 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
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	420	1	140	405	2	3	64	24	16	93	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	420	1	140	405	2	3	64	24	16	93	115
PCE 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
MLF 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
Final Vol.:	0	420	1	140	405	2	3	64	24	16	93	115
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.94	0.94	0.70	0.70	0.70	0.96	0.96	0.96	0.93	0.93	0.83
Lanes:	0.00	1.99	0.01	0.51	1.48	0.01	0.04	0.70	0.26	0.15	0.85	1.00
Final Sat.:	0	3377	9	643	1856	11	65	1206	452	247	1428	1486
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.22	0.22	0.22	0.05	0.05	0.05	0.07	0.07	0.08
Crit Moves:					****							****
Green/Cycle:	0.00	0.66	0.66	0.66	0.66	0.66	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.00	0.19	0.19	0.33	0.33	0.33	0.23	0.23	0.23	0.28	0.28	0.33
Uniform Del:	0.0	5.1	5.1	5.8	5.8	5.8	24.7	24.7	24.7	25.0	25.0	25.3
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.3	0.3	0.3	0.4	0.4	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	5.2	5.2	5.9	5.9	5.9	25.0	25.0	25.0	25.4	25.4	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.2	5.2	5.9	5.9	5.9	25.0	25.0	25.0	25.4	25.4	25.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	2	2	3	3	3	2	2	2	2	2	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 99@4th

Cycle (sec):	85	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.7
Optimal Cycle:	32	Level Of Service:	B

Street Name:	99								4th								
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	0	1	0	0	1
Volume Module:																				
Base Vol:	5		204		42	66		224		85	97		45		7	28		68		47
Growth 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
Initial Bse:	5		204		42	66		224		85	97		45		7	28		68		47
User 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
PHF Adj:	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	5		222		46	72		243		92	105		49		8	30		74		51
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	5		222		46	72		243		92	105		49		8	30		74		51
PCE 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
MLF 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
Final Vol.:	5		222		46	72		243		92	105		49		8	30		74		51
Saturation Flow Module:																				
Sat/Lane:	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800		1800
Adjustment:	0.54		0.95		0.94	0.51		0.95		0.81	0.95		0.98		0.98	0.96		0.96		0.83
Lanes:	1.00		0.83		0.17	1.00		1.00		1.00	1.00		0.87		0.13	0.29		0.71		1.00
Final Sat.:	976		1411		290	918		1714		1454	1710		1527		237	503		1221		1486
Capacity Analysis Module:																				
Vol/Sat:	0.01		0.16		0.16	0.08		0.14		0.06	0.06		0.03		0.03	0.06		0.06		0.03
Crit Moves:			****								****							****		
Green/Cycle:	0.48		0.48		0.48	0.48		0.48		0.48	0.19		0.13		0.13	0.25		0.19		0.19
Volume/Cap:	0.01		0.33		0.33	0.16		0.29		0.13	0.33		0.25		0.25	0.25		0.33		0.18
Uniform Del:	11.4		13.5		13.5	12.3		13.2		12.1	29.8		33.2		33.2	25.7		30.0		29.2
IncremntDel:	0.0		0.2		0.2	0.2		0.2		0.1	0.6		0.6		0.6	0.3		0.6		0.3
InitQueuDel:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
Delay 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
Delay/Veh:	11.4		13.7		13.7	12.5		13.4		12.2	30.3		33.8		33.8	26.0		30.6		29.5
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	11.4		13.7		13.7	12.5		13.4		12.2	30.3		33.8		33.8	26.0		30.6		29.5
LOS by Move:	B		B		B	B		B		B	C		C		C	C		C		C
HCM2kAvgQ:	0		4		4	1		4		1	3		2		2	2		3		1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 99@S.River

Average Delay (sec/veh):	3.2						Worst Case Level Of Service:						B[13.1]							
Street Name:	99												S.River							
Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	37		183		0	0		227		23	67		0		54	0		0		0
Growth 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
Initial Bse:	37		183		0	0		227		23	67		0		54	0		0		0
User 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
PHF Adj:	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92
PHF Volume:	40		199		0	0		247		25	73		0		59	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	40		199		0	0		247		25	73		0		59	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.5	xxxx			6.3	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.6	xxxx			3.4	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	274	xxxx	xxxxx	xxxx	xxxx	xxxxx					541	xxxx			261	xxxx	xxxx	xxxxx		
Potent Cap.:	1272	xxxx	xxxxx	xxxx	xxxx	xxxxx					492	xxxx			763	xxxx	xxxx	xxxxx		
Move Cap.:	1270	xxxx	xxxxx	xxxx	xxxx	xxxxx					479	xxxx			762	xxxx	xxxx	xxxxx		
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx					0.15	xxxx			0.08	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
LOS by Move:	A	*	*	*	*	*	*	*	*		*	*	*							
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT									
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	574	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	A	*	*	*	*	*	*	B	*		*	*	*							
ApproachDel:	xxxxxx			xxxxxx			13.1				xxxxxx									
ApproachLOS:	*			*			B				*									

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 10th@Monroe

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.1]

Street Name:	10th								Monroe							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	17	74	0	0	100	52	33	0	7	0	0	0				
Growth 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				
Initial Bse:	17	74	0	0	100	52	33	0	7	0	0	0				
User 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				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	18	80	0	0	109	57	36	0	8	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	18	80	0	0	109	57	36	0	8	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	171	xxxx	xxxxx	xxxx	xxxx	xxxxx	261	xxxx	144	xxxx	xxxx	xxxxx				
Potent Cap.:	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx	730	xxxx	906	xxxx	xxxx	xxxxx				
Move Cap.:	1411	xxxx	xxxxx	xxxx	xxxx	xxxxx	718	xxxx	901	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.01	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	745	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			10.1			xxxxxx						
ApproachLOS:	*			*			B			*						

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 8th@Taylor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.181
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

Street Name:	8th								Taylor							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	17	6	21		2	6	7		4	93	19		42	94	3	
Growth 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	
Initial Bse:	17	6	21		2	6	7		4	93	19		42	94	3	
User 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	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	18	7	23		2	7	8		4	101	21		46	102	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	7	23		2	7	8		4	101	21		46	102	3	
PCE 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	
MLF 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	
Final Vol.:	18	7	23		2	7	8		4	101	21		46	102	3	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.38	0.14	0.48		0.13	0.40	0.47		0.03	0.81	0.16		0.30	0.68	0.02	
Final Sat.:	303	107	374		102	307	358		29	686	140		252	565	18	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.02	0.02	0.02		0.15	0.15	0.15		0.18	0.18	0.18	
Crit Moves:		****				****				****				****		
Delay/Veh:	7.6	7.6	7.6		7.5	7.5	7.5		7.8	7.8	7.8		8.2	8.2	8.2	
Delay 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	
AdjDel/Veh:	7.6	7.6	7.6		7.5	7.5	7.5		7.8	7.8	7.8		8.2	8.2	8.2	
LOS by Move:	A	A	A		A	A	A		A	A	A		A	A	A	
ApproachDel:	7.6				7.5				7.8				8.2			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	7.6				7.5				7.8				8.2			
LOS by Appr:	A				A				A				A			
AllWayAvgQ:	0.1	0.1	0.1		0.0	0.0	0.0		0.2	0.2	0.2		0.2	0.2	0.2	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 6th@I5 off

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: B[11.2]

Street Name:	6th							I5 off ramp							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 0	0	0	1	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	92		0	0	164		0	0	0		0	145	0		30
Growth 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
Initial Bse:	0	92		0	0	164		0	0	0		0	145	0		30
User 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
PHF Adj:	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92
PHF Volume:	0	100		0	0	178		0	0	0		0	158	0		33
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	0	100		0	0	178		0	0	0		0	158	0		33
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.5	xxxx		6.3
FollowUpTim:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.6	xxxx		3.4
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	279	xxxx		101
Potent Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	698	xxxx		938
Move Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	697	xxxx		937
Volume/Cap:	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	0.23	xxxx		0.03
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	0.9	xxxx		0.1
Control Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	11.7	xxxx		9.0
LOS by Move:	*	*		*	*	*		*	*	*		*	B	*		A
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				11.2			
ApproachLOS:	*				*				*				B			

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

Intersection #13 6th @ I5 ON

Street Name:	6th							I5 ON							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	97		61	32	269		0	0	0		0	0	0		0
Growth Adj:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Initial Bse:	0	0		0	0	0		0	0	0		0	0	0		0
User Adj:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
PHF Adj:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
PHF Volume:	0	0		0	0	0		0	0	0		0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PCE Adj:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
MLF Adj:	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Final Vol.:	0	0		0	0	0		0	0	0		0	0	0		0
Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<																
Critical Gp:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Capacity Module:																
Cnflict Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Potent Cap.:	0	0		0	0	0		0	0	0		0	0	0		0
Level Of Service Module:																
LOS by Move:																
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	0	0		0	0	0		0	0	0		0	0	0		0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Main@16th

Cycle (sec):	105	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle:	48	Level Of Service:	B

Street Name:	16th						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	0
Volume Module:												
Base Vol:	16	19	9	77	37	63	25	567	27	4	490	102
Growth 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
Initial Bse:	16	19	9	77	37	63	25	567	27	4	490	102
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	17	21	10	84	40	68	27	616	29	4	533	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	21	10	84	40	68	27	616	29	4	533	111
PCE 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
MLF 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
Final Vol.:	17	21	10	84	40	68	27	616	29	4	533	111
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	0.83	0.83	0.80	0.80	0.79	0.94	0.98	0.98	0.93	0.95	0.95
Lanes:	0.36	0.43	0.21	0.43	0.21	0.36	1.00	0.95	0.05	1.00	0.83	0.17
Final Sat.:	545	648	307	623	299	509	1693	1689	80	1676	1422	296
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.13	0.13	0.13	0.02	0.36	0.36	0.00	0.37	0.37
Crit Moves:					****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.03	0.65	0.65	0.00	0.63	0.63
Volume/Cap:	0.14	0.14	0.14	0.59	0.59	0.59	0.59	0.56	0.56	0.56	0.59	0.59
Uniform Del:	32.4	32.4	32.4	36.3	36.3	36.3	50.5	9.9	9.9	52.1	11.4	11.4
IncremntDel:	0.2	0.2	0.2	2.9	2.9	2.9	19.1	0.6	0.6	67.8	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	32.6	32.6	32.6	39.2	39.2	39.2	69.6	10.5	10.5	119.9	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	32.6	32.6	39.2	39.2	39.2	69.6	10.5	10.5	119.9	12.3	12.3
LOS by Move:	C	C	C	D	D	D	E	B	B	F	B	B
HCM2kAvgQ:	1	1	1	6	6	6	2	11	11	1	12	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Main@Gateway

Cycle (sec):	65	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.9
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Gateway						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	8	54	83	23	91	184	233	391	8	105	380	19
Growth 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
Initial Bse:	8	54	83	23	91	184	233	391	8	105	380	19
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	9	59	90	25	99	200	253	425	9	114	413	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	59	90	25	99	200	253	425	9	114	413	21
PCE 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
MLF 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
Final Vol.:	9	59	90	25	99	200	253	425	9	114	413	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	1.00	0.85	0.93	0.88	0.88	0.94	0.99	0.99	0.94	0.98	0.98
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	0.98	0.02	1.00	0.95	0.05
Final Sat.:	1710	1800	1530	1676	525	1062	1693	1741	36	1693	1685	84
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.06	0.01	0.19	0.19	0.15	0.24	0.24	0.07	0.25	0.25
Crit Moves:	****				****		****				****	
Green/Cycle:	0.01	0.20	0.20	0.05	0.24	0.24	0.19	0.40	0.40	0.11	0.31	0.31
Volume/Cap:	0.78	0.16	0.30	0.30	0.78	0.78	0.78	0.62	0.62	0.62	0.78	0.78
Uniform Del:	32.2	21.6	22.2	29.8	23.0	23.0	25.0	15.7	15.7	27.6	20.2	20.2
IncremntDel:	149.0	0.2	0.6	2.0	9.9	9.9	11.5	1.6	1.6	6.1	7.0	7.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	181.3	21.8	22.8	31.8	32.9	32.9	36.5	17.3	17.3	33.7	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	181.3	21.8	22.8	31.8	32.9	32.9	36.5	17.3	17.3	33.7	27.2	27.2
LOS by Move:	F	C	C	C	C	C	D	B	B	C	C	C
HCM2kAvgQ:	1	1	2	1	8	8	7	8	8	3	10	10

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 I5 SB Ramps & Gateway @ CGC

Cycle (sec):	90	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.6
Optimal Cycle:	90	Level Of Service:	D

Street Name:	I5 SB Ramps / Gateway									CGC								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected					
Rights:	Include				Ignore				Include				Ignore					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	0	1	0	1	0	2	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:																				
Base Vol:	78		67		190	216		283		272	22		399		85	125		242		53
Growth 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	
Initial Bse:	78		67		190	216		283		272	22		399		85	125		242		53
User Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.00		0.92	0.92		0.92		0.92	0.92		0.00	
PHF Volume:	85		73		207	235		308		0	24		434		92	136		263		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	85		73		207	235		308		0	24		434		92	136		263		0
PCE Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		0.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		0.00	
Final Vol.:	85		73		207	235		308		0	24		434		92	136		263		0
Saturation Flow Module:																				
Sat/Lane:	1800	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800	
Adjustment:	0.90	0.85		0.85		0.90	0.90		1.00		0.92	0.95		0.95		0.90	0.95		1.00	
Lanes:	1.00	0.26		0.74		1.00	2.00		1.00		1.00	0.82		0.18		1.00	1.00		1.00	
Final Sat.:	1628		397		1126	1628		3256		1800	1660		1403		299	1628		1714		1800
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.18		0.18		0.14	0.09		0.00		0.01	0.31		0.31		0.08	0.15		0.00	
Crit Moves:		****				****						****				****				
Green/Cycle:	0.13	0.21		0.21		0.16	0.24		0.00		0.04	0.35		0.35		0.10	0.41		0.00	
Volume/Cap:	0.39	0.88		0.88		0.88	0.39		0.00		0.37	0.88		0.88		0.88	0.37		0.00	
Uniform Del:	35.7	34.4		34.4		36.7	28.6		0.0		42.2	27.3		27.3		40.2	18.5		0.0	
IncremntDel:	1.2	22.7		22.7		25.9	0.3		0.0		3.7	13.6		13.6		38.7	0.3		0.0	
InitQueuDel:	0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		0.00	
Delay/Veh:	36.9	57.1		57.1		62.6	28.9		0.0		45.9	40.9		40.9		78.9	18.9		0.0	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	36.9	57.1		57.1		62.6	28.9		0.0		45.9	40.9		40.9		78.9	18.9		0.0	
LOS by Move:	D		E		E	E		C		A	D		D		D	E		B		A
HCM2kAvgQ:	3		11		11	9		4		0	1		17		17	6		5		0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #17 I5 NB OFF ramp

Average Delay (sec/veh):	0.7	Worst Case Level Of Service:	B[11.3]	

Street Name:	I5 NB OFF ramp												Row River Rd											
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	1		0	0	1	0	0		0	0	1	0	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		75		0		813		0		0		345		0	
Growth 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		
Initial Bse:	0		0		0		0		0		75		0		813		0		0		345		0	
User 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		
PHF Adj:	0.92	0.92		0.92			0.92	0.92		0.92			0.92	0.92		0.92			0.92	0.92		0.92		
PHF Volume:	0		0		0		0		0		82		0		884		0		0		375		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		0		0		82		0		884		0		0		375		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx			6.3		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx			3.4		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx			375		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx			656		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx			656		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Volume/Cap:	xxxx	xxxx		xxxx			xxxx	xxxx			0.12		xxxx	xxxx		xxxx			xxxx	xxxx		xxxx		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx			0.4		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx			11.3		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
LOS by Move:	*		*		*		*		*		B		*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*		*		*		*		*		*		*		*		*		*		*		*	
ApproachDel:	xxxxxx						11.3						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 I5 NB ramp

Cycle (sec):	110	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	43	Level Of Service:	B

Street Name:	I5 ramp								Row River Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Prot+Permit				Prot+Permit			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	1	0 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0		61	0	70		318	495	0		0	345	230	
Growth 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	
Initial Bse:	0	0	0		61	0	70		318	495	0		0	345	230	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.00		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	0	0		66	0	0		346	538	0		0	375	250	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		66	0	0		346	538	0		0	375	250	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		66	0	0		346	538	0		0	375	250	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	1.00	1.00		0.87	1.00	1.00		0.91	0.96	1.00		1.00	0.94	0.79	
Lanes:	0.00	0.00	0.00		1.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	1.00	
Final Sat.:	0	0	0		1571	0	0		1645	1732	0		0	1683	1431	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.00		0.21	0.31	0.00		0.00	0.22	0.17	
Crit Moves:					****				****					****		
Green/Cycle:	0.00	0.00	0.00		0.08	0.00	0.00		0.85	0.81	0.00		0.00	0.42	0.42	
Volume/Cap:	0.00	0.00	0.00		0.53	0.00	0.00		0.37	0.38	0.00		0.00	0.53	0.42	
Uniform Del:	0.0	0.0	0.0		48.7	0.0	0.0		3.7	2.8	0.0		0.0	24.0	22.6	
IncremntDel:	0.0	0.0	0.0		4.4	0.0	0.0		0.3	0.2	0.0		0.0	0.8	0.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	0.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		53.1	0.0	0.0		3.9	3.0	0.0		0.0	24.8	23.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		53.1	0.0	0.0		3.9	3.0	0.0		0.0	24.8	23.1	
LOS by Move:	A		A	A	D		A	A	A		A	A	A		C	C
HCM2kAvgQ:	0		0	0	3		0	0	3		5	0	0		10	6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #401 99@CGC (OR 99 NB and SB)

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: C[15.5]

Street Name:	99								CGC							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Ignore				Include				Include				Include			
Lanes:	0	0	1	0 0	0	0	0	0 2	0	0	0	0 0	0	0	1	0 0
Volume Module:																
Base Vol:	0	102	0		0	0	0	154	0	0	0		0	486	0	
Growth 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	1.00	
Initial Bse:	0	102	0		0	0	0	154	0	0	0		0	486	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.00		0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	111	0		0	0	0	167	0	0	0		0	528	0	
Reduct Vol:	0	0	0		0	0	0	0	0	0	0		0	0	0	
Final Vol.:	0	111	0		0	0	0	167	0	0	0		0	528	0	
Critical Gap Module:																
Critical Gp:	xxxxx	6.5	xxxxx		xxxxx	xxxx		6.2	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	4.0	xxxxx		xxxxx	xxxx		3.3	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	529	xxxxx		xxxx	xxxx		529	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	455	xxxxx		xxxx	xxxx		547	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	455	xxxxx		xxxx	xxxx		547	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	0.24	xxxx		xxxx	xxxx		0.31	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	0.9	xxxxx		xxxx	xxxx		1.3	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	15.5	xxxxx		xxxxx	xxxx		14.5	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	C	*		*	*		B	*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	15.5				14.5				xxxxx				xxxxx			
ApproachLOS:	C				B				*				*			

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #402 OR 99 @ CGC (OR 99 EB turning left)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[22.5]

Street Name:	OR 99						CGC					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0 0		0 0	1 0 0		0 0	1 0 1	
Volume Module:												
Base Vol:	0	0	0	39	0	0	0	488	0	0	486	76
Growth 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
Initial Bse:	0	0	0	39	0	0	0	488	0	0	486	76
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	42	0	0	0	530	0	0	528	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	42	0	0	0	530	0	0	528	83
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1059	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	248	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	248	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	22.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			22.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #403 OR 99 @ CGC (CGC NB rights)

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[9.2]

Street Name:	OR 99						CGC					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0 0		0 1	1 0 0		0 0	0 0 0		0 0	0 0 1	
Volume Module:												
Base Vol:	0	102	0	39	154	0	0	0	0	0	0	76
Growth 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
Initial Bse:	0	102	0	39	154	0	0	0	0	0	0	76
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	111	0	42	167	0	0	0	0	0	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	111	0	42	167	0	0	0	0	0	0	83
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	111	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	112
Potent Cap.:	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	938
Move Cap.:	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	938
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.2		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

APPENDIX D: PM Peak Hour Level of Service Calculation Sheets – Future Conditions – No-Build

Scenario Report

Scenario:	Default Scenario
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Main@R	B	10.0	0.000	B	13.5	0.000	+ 3.419 D/V
# 2 Main@River	B	16.7	0.406	C	24.3	0.833	+ 7.580 D/V
# 3 Harrison@River	A	8.4	0.209	E	42.2	1.061	+ 0.852 V/C
# 5 99@Woodson	B	13.1	0.491	C	26.6	0.922	+13.533 D/V
# 6 99@Main	D	49.3	0.690	F	137.8	1.214	+88.495 D/V
# 7 99@6th	B	10.4	0.308	C	20.5	0.861	+10.075 D/V
# 8 99@4th	B	18.7	0.325	C	26.3	0.736	+ 7.609 D/V
# 9 99@S.River	B	12.8	0.000	F	68.0	0.000	+55.111 D/V
# 10 10th@Monroe	B	10.1	0.000	B	11.1	0.000	+ 0.961 D/V
# 11 8th@Taylor	A	7.9	0.181	B	13.1	0.657	+ 0.476 V/C
# 12 6th@I5 off	B	11.2	0.000	B	11.2	0.000	+ 0.016 D/V
# 13 6th @ I5 ON		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 14 Main@16th	B	16.4	0.574	C	25.1	0.874	+ 8.732 D/V
# 15 Main@Gateway	C	26.8	0.755	F	91.7	1.188	+64.936 D/V
# 16 I5 SB Ramps & Gateway @ CGC	D	41.1	0.848	F	140.7	1.345	+99.601 D/V
# 17 I5 NB OFF ramp	B	11.3	0.000	C	20.5	0.000	+ 9.272 D/V
# 18 I5 NB ramp	B	11.7	0.516	C	29.1	0.947	+17.431 D/V
#401 99@CGC (OR 99 NB and SB)	F	206.0	0.000	F	206.0	0.000	+ 0.000 D/V
#402 OR 99 @ CGC (OR 99 EB turning	F	637.0	0.000	F	637.0	0.000	+ 0.000 D/V
#403 OR 99 @ CGC (CGC NB rights)	B	13.6	0.000	B	13.6	0.000	+ 0.000 D/V

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Main@R

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[13.5]

Street Name:	R						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	14	0	63	0	0	0	0	126	13	67	187	0
Growth 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
Initial Bse:	14	0	63	0	0	0	0	126	13	67	187	0
Added Vol:	18	0	103	0	0	0	0	73	24	42	159	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	0	166	0	0	0	0	199	37	109	346	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	35	0	180	0	0	0	0	216	40	118	376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	35	0	180	0	0	0	0	216	40	118	376	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	850	xxxx	237	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	258	xxxx	xxxxx
Potent Cap.:	333	xxxx	807	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1307	xxxx	xxxxx
Move Cap.:	308	xxxx	806	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1306	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	639	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Main@River

Cycle (sec):	70	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	70	Level Of Service:	C

Street Name:	River						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1	0	0 1	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	13	41	67	45	72	129	68	224	9	7	236	36
Growth 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
Initial Bse:	13	41	67	45	72	129	68	224	9	7	236	36
Added Vol:	52	38	51	0	11	72	24	190	29	71	391	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	79	118	45	83	201	92	414	38	78	627	38
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	71	86	128	49	90	218	100	450	41	85	682	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	86	128	49	90	218	100	450	41	85	682	41
PCE 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
MLF 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
Final Vol.:	71	86	128	49	90	218	100	450	41	85	682	41
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	0.98	0.85	0.95	0.89	0.89	0.16	0.95	0.95	0.35	0.98	0.98
Lanes:	0.45	0.55	1.00	1.00	0.29	0.71	1.00	0.92	0.08	1.00	0.94	0.06
Final Sat.:	795	966	1530	1710	470	1139	281	1565	144	624	1665	101
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.03	0.19	0.19	0.36	0.29	0.29	0.14	0.41	0.41
Crit Moves:	****				****						****	
Green/Cycle:	0.11	0.26	0.26	0.08	0.23	0.23	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.83	0.35	0.33	0.35	0.83	0.83	0.73	0.58	0.58	0.28	0.83	0.83
Uniform Del:	30.7	21.3	21.2	30.4	25.7	25.7	14.1	12.7	12.7	10.5	15.3	15.3
IncremntDel:	26.0	0.5	0.5	1.5	14.8	14.8	17.4	1.1	1.1	0.5	6.9	6.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	56.6	21.8	21.7	31.9	40.5	40.5	31.5	13.8	13.8	11.0	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	21.8	21.7	31.9	40.5	40.5	31.5	13.8	13.8	11.0	22.3	22.3
LOS by Move:	E	C	C	C	D	D	C	B	B	B	C	C
HCM2kAvgQ:	6	3	3	1	9	9	3	8	8	1	16	16

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Harrison@River

Cycle (sec):	100	Critical Vol./Cap.(X):	1.061		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.2		
Optimal Cycle:	0	Level Of Service:	E		

Street Name:	River						Harrison					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1! 0	0		0 0 1! 0	0		1 0 0 1	0		0 0 1! 0	0	
Volume Module:												
Base Vol:	6	40	39	21	59	30	15	83	11	39	80	33
Growth 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
Initial Bse:	6	40	39	21	59	30	15	83	11	39	80	33
Added Vol:	67	34	51	0	23	87	100	126	57	2	401	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	74	90	21	82	117	115	209	68	41	481	40
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	78	95	22	86	123	121	220	72	43	506	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	78	95	22	86	123	121	220	72	43	506	42
PCE 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
MLF 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
Final Vol.:	77	78	95	22	86	123	121	220	72	43	506	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.31	0.38	0.10	0.37	0.53	1.00	0.75	0.25	0.07	0.86	0.07
Final Sat.:	147	149	181	46	179	255	456	376	122	41	477	40
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.48	0.48	0.48	0.27	0.58	0.58	1.06	1.06	1.06
Crit Moves:		****			****				****		****	
Delay/Veh:	17.3	17.3	17.3	16.2	16.2	16.2	13.1	18.6	18.6	80.4	80.4	80.4
Delay 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
AdjDel/Veh:	17.3	17.3	17.3	16.2	16.2	16.2	13.1	18.6	18.6	80.4	80.4	80.4
LOS by Move:	C	C	C	C	C	C	B	C	C	F	F	F
ApproachDel:	17.3			16.2			17.0			80.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.3			16.2			17.0			80.4		
LOS by Appr:	C			C			C			F		
AllWayAvgQ:	0.9	0.9	0.9	0.8	0.8	0.8	0.3	1.2	1.2	11.0	11.0	11.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 99@Woodson

Cycle (sec):	85	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.6
Optimal Cycle:	85	Level Of Service:	C

Street Name:	99							Woodson							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 0	0	0	1	0 1	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	27	428	0	0	460	213	179	0	23	0	0	0				
Growth 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				
Initial Bse:	27	428	0	0	460	213	179	0	23	0	0	0				
Added Vol:	0	435	0	0	469	106	139	0	2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	27	863	0	0	929	319	318	0	25	0	0	0				
User 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				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	28	908	0	0	978	336	335	0	26	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	28	908	0	0	978	336	335	0	26	0	0	0				
PCE 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				
MLF 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				
Final Vol.:	28	908	0	0	978	336	335	0	26	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.91	0.96	1.00	1.00	0.98	0.83	0.91	1.00	0.91	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.93	0.00	0.07	0.00	0.00	0.00				
Final Sat.:	1645	1732	0	0	1764	1499	1519	0	119	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.52	0.00	0.00	0.55	0.22	0.22	0.00	0.22	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.67	0.62	0.00	0.00	0.60	0.60	0.24	0.00	0.24	0.00	0.00	0.00				
Volume/Cap:	0.23	0.85	0.00	0.00	0.92	0.37	0.92	0.00	0.92	0.00	0.00	0.00				
Uniform Del:	14.9	12.9	0.0	0.0	15.2	8.7	31.6	0.0	31.6	0.0	0.0	0.0				
IncremntDel:	1.0	6.4	0.0	0.0	12.9	0.3	26.9	0.0	26.9	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	15.9	19.3	0.0	0.0	28.0	9.0	58.5	0.0	58.5	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	15.9	19.3	0.0	0.0	28.0	9.0	58.5	0.0	58.5	0.0	0.0	0.0				
LOS by Move:	B	B	A	A	C	A	E	A	E	A	A	A				
HCM2kAvgQ:	1	22	0	0	28	5	13	0	13	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 99@Main

Cycle (sec):	145	Critical Vol./Cap.(X):	1.214
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	137.8
Optimal Cycle:	145	Level Of Service:	F

Street Name:	99								Main							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	26	232	247		184	250	59		73	275	19		242	209	163	
Growth 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	
Initial Bse:	26	232	247		184	250	59		73	275	19		242	209	163	
Added Vol:	139	320	141		27	351	88		62	153	22		141	261	38	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	165	552	388		211	601	147		135	428	41		383	470	201	
User 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	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	174	581	408		222	633	155		142	451	43		403	495	212	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	174	581	408		222	633	155		142	451	43		403	495	212	
PCE 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	
MLF 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	
Final Vol.:	174	581	408		222	633	155		142	451	43		403	495	212	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.99	0.84		0.94	0.96	0.96		0.93	0.97	0.97		0.94	0.95	0.95	
Lanes:	1.00	1.00	1.00		1.00	0.80	0.20		1.00	0.91	0.09		1.00	0.70	0.30	
Final Sat.:	1693	1782	1515		1693	1389	340		1676	1589	152		1693	1192	510	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.33	0.27		0.13	0.46	0.46		0.08	0.28	0.28		0.24	0.42	0.42	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.08	0.33	0.33		0.13	0.38	0.38		0.07	0.23	0.23		0.20	0.36	0.36	
Volume/Cap:	1.21	0.99	0.82		0.99	1.21	1.21		1.16	1.21	1.21		1.21	1.16	1.16	
Uniform Del:	66.4	48.6	44.8		62.9	45.3	45.3		67.2	55.6	55.6		58.3	46.6	46.6	
IncremntDel:	143.9	35.7	10.6		58.5	110	110.0		131.8	117	116.9		120.7	90.4	90.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay 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	
Delay/Veh:	210.3	84.3	55.4		121.4	155	155.3		199.0	172	172.4		179.0	137	137.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	210.3	84.3	55.4		121.4	155	155.3		199.0	172	172.4		179.0	137	137.1	
LOS by Move:	F	F	E		F	F	F		F	F	F		F	F	F	
HCM2kAvgQ:	14	32	19		14	54	54		11	35	35		29	46	46	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 99@6th

Cycle (sec):	80	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.5
Optimal Cycle:	76	Level Of Service:	C

Street Name:	99								6th			
Approach:	North Bound				South Bound				East Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	0	1 0	1	0	0	0	1! 0	0
Volume Module:												
Base Vol:	0	365	1		122	352	2		3	56	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	365	1		122	352	2		3	56	21	
Added Vol:	8	304	20		68	419	26		24	5	7	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	8	669	21		190	771	28		27	61	28	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	9	727	23		207	838	30		29	66	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	727	23		207	838	30		29	66	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	9	727	23		207	838	30		29	66	30	
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	0.89	0.89		0.59	0.59	0.59		0.88	0.88	0.87	
Lanes:	0.02	1.92	0.06		0.38	1.56	0.06		0.23	0.53	0.24	
Final Sat.:	37	3054	96		411	1667	61		367	828	380	
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24		0.50	0.50	0.50		0.08	0.08	0.08	
Crit Moves:					****							
Green/Cycle:	0.58	0.58	0.58		0.58	0.58	0.58		0.32	0.32	0.32	
Volume/Cap:	0.41	0.41	0.41		0.86	0.86	0.86		0.25	0.25	0.25	
Uniform Del:	9.1	9.1	9.1		13.9	13.9	13.9		20.3	20.3	20.3	
IncremntDel:	0.1	0.1	0.1		6.3	6.3	6.3		0.3	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	9.2	9.2	9.2		20.2	20.2	20.2		20.6	20.6	20.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.2	9.2	9.2		20.2	20.2	20.2		20.6	20.6	20.6	
LOS by Move:	A	A	A		C	C	C		C	C	C	
HCM2kAvgQ:	6	6	6		15	15	15		2	2	2	

Street Name:												
Approach:	West Bound											
Movement:	L	- T	- R									
Control:	Permitted											
Rights:	Include											
Min. Green:	0	0	0									
Lanes:	0	1	0	0	1							
Volume Module:												
Base Vol:	14	81	100									
Growth Adj:	1.00	1.00	1.00									
Initial Bse:	14	81	100									
Added Vol:	73	42	272									
PasserByVol:	0	0	0									
Initial Fut:	87	123	372									
User Adj:	1.00	1.00	1.00									
PHF Adj:	0.92	0.92	0.92									
PHF Volume:	95	134	404									
Reduct Vol:	0	0	0									
Reduced Vol:	95	134	404									
PCE Adj:	1.00	1.00	1.00									
MLF Adj:	1.00	1.00	1.00									
Final Vol.:	95	134	404									
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800									
Adjustment:	0.81	0.81	0.83									
Lanes:	0.41	0.59	1.00									
Final Sat.:	601	850	1486									
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.27									
Crit Moves:			****									
Green/Cycle:	0.32	0.32	0.32									
Volume/Cap:	0.50	0.50	0.86									
Uniform Del:	22.2	22.2	25.7									
IncremntDel:	0.9	0.9	14.9									
InitQueuDel:	0.0	0.0	0.0									
Delay Adj:	1.00	1.00	1.00									
Delay/Veh:	23.1	23.1	40.6									
User DelAdj:	1.00	1.00	1.00									
AdjDel/Veh:	23.1	23.1	40.6									
LOS by Move:	C	C	D									
HCM2kAvgQ:	5	5	13									

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 99@4th

Cycle (sec):	85	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.3
Optimal Cycle:	62	Level Of Service:	C

Street Name:	99								4th			
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	0
Volume Module:												
Base Vol:	5	204	42		66	224	85		97	45	7	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	204	42		66	224	85		97	45	7	
Added Vol:	0	239	39		0	260	239		92	40	54	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	5	443	81		66	484	324		189	85	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	5	482	88		72	526	352		205	92	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	482	88		72	526	352		205	92	66	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	5	482	88		72	526	352		205	92	66	
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.27	0.95	0.95		0.23	0.95	0.81		0.95	0.94	0.94	
Lanes:	1.00	0.84	0.16		1.00	1.00	1.00		1.00	0.58	0.42	
Final Sat.:	491	1443	264		416	1714	1453		1710	982	705	
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33		0.17	0.31	0.24		0.12	0.09	0.09	
Crit Moves:		****							****			
Green/Cycle:	0.45	0.45	0.45		0.45	0.45	0.45		0.16	0.14	0.14	
Volume/Cap:	0.02	0.74	0.74		0.38	0.68	0.53		0.74	0.67	0.67	
Uniform Del:	12.9	19.1	19.1		15.4	18.3	16.8		33.8	34.7	34.7	
IncremntDel:	0.0	3.7	3.7		1.3	2.4	0.9		9.8	7.4	7.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	12.9	22.8	22.8		16.6	20.8	17.6		43.7	42.1	42.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.9	22.8	22.8		16.6	20.8	17.6		43.7	42.1	42.1	
LOS by Move:	B	C	C		B	C	B		D	D	D	
HCM2kAvgQ:	0	14	14		2	12	7		7	5	5	

Street Name:	99								4th			
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	0
Volume Module:												
Base Vol:	5	204	42		66	224	85		97	45	7	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	204	42		66	224	85		97	45	7	
Added Vol:	0	239	39		0	260	239		92	40	54	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	5	443	81		66	484	324		189	85	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	5	482	88		72	526	352		205	92	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	482	88		72	526	352		205	92	66	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	5	482	88		72	526	352		205	92	66	
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.27	0.95	0.95		0.23	0.95	0.81		0.95	0.94	0.94	
Lanes:	1.00	0.84	0.16		1.00	1.00	1.00		1.00	0.58	0.42	
Final Sat.:	491	1443	264		416	1714	1453		1710	982	705	
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33		0.17	0.31	0.24		0.12	0.09	0.09	
Crit Moves:		****							****			
Green/Cycle:	0.45	0.45	0.45		0.45	0.45	0.45		0.16	0.14	0.14	
Volume/Cap:	0.02	0.74	0.74		0.38	0.68	0.53		0.74	0.67	0.67	
Uniform Del:	12.9	19.1	19.1		15.4	18.3	16.8		33.8	34.7	34.7	
IncremntDel:	0.0	3.7	3.7		1.3	2.4	0.9		9.8	7.4	7.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	12.9	22.8	22.8		16.6	20.8	17.6		43.7	42.1	42.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.9	22.8	22.8		16.6	20.8	17.6		43.7	42.1	42.1	
LOS by Move:	B	C	C		B	C	B		D	D	D	
HCM2kAvgQ:	0	14	14		2	12	7		7	5	5	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 99@S.River

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: F[68.0]

Street Name:	99						S.River					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	0 0	1!	0 0	0 0 0	0	0
Volume Module:												
Base Vol:	37 183	0	0	227	23	67	0	54	0	0	0	
Growth 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	
Initial Bse:	37 183	0	0	227	23	67	0	54	0	0	0	
Added Vol:	75 250	0	0	274	77	29	0	53	0	0	0	
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	112 433	0	0	501	100	96	0	107	0	0	0	
User 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	
PHF Adj:	0.95 0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	118 456	0	0	527	105	101	0	113	0	0	0	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	118 456	0	0	527	105	101	0	113	0	0	0	
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	6.3	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.6	xxxx	3.4	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	635 xxxx	xxxxx	xxxx	xxxx	xxxxx	1274	xxxx	582	xxxx	xxxx	xxxxx	
Potent Cap.:	934 xxxx	xxxxx	xxxx	xxxx	xxxxx	179	xxxx	502	xxxx	xxxx	xxxxx	
Move Cap.:	933 xxxx	xxxxx	xxxx	xxxx	xxxxx	160	xxxx	501	xxxx	xxxx	xxxxx	
Volume/Cap:	0.13 xxxx	xxxx	xxxx	xxxx	xxxx	0.63	xxxx	0.22	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.4 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	9.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	250	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	0.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.0	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	9.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	68.0	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			68.0			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 10th@Monroe

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.1]

Street Name:	10th						Monroe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0	0	0 0 0	1	0	0 0	1!	0 0	0 0 0	0	0
Volume Module:												
Base Vol:	17 74	0	0	100	52	33	0	7	0	0	0	
Growth 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	
Initial Bse:	17 74	0	0	100	52	33	0	7	0	0	0	
Added Vol:	4 66	0	0	31	9	7	0	1	0	0	0	
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	21 140	0	0	131	61	40	0	8	0	0	0	
User 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	
PHF Adj:	0.92 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	23 152	0	0	142	66	43	0	9	0	0	0	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	23 152	0	0	142	66	43	0	9	0	0	0	
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	215 xxxx	xxxxx	xxxx	xxxx	xxxxx	380	xxxx	183	xxxx	xxxx	xxxxx	
Potent Cap.:	1367 xxxx	xxxxx	xxxx	xxxx	xxxxx	624	xxxx	863	xxxx	xxxx	xxxxx	
Move Cap.:	1360 xxxx	xxxxx	xxxx	xxxx	xxxxx	612	xxxx	858	xxxx	xxxx	xxxxx	
Volume/Cap:	0.02 xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.01	xxxx	xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	0.1 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	7.7 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	643	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	0.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	7.7 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.1			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 8th@Taylor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 0 Level Of Service: B

Street Name:	8th						Taylor					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	17	6	21	2	6	7	4	93	19	42	94	3
Growth 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
Initial Bse:	17	6	21	2	6	7	4	93	19	42	94	3
Added Vol:	5	0	0	0	0	0	0	374	11	1	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	6	21	2	6	7	4	467	30	43	138	3
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	24	7	23	2	7	8	4	508	33	47	150	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	7	23	2	7	8	4	508	33	47	150	3
PCE 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
MLF 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
Final Vol.:	24	7	23	2	7	8	4	508	33	47	150	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.12	0.43	0.13	0.40	0.47	0.01	0.93	0.06	0.23	0.75	0.02
Final Sat.:	269	73	256	78	233	272	7	773	50	174	560	12
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.03	0.03	0.66	0.66	0.66	0.27	0.27	0.27
Crit Moves:		****			****			****			****	
Delay/Veh:	8.8	8.8	8.8	8.6	8.6	8.6	15.0	15.0	15.0	9.4	9.4	9.4
Delay 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
AdjDel/Veh:	8.8	8.8	8.8	8.6	8.6	8.6	15.0	15.0	15.0	9.4	9.4	9.4
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:		8.8			8.6			15.0			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			8.6			15.0			9.4	
LOS by Appr:		A			A			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	1.8	1.8	1.8	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 6th@I5 off

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: B[11.2]

Street Name:	6th									I5 off ramp					
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1	0 0	0	0	1	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	92	0	0	164	0	0	0	0	145	0	30				
Growth 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				
Initial Bse:	0	92	0	0	164	0	0	0	0	145	0	30				
Added Vol:	0	4	0	0	83	0	0	0	0	0	0	137				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	96	0	0	247	0	0	0	0	145	0	167				
User 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				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	104	0	0	268	0	0	0	0	158	0	182				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	104	0	0	268	0	0	0	0	158	0	182				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	6.3				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.6	xxxx	3.4				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	374	xxxx	105				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	615	xxxx	933				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	615	xxxx	932				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	0.19				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	0.7				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	xxxx	9.8				
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	A				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.2						
ApproachLOS:	*			*			*			B						

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
Unknown Method (Future Volume Alternative)

Intersection #13 6th @ I5 ON

Street Name:	6th						I5 ON					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	0 1!	0	0	0 0	0	0	0 0	0
Volume Module:												
Base Vol:	0	97	61	32	269	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	4	1	79	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Main@16th

Cycle (sec): 105 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 101 Level Of Service: C

Street Name:	16th						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 0	1	0	0 1	0
Volume Module:												
Base Vol:	16	19	9	77	37	63	25	567	27	4	490	102
Growth 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
Initial Bse:	16	19	9	77	37	63	25	567	27	4	490	102
Added Vol:	1	4	0	0	0	21	37	289	3	3	369	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	23	9	77	37	84	62	856	30	7	859	114
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	24	9	81	39	88	65	901	32	7	904	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	24	9	81	39	88	65	901	32	7	904	120
PCE 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
MLF 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
Final Vol.:	18	24	9	81	39	88	65	901	32	7	904	120
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.80	0.80	0.79	0.81	0.81	0.80	0.94	0.99	0.99	0.93	0.96	0.96
Lanes:	0.35	0.47	0.18	0.39	0.18	0.43	1.00	0.97	0.03	1.00	0.88	0.12
Final Sat.:	498	674	264	563	270	614	1693	1713	60	1676	1529	203
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.14	0.04	0.53	0.53	0.00	0.59	0.59
Crit Moves:					****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.04	0.71	0.71	0.01	0.68	0.68
Volume/Cap:	0.22	0.22	0.22	0.87	0.87	0.87	0.87	0.74	0.74	0.74	0.87	0.87
Uniform Del:	38.0	38.0	38.0	42.8	42.8	42.8	49.9	9.0	9.0	52.1	13.4	13.4
IncremntDel:	0.5	0.5	0.5	27.9	27.9	27.9	63.0	2.3	2.3	137.1	7.5	7.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	38.4	38.4	38.4	70.7	70.7	70.7	112.9	11.3	11.3	189.2	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	38.4	38.4	70.7	70.7	70.7	112.9	11.3	11.3	189.2	20.9	20.9
LOS by Move:	D	D	D	E	E	E	F	B	B	F	C	C
HCM2kAvgQ:	2	2	2	10	10	9	4	19	19	1	29	29

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Main@Gateway

Cycle (sec):	65	Critical Vol./Cap.(X):	1.188
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	91.7
Optimal Cycle:	65	Level Of Service:	F

Street Name:	Gateway						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	8	54	83	23	91	184	233	391	8	105	380	19
Growth 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
Initial Bse:	8	54	83	23	91	184	233	391	8	105	380	19
Added Vol:	2	12	299	2	29	13	13	274	2	19	369	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	66	382	25	120	197	246	665	10	124	749	32
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	69	402	26	126	207	259	700	11	131	788	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	69	402	26	126	207	259	700	11	131	788	34
PCE 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
MLF 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
Final Vol.:	11	69	402	26	126	207	259	700	11	131	788	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	1.00	0.85	0.93	0.89	0.89	0.94	0.99	0.99	0.94	0.98	0.98
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	0.99	0.01	1.00	0.96	0.04
Final Sat.:	1710	1800	1530	1676	606	994	1693	1752	26	1693	1699	73
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.26	0.02	0.21	0.21	0.15	0.40	0.40	0.08	0.46	0.46
Crit Moves:			****	****			****				****	
Green/Cycle:	0.01	0.22	0.22	0.01	0.23	0.23	0.13	0.44	0.44	0.08	0.39	0.39
Volume/Cap:	0.92	0.17	1.19	1.19	0.92	0.92	1.19	0.92	0.92	0.92	1.19	1.19
Uniform Del:	32.3	20.5	25.3	32.1	24.5	24.5	28.3	17.3	17.3	29.5	19.8	19.8
IncremntDel:	218.2	0.2	110.4	255.0	27.1	27.1	121.1	15.8	15.8	51.3	98.7	98.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	250.4	20.7	135.7	287.1	51.6	51.6	149.4	33.0	33.0	80.9	119	118.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	250.4	20.7	135.7	287.1	51.6	51.6	149.4	33.0	33.0	80.9	119	118.5
LOS by Move:	F	C	F	F	D	D	F	C	C	F	F	F
HCM2kAvgQ:	1	1	19	3	11	11	13	18	18	6	36	36

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 I5 SB Ramps & Gateway @ CGC

Cycle (sec):	90	Critical Vol./Cap.(X):	1.345
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	140.7
Optimal Cycle:	90	Level Of Service:	F

Street Name:	I5 SB Ramps / Gateway									CGC					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Ignore			Include			Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	2	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:																				
Base Vol:	78	67	190	216	283	272	22	399	85	125	242	53								
Growth 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								
Initial Bse:	78	67	190	216	283	272	22	399	85	125	242	53								
Added Vol:	8	7	50	118	31	199	15	440	12	28	321	118								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	86	74	240	334	314	471	37	839	97	153	563	171								
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00								
PHF Volume:	91	78	253	352	331	0	39	883	102	161	593	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	91	78	253	352	331	0	39	883	102	161	593	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00								
Final Vol.:	91	78	253	352	331	0	39	883	102	161	593	0								
Saturation Flow Module:																				
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800								
Adjustment:	0.90	0.84	0.84	0.90	0.90	1.00	0.92	0.96	0.96	0.90	0.95	1.00								
Lanes:	1.00	0.24	0.76	1.00	2.00	1.00	1.00	0.90	0.10	1.00	1.00	1.00								
Final Sat.:	1628	357	1159	1628	3256	1800	1660	1542	178	1628	1714	1800								
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.22	0.22	0.22	0.10	0.00	0.02	0.57	0.57	0.10	0.35	0.00								
Crit Moves:		****		****				****		****										
Green/Cycle:	0.11	0.16	0.16	0.16	0.21	0.00	0.03	0.43	0.43	0.07	0.47	0.00								
Volume/Cap:	0.49	1.34	1.34	1.34	0.49	0.00	0.74	1.34	1.34	1.34	0.74	0.00								
Uniform Del:	37.4	37.7	37.7	37.8	31.4	0.0	43.2	25.8	25.8	41.7	19.5	0.0								
IncremntDel:	2.0	180	179.8	178.5	0.6	0.0	42.3	164	164.2	200.5	3.7	0.0								
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00								
Delay/Veh:	39.4	218	217.5	216.3	31.9	0.0	85.5	190	190.0	242.2	23.2	0.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	39.4	218	217.5	216.3	31.9	0.0	85.5	190	190.0	242.2	23.2	0.0								
LOS by Move:	D	F	F	F	C	A	F	F	F	F	C	A								
HCM2kAvgQ:	3	22	22	23	5	0	2	60	60	12	15	0								

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 I5 NB OFF ramp

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[20.5]

Street Name:	I5 NB OFF ramp						Row River Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	75	0	813	0	0	345	0
Growth 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
Initial Bse:	0	0	0	0	0	75	0	813	0	0	345	0
Added Vol:	0	0	0	0	0	39	0	608	0	0	429	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	114	0	1421	0	0	774	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	124	0	1545	0	0	841	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	124	0	1545	0	0	841	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	841	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	354	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	354	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			20.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 I5 NB ramp

Cycle (sec):	110	Critical Vol./Cap.(X):	0.947		
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.1		
Optimal Cycle:	110	Level Of Service:	C		

Street Name:	I5 ramp						Row River Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	61	0	70	318	495	0	0	345	230
Growth 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	
Initial Bse:	0	0	0	61	0	70	318	495	0	0	345	230
Added Vol:	0	0	0	17	0	0	162	446	0	0	429	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	0	70	480	941	0	0	774	313
User Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00	
PHF Adj:	0.95 0.95	0.95		0.95 0.95	0.00		0.95 0.95	0.95		0.95 0.95	0.00	
PHF Volume:	0	0	0	82	0	0	505	991	0	0	815	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	0	0	505	991	0	0	815	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00	
Final Vol.:	0	0	0	82	0	0	505	991	0	0	815	0
Saturation Flow Module:												
Sat/Lane:	1800 1800	1800		1800 1800	1800		1800 1800	1800		1800 1800	1800	
Adjustment:	1.00 1.00	1.00		0.87 1.00	1.00		0.91 0.96	1.00		1.00 0.94	1.00	
Lanes:	0.00 0.00	0.00		1.00 0.00	0.00		1.00 1.00	0.00		0.00 1.00	1.00	
Final Sat.:	0	0	0	1571	0	0	1645 1732		0	0	1683	1800
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.05 0.00	0.00		0.31 0.57	0.00		0.00 0.48	0.00	
Crit Moves:				****			****				****	
Green/Cycle:	0.00 0.00	0.00		0.06 0.00	0.00		0.87 0.84	0.00		0.00 0.51	0.00	
Volume/Cap:	0.00 0.00	0.00		0.95 0.00	0.00		0.81 0.68	0.00		0.00 0.95	0.00	
Uniform Del:	0.0 0.0	0.0		51.8 0.0	0.0		27.5 3.5	0.0		0.0 25.5	0.0	
IncremntDel:	0.0 0.0	0.0		78.8 0.0	0.0		8.1 1.4	0.0		0.0 19.0	0.0	
InitQueuDel:	0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0		0.0 0.0	0.0	
Delay Adj:	0.00 0.00	0.00		1.00 0.00	0.00		1.00 1.00	0.00		0.00 1.00	0.00	
Delay/Veh:	0.0 0.0	0.0		130.6 0.0	0.0		35.5 4.8	0.0		0.0 44.4	0.0	
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	0.0 0.0	0.0		130.6 0.0	0.0		35.5 4.8	0.0		0.0 44.4	0.0	
LOS by Move:	A	A	A	F	A	A	D	A	A	A	D	A
HCM2kAvgQ:	0	0	0	5	0	0	10	14	0	0	31	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #401 99@CGC (OR 99 NB and SB)

Average Delay (sec/veh): 77.1 Worst Case Level Of Service: F[206.0]

Street Name:	99							CGC							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Ignore					Include					Include					Include				
Lanes:	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	352		0		0	0		0		369			0		0	851		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00			1.00		1.00	1.00		1.00	
Initial Bse:	0	352		0		0	0		0		369			0		0	851		0	
Added Vol:	0	0		0		0	0		0		0			0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0			0		0	0		0	
Initial Fut:	0	352		0		0	0		0		369			0		0	851		0	
User Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00			1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.00		0.95	0.95		0.95		0.95			0.95		0.95	0.95		0.95	
PHF Volume:	0	371		0		0	0		0		388			0		0	896		0	
Reduct Vol:	0	0		0		0	0		0		0			0		0	0		0	
Final Vol.:	0	371		0		0	0		0		388			0		0	896		0	
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		xxxxx		xxxxx	xxxx		6.2		xxxxx			xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	4.0		xxxxx		xxxxx	xxxx		3.3		xxxxx			xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	897		xxxxx		xxxx	xxxx		897		xxxx			xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	279		xxxxx		xxxx	xxxx		337		xxxx			xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	279		xxxxx		xxxx	xxxx		337		xxxx			xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	1.33		xxxx		xxxx	xxxx		1.15		xxxx			xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	18.8		xxxxx		xxxx	xxxx		10.3		xxxx			xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	206		xxxxx		xxxxx	xxxx		132.1		xxxxx			xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	F		*		*	*		F		*			*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	206.0					132.1					xxxxxx					xxxxxx				
ApproachLOS:	F					F					*					*				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #402 OR 99 @ CGC (OR 99 EB turning left)

Average Delay (sec/veh): 59.7 Worst Case Level Of Service: F[637.0]

Street Name:	OR 99							CGC							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0		0		196	0		0		805			0		0	851		240	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00			1.00		1.00	1.00		1.00	
Initial Bse:	0	0		0		196	0		0		805			0		0	851		240	
Added Vol:	0	0		0		0	0		0		0			0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0			0		0	0		0	
Initial Fut:	0	0		0		196	0		0		805			0		0	851		240	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00			1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95			0.95		0.95	0.95		0.95	
PHF Volume:	0	0		0		206	0		0		847			0		0	896		253	
Reduct Vol:	0	0		0		0	0		0		0			0		0	0		0	
Final Vol.:	0	0		0		206	0		0		847			0		0	896		253	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.4	xxxx		xxxxx		xxxxx			xxxx		xxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5	xxxx		xxxxx		xxxxx			xxxx		xxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		1743	xxxx		xxxxx		xxxx			xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		95	xxxx		xxxxx		xxxx			xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		95	xxxx		xxxxx		xxxx			xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		2.18	xxxx		xxxx		xxxx			xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		18.2	xxxx		xxxxx		xxxx			xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		637.0	xxxx		xxxxx		xxxxx			xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		F	*		*		*			*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					637.0					xxxxxx					xxxxxx				
ApproachLOS:	*					F					*					*				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #403 OR 99 @ CGC (CGC NB rights)

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[13.6]

Street Name:	OR 99						CGC					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	1	0 0	0 0	0	0 0	0 0	0	1
Volume Module:												
Base Vol:	0	352	0	196	369	0	0	0	0	0	0	240
Growth 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
Initial Bse:	0	352	0	196	369	0	0	0	0	0	0	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	352	0	196	369	0	0	0	0	0	0	240
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	371	0	206	388	0	0	0	0	0	0	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	371	0	206	388	0	0	0	0	0	0	253
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	371	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	372
Potent Cap.:	xxxx	xxxx	xxxxx	1182	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	672
Move Cap.:	xxxx	xxxx	xxxxx	1182	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	672
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.38
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.8
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.6
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.6		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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APPENDIX E: PM Peak Hour Level of Service Calculation Sheets – Future Conditions – with Future Streets

Scenario Report

Scenario:	Default Scenario
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Main@R	B	10.0	0.000	C	15.6	0.000	+ 5.543 D/V
# 2 Main@River	B	16.7	0.406	B	19.5	0.718	+ 2.754 D/V
# 3 Harrison@River	A	8.4	0.209	B	14.7	0.680	+ 0.471 V/C
# 5 99@Woodson	B	13.1	0.491	C	22.5	0.869	+ 9.408 D/V
# 6 99@Main	D	49.3	0.690	F	108.0	1.079	+58.779 D/V
# 7 99@6th	B	10.4	0.308	B	13.0	0.664	+ 2.613 D/V
# 8 99@4th	B	18.7	0.325	C	20.9	0.542	+ 2.218 D/V
# 9 99@S.River	B	12.8	0.000	C	23.0	0.000	+10.125 D/V
# 10 10th@Monroe	B	10.1	0.000	B	10.5	0.000	+ 0.396 D/V
# 11 8th@Taylor	A	7.9	0.181	A	8.6	0.278	+ 0.097 V/C
# 12 6th@I5 off	B	11.2	0.000	B	11.3	0.000	+ 0.063 D/V
# 13 6th @ I5 ON		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 14 Main@16th	B	16.4	0.574	C	24.4	0.866	+ 8.006 D/V
# 15 Main@Gateway	D	37.2	0.657	F	85.5	1.105	+48.307 D/V
# 16 I5 SB Ramps & Gateway @ CGC	D	41.1	0.848	F	136.3	1.326	+95.226 D/V
# 17 I5 NB OFF ramp	B	11.3	0.000	C	17.6	0.000	+ 6.332 D/V
# 18 I5 NB ramp	B	11.7	0.516	C	23.7	0.888	+12.011 D/V
#401 99@CGC (OR 99 NB and SB)	F	206.0	0.000	F	206.0	0.000	+ 0.000 D/V
#402 OR 99 @ CGC (OR 99 EB turning	F	637.0	0.000	F	637.0	0.000	+ 0.000 D/V
#403 OR 99 @ CGC (CGC NB rights)	B	13.6	0.000	B	13.6	0.000	+ 0.000 D/V

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Main@R

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: C[15.6]

Street Name:	R						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module:												
Base Vol:	14	0	63	0	0	0	0	126	13	67	187	0
Growth 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
Initial Bse:	14	0	63	0	0	0	0	126	13	67	187	0
Added Vol:	29	0	197	0	0	0	0	68	26	53	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	260	0	0	0	0	194	39	120	297	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	0	283	0	0	0	0	211	42	130	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	47	0	283	0	0	0	0	211	42	130	323	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx xxxxx
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx xxxxx
Capacity Module:												
Cnflict Vol:	817	xxxx		233	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	254	xxxx xxxxx
Potent Cap.:	349	xxxx		811	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1311	xxxx xxxxx
Move Cap.:	320	xxxx		810	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1310	xxxx xxxxx
Volume/Cap:	0.15	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	666	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		15.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Main@River

Cycle (sec):	70	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.5
Optimal Cycle:	56	Level Of Service:	B

Street Name:	River						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1	0	0 1	0	1	0	1	0	0 1 0
Volume Module:												
Base Vol:	13	41	67	45	72	129	68	224	9	7	236	36
Growth 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
Initial Bse:	13	41	67	45	72	129	68	224	9	7	236	36
Added Vol:	20	24	51	0	11	72	24	182	26	71	283	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	65	118	45	83	201	92	406	35	78	519	38
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	36	71	128	49	90	218	100	441	38	85	564	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	71	128	49	90	218	100	441	38	85	564	41
PCE 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
MLF 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
Final Vol.:	36	71	128	49	90	218	100	441	38	85	564	41
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	0.98	0.85	0.95	0.89	0.89	0.24	0.95	0.95	0.35	0.98	0.98
Lanes:	0.34	0.66	1.00	1.00	0.29	0.71	1.00	0.92	0.08	1.00	0.93	0.07
Final Sat.:	596	1174	1530	1710	470	1139	424	1575	136	625	1644	120
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.03	0.19	0.19	0.24	0.28	0.28	0.14	0.34	0.34
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.26	0.26	0.09	0.27	0.27	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.72	0.23	0.32	0.32	0.72	0.72	0.49	0.59	0.59	0.28	0.72	0.72
Uniform Del:	31.3	20.3	20.8	29.9	23.3	23.3	12.5	13.3	13.3	11.0	14.5	14.5
IncremntDel:	15.6	0.3	0.5	1.2	5.8	5.8	1.9	1.1	1.1	0.5	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	46.9	20.6	21.3	31.1	29.0	29.0	14.4	14.4	14.4	11.6	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	20.6	21.3	31.1	29.0	29.0	14.4	14.4	14.4	11.6	17.5	17.5
LOS by Move:	D	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	4	2	2	1	8	8	2	8	8	1	12	12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Harrison@River

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	River						Harrison					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	6	40	39	21	59	30	15	83	11	39	80	33
Growth 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
Initial Bse:	6	40	39	21	59	30	15	83	11	39	80	33
Added Vol:	30	6	36	0	21	87	85	106	35	2	235	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	46	75	21	80	117	100	189	46	41	315	40
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	48	79	22	84	123	105	199	48	43	332	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	48	79	22	84	123	105	199	48	43	332	42
PCE 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
MLF 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
Final Vol.:	38	48	79	22	84	123	105	199	48	43	332	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.29	0.48	0.09	0.37	0.54	1.00	0.80	0.20	0.10	0.80	0.10
Final Sat.:	119	152	247	53	202	295	511	452	110	63	488	62
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.42	0.42	0.42	0.21	0.44	0.44	0.68	0.68	0.68
Crit Moves:		****			****			****			****	
Delay/Veh:	11.6	11.6	11.6	12.6	12.6	12.6	11.1	13.2	13.2	19.0	19.0	19.0
Delay 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
AdjDel/Veh:	11.6	11.6	11.6	12.6	12.6	12.6	11.1	13.2	13.2	19.0	19.0	19.0
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:	11.6			12.6			12.5			19.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.6			12.6			12.5			19.0		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.4	0.4	0.4	0.6	0.6	0.6	0.2	0.7	0.7	1.8	1.8	1.8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 99@Woodson

Cycle (sec):	85	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.5
Optimal Cycle:	85	Level Of Service:	C

Street Name:	99							Woodson							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0 0	0	0	1	0 1	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	27	428	0	0	460	213	179	0	23	0	0	0				
Growth 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				
Initial Bse:	27	428	0	0	460	213	179	0	23	0	0	0				
Added Vol:	0	402	0	0	408	106	124	0	2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	27	830	0	0	868	319	303	0	25	0	0	0				
User 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				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	28	874	0	0	914	336	319	0	26	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	28	874	0	0	914	336	319	0	26	0	0	0				
PCE 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				
MLF 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				
Final Vol.:	28	874	0	0	914	336	319	0	26	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.91	0.96	1.00	1.00	0.98	0.83	0.91	1.00	0.91	1.00	1.00	1.00				
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.92	0.00	0.08	0.00	0.00	0.00				
Final Sat.:	1645	1732	0	0	1764	1499	1514	0	125	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.50	0.00	0.00	0.52	0.22	0.21	0.00	0.21	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.66	0.62	0.00	0.00	0.60	0.60	0.24	0.00	0.24	0.00	0.00	0.00				
Volume/Cap:	0.18	0.82	0.00	0.00	0.87	0.38	0.87	0.00	0.87	0.00	0.00	0.00				
Uniform Del:	12.7	12.6	0.0	0.0	14.4	8.9	30.9	0.0	30.9	0.0	0.0	0.0				
IncremntDel:	0.5	5.1	0.0	0.0	7.9	0.3	18.1	0.0	18.1	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	13.2	17.7	0.0	0.0	22.2	9.2	49.0	0.0	49.0	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	13.2	17.7	0.0	0.0	22.2	9.2	49.0	0.0	49.0	0.0	0.0	0.0				
LOS by Move:	B	B	A	A	C	A	D	A	D	A	A	A				
HCM2kAvgQ:	0	20	0	0	23	5	12	0	12	0	0	0				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 99@Main

Cycle (sec):	145	Critical Vol./Cap.(X):	1.079
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	108.0
Optimal Cycle:	145	Level Of Service:	F

Street Name:	99								Main							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	26	232	247		184	250	59		73	275	19		242	209	163	
Growth 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	
Initial Bse:	26	232	247		184	250	59		73	275	19		242	209	163	
Added Vol:	29	287	59		27	290	88		62	151	13		128	261	38	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	55	519	306		211	540	147		135	426	32		370	470	201	
User 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	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	58	546	322		222	568	155		142	448	34		389	495	212	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	546	322		222	568	155		142	448	34		389	495	212	
PCE 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	
MLF 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	
Final Vol.:	58	546	322		222	568	155		142	448	34		389	495	212	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.99	0.84		0.94	0.96	0.96		0.93	0.97	0.97		0.94	0.95	0.95	
Lanes:	1.00	1.00	1.00		1.00	0.79	0.21		1.00	0.93	0.07		1.00	0.70	0.30	
Final Sat.:	1693	1782	1515		1693	1356	369		1676	1624	122		1693	1192	510	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.31	0.21		0.13	0.42	0.42		0.08	0.28	0.28		0.23	0.42	0.42	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.03	0.29	0.29		0.13	0.39	0.39		0.08	0.26	0.26		0.21	0.39	0.39	
Volume/Cap:	1.08	1.04	0.72		1.04	1.08	1.08		1.07	1.08	1.08		1.08	1.07	1.07	
Uniform Del:	70.2	51.2	45.8		63.4	44.3	44.3		66.7	53.9	53.9		57.0	44.3	44.3	
IncremntDel:	146.5	50.5	5.7		72.9	57.9	57.9		96.4	65.3	65.3		69.9	53.6	53.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay 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	
Delay/Veh:	216.7	102	51.6		136.2	102	102.2		163.1	119	119.2		127.0	97.8	97.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	216.7	102	51.6		136.2	102	102.2		163.1	119	119.2		127.0	97.8	97.8	
LOS by Move:	F	F	D		F	F	F		F	F	F		F	F	F	
HCM2kAvgQ:	5	32	14		15	42	42		11	30	30		25	41	41	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 99@6th

Cycle (sec):	80	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.0
Optimal Cycle:	43	Level Of Service:	B

Street Name:	99								6th			
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	0	1!	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	0	365	1		122	352	2		3	56	21		14	81	100	
Growth 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	
Initial Bse:	0	365	1		122	352	2		3	56	21		14	81	100	
Added Vol:	8	231	4		59	346	26		24	5	7		13	32	121	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	596	5		181	698	28		27	61	28		27	113	221	
User 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	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	9	648	5		197	759	30		29	66	30		29	123	240	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	648	5		197	759	30		29	66	30		29	123	240	
PCE 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	
MLF 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	
Final Vol.:	9	648	5		197	759	30		29	66	30		29	123	240	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	0.89	0.89		0.63	0.63	0.63		0.88	0.88	0.88		0.90	0.90	0.83	
Lanes:	0.02	1.96	0.02		0.40	1.54	0.06		0.23	0.53	0.24		0.19	0.81	1.00	
Final Sat.:	42	3122	26		452	1742	70		370	836	384		314	1313	1486	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.21	0.21		0.44	0.44	0.44		0.08	0.08	0.08		0.09	0.09	0.16	
Crit Moves:						****									****	
Green/Cycle:	0.66	0.66	0.66		0.66	0.66	0.66		0.24	0.24	0.24		0.24	0.24	0.24	
Volume/Cap:	0.32	0.32	0.32		0.66	0.66	0.66		0.33	0.33	0.33		0.38	0.38	0.66	
Uniform Del:	6.0	6.0	6.0		8.4	8.4	8.4		24.9	24.9	24.9		25.2	25.2	27.3	
IncremntDel:	0.1	0.1	0.1		1.1	1.1	1.1		0.5	0.5	0.5		0.6	0.6	4.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay 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	
Delay/Veh:	6.0	6.0	6.0		9.5	9.5	9.5		25.3	25.3	25.3		25.9	25.9	31.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	6.0	6.0	6.0		9.5	9.5	9.5		25.3	25.3	25.3		25.9	25.9	31.9	
LOS by Move:	A	A	A		A	A	A		C	C	C		C	C	C	
HCM2kAvgQ:	4	4	4		9	9	9		3	3	3		3	3	7	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 99@4th

Cycle (sec):	85	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.9
Optimal Cycle:	43	Level Of Service:	C

Street Name:	99								4th			
Approach:	North Bound				South Bound				East Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	1	0 0	1	0
Volume Module:												
Base Vol:	5	204	42		66	224	85		97	45	7	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	204	42		66	224	85		97	45	7	
Added Vol:	0	154	3		0	176	190		89	20	42	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	5	358	45		66	400	275		186	65	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	5	389	49		72	435	299		202	71	53	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	389	49		72	435	299		202	71	53	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	5	389	49		72	435	299		202	71	53	
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.37	0.95	0.95		0.36	0.95	0.81		0.95	0.94	0.94	
Lanes:	1.00	0.89	0.11		1.00	1.00	1.00		1.00	0.57	0.43	
Final Sat.:	658	1526	192		641	1714	1453		1710	961	724	
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26		0.11	0.25	0.21		0.12	0.07	0.07	
Crit Moves:		****							****			
Green/Cycle:	0.47	0.47	0.47		0.47	0.47	0.47		0.22	0.17	0.17	
Volume/Cap:	0.02	0.54	0.54		0.24	0.54	0.44		0.54	0.43	0.43	
Uniform Del:	12.0	16.0	16.0		13.4	15.9	15.0		29.5	31.4	31.4	
IncremntDel:	0.0	0.8	0.8		0.4	0.7	0.4		1.6	1.0	1.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	12.0	16.7	16.7		13.8	16.7	15.4		31.1	32.4	32.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.0	16.7	16.7		13.8	16.7	15.4		31.1	32.4	32.4	
LOS by Move:	B	B	B		B	B	B		C	C	C	
HCM2kAvgQ:	0	9	8		1	8	5		5	3	3	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 99@S.River

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: C[23.0]

Street Name:	99						S.River					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 1	0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	37	183	0	0	227	23	67	0	54	0	0	0
Growth 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
Initial Bse:	37	183	0	0	227	23	67	0	54	0	0	0
Added Vol:	10	128	0	0	163	63	29	0	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	311	0	0	390	86	96	0	83	0	0	0
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	327	0	0	411	91	101	0	87	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	49	327	0	0	411	91	101	0	87	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	6.3	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.6	xxxx	3.4	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	503	xxxx	xxxxx	xxxx	xxxx	xxxxx	884	xxxx	458	xxxx	xxxx	xxxxx
Potent Cap.:	1046	xxxx	xxxxx	xxxx	xxxx	xxxxx	308	xxxx	591	xxxx	xxxx	xxxxx
Move Cap.:	1044	xxxx	xxxxx	xxxx	xxxx	xxxxx	296	xxxx	590	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	xxxx	0.15	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	385	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			23.0			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 10th@Monroe

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.5]

Street Name:	10th						Monroe					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 1	0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	17	74	0	0	100	52	33	0	7	0	0	0
Growth 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
Initial Bse:	17	74	0	0	100	52	33	0	7	0	0	0
Added Vol:	2	23	0	0	21	5	2	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	97	0	0	121	57	35	0	8	0	0	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	21	105	0	0	132	62	38	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	21	105	0	0	132	62	38	0	9	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	199	xxxx	xxxxx	xxxx	xxxx	xxxxx	316	xxxx	170	xxxx	xxxx	xxxxx
Potent Cap.:	1385	xxxx	xxxxx	xxxx	xxxx	xxxxx	679	xxxx	877	xxxx	xxxx	xxxxx
Move Cap.:	1378	xxxx	xxxxx	xxxx	xxxx	xxxxx	667	xxxx	872	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	698	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.5			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 8th@Taylor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Street Name:	8th							Taylor					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	
Volume Module:													
Base Vol:	17	6	21	2	6	7	4	93	19	42	94	3	
Growth 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	
Initial Bse:	17	6	21	2	6	7	4	93	19	42	94	3	
Added Vol:	5	0	0	0	1	0	0	88	11	1	26	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	22	6	21	2	7	7	4	181	30	43	120	3	
User 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	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	24	7	23	2	8	8	4	197	33	47	130	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	24	7	23	2	8	8	4	197	33	47	130	3	
PCE 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	
MLF 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	
Final Vol.:	24	7	23	2	8	8	4	197	33	47	130	3	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.45	0.12	0.43	0.12	0.44	0.44	0.02	0.84	0.14	0.26	0.72	0.02	
Final Sat.:	321	88	306	87	306	306	16	709	117	209	584	15	
Capacity Analysis Module:													
Vol/Sat:	0.07	0.07	0.07	0.02	0.02	0.02	0.28	0.28	0.28	0.22	0.22	0.22	
Crit Moves:		****			****			****			****		
Delay/Veh:	8.0	8.0	8.0	7.8	7.8	7.8	8.8	8.8	8.8	8.6	8.6	8.6	
Delay 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	
AdjDel/Veh:	8.0	8.0	8.0	7.8	7.8	7.8	8.8	8.8	8.8	8.6	8.6	8.6	
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	
ApproachDel:		8.0			7.8			8.8			8.6		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		8.0			7.8			8.8			8.6		
LOS by Appr:		A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 6th@I5 off

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[11.3]

Street Name:	6th							I5 off ramp					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1 0 0	0	0	1 0 0	0	0	0 0 0	1	0	0 0 1	
Volume Module:													
Base Vol:	0	92	0	0	164	0	0	0	0	145	0	30	
Growth 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	
Initial Bse:	0	92	0	0	164	0	0	0	0	145	0	30	
Added Vol:	0	4	0	0	83	0	0	0	0	0	0	110	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	96	0	0	247	0	0	0	0	145	0	140	
User 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	
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
PHF Volume:	0	104	0	0	268	0	0	0	0	158	0	152	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	0	104	0	0	268	0	0	0	0	158	0	152	
Critical Gap Module:													
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	6.3	
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.6	xxxx	3.4	
Capacity Module:													
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	374	xxxx	105	
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	615	xxxx	933	
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	615	xxxx	932	
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	0.16	
Level Of Service Module:													
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	0.6	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	xxxx	9.6	
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	A	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.3			
ApproachLOS:	*			*			*			B			

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
Unknown Method (Future Volume Alternative)

Intersection #13 6th @ I5 ON

Street Name:	6th						I5 ON					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	0 0	0	0	0 0
Volume Module:												
Base Vol:	0	97	61	32	269	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	4	1	79	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Main@16th

Cycle (sec):	105	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.4
Optimal Cycle:	98	Level Of Service:	C

Street Name:	16th						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1 0	0	0	1 0
Volume Module:												
Base Vol:	16	19	9	77	37	63	25	567	27	4	490	102
Growth 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
Initial Bse:	16	19	9	77	37	63	25	567	27	4	490	102
Added Vol:	1	4	0	0	8	21	27	207	3	3	355	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	23	9	77	45	84	52	774	30	7	845	119
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	24	9	81	47	88	55	815	32	7	889	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	24	9	81	47	88	55	815	32	7	889	125
PCE 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
MLF 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
Final Vol.:	18	24	9	81	47	88	55	815	32	7	889	125
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.80	0.80	0.79	0.81	0.81	0.80	0.94	0.98	0.98	0.93	0.96	0.96
Lanes:	0.35	0.47	0.18	0.37	0.22	0.41	1.00	0.96	0.04	1.00	0.88	0.12
Final Sat.:	498	673	263	544	318	594	1693	1705	66	1676	1518	214
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.15	0.15	0.15	0.03	0.48	0.48	0.00	0.59	0.59
Crit Moves:					****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.04	0.71	0.71	0.01	0.68	0.68
Volume/Cap:	0.21	0.21	0.21	0.87	0.87	0.87	0.87	0.68	0.68	0.68	0.87	0.87
Uniform Del:	37.3	37.3	37.3	42.3	42.3	42.3	50.3	8.6	8.6	52.0	13.3	13.3
IncremntDel:	0.4	0.4	0.4	25.6	25.6	25.6	68.0	1.5	1.5	101.5	7.0	7.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	37.8	37.8	37.8	67.9	67.9	67.9	118.3	10.1	10.1	153.6	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	37.8	37.8	67.9	67.9	67.9	118.3	10.1	10.1	153.6	20.3	20.3
LOS by Move:	D	D	D	E	E	E	F	B	B	F	C	C
HCM2kAvgQ:	2	2	2	10	10	10	4	16	16	1	28	28

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Main@Gateway

Cycle (sec):	120	Critical Vol./Cap.(X):	1.105	
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	85.5	
Optimal Cycle:	120	Level Of Service:	F	

Street Name:	Gateway						Main					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	8	54	83	23	91	184	233	391	8	105	380	19
Growth 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
Initial Bse:	8	54	83	23	91	184	233	391	8	105	380	19
Added Vol:	7	75	401	2	26	13	12	194	2	116	356	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	129	484	25	117	197	245	585	10	221	736	32
User 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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	136	509	26	123	207	258	616	11	233	775	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	136	509	26	123	207	258	616	11	233	775	34
PCE 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
MLF 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
Final Vol.:	16	136	509	26	123	207	258	616	11	233	775	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	1.00	0.85	0.93	0.89	0.89	0.94	0.99	0.99	0.94	0.98	0.98
Lanes:	1.00	1.00	1.00	1.00	0.37	0.63	1.00	0.98	0.02	1.00	0.96	0.04
Final Sat.:	1710	1800	1530	1676	596	1003	1693	1747	30	1693	1698	74
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.33	0.02	0.21	0.21	0.15	0.35	0.35	0.14	0.46	0.46
Crit Moves:			****	****			****				****	
Green/Cycle:	0.01	0.30	0.30	0.01	0.30	0.30	0.14	0.40	0.40	0.15	0.41	0.41
Volume/Cap:	0.68	0.25	1.10	1.10	0.68	0.68	1.10	0.89	0.89	0.89	1.10	1.10
Uniform Del:	58.9	31.7	41.9	59.1	36.8	36.8	51.7	33.8	33.8	49.7	35.2	35.2
IncremntDel:	61.0	0.2	73.5	218.8	4.1	4.1	89.8	13.3	13.3	28.8	65.7	65.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay 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
Delay/Veh:	119.9	31.9	115.4	278.0	40.9	40.9	141.5	47.1	47.1	78.5	101	100.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.9	31.9	115.4	278.0	40.9	40.9	141.5	47.1	47.1	78.5	101	100.9
LOS by Move:	F	C	F	F	D	D	F	D	D	E	F	F
HCM2kAvgQ:	2	4	29	3	12	12	16	25	25	11	43	43

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 I5 SB Ramps & Gateway @ CGC

Cycle (sec):	90	Critical Vol./Cap.(X):	1.326
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	136.3
Optimal Cycle:	90	Level Of Service:	F

Street Name:	I5 SB Ramps / Gateway								CGC								
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Ignore					Include					Ignore				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	0	1	0	1	0	2	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:																				
Base Vol:	78		67		190	216		283		272	22		399		85	125		242		53
Growth 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
Initial Bse:	78		67		190	216		283		272	22		399		85	125		242		53
Added Vol:	8		6		72	118		31		153	8		396		12	23		304		49
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	86		73		262	334		314		425	30		795		97	148		546		102
User Adj:	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		0.00
PHF Adj:	0.95		0.95		0.95	0.95		0.95		0.00	0.95		0.95		0.95	0.95		0.95		0.00
PHF Volume:	91		77		276	352		331		0	32		837		102	156		575		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	91		77		276	352		331		0	32		837		102	156		575		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		0.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		0.00
Final Vol.:	91		77		276	352		331		0	32		837		102	156		575		0
Saturation Flow Module:																				
Sat/Lane:	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800		1800
Adjustment:	0.90		0.84		0.84	0.90		0.90		1.00	0.92		0.96		0.96	0.90		0.95		1.00
Lanes:	1.00		0.22		0.78	1.00		2.00		1.00	1.00		0.89		0.11	1.00		1.00		1.00
Final Sat.:	1628		330		1183	1628		3256		1800	1660		1533		187	1628		1714		1800
Capacity Analysis Module:																				
Vol/Sat:	0.06		0.23		0.23	0.22		0.10		0.00	0.02		0.55		0.55	0.10		0.34		0.00
Crit Moves:			****			****							****			****				
Green/Cycle:	0.12		0.18		0.18	0.16		0.22		0.00	0.03		0.41		0.41	0.07		0.46		0.00
Volume/Cap:	0.46		1.33		1.33	1.33		0.46		0.00	0.73		1.33		1.33	1.33		0.73		0.00
Uniform Del:	36.9		37.1		37.1	37.7		30.6		0.0	43.5		26.5		26.5	41.8		19.9		0.0
IncremntDel:	1.7		171		170.6	170.7		0.5		0.0	47.9		157		156.6	194.1		3.6		0.0
InitQueuDel:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
Delay Adj:	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		0.00
Delay/Veh:	38.7		208		207.7	208.3		31.1		0.0	91.5		183		183.1	235.8		23.5		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	38.7		208		207.7	208.3		31.1		0.0	91.5		183		183.1	235.8		23.5		0.0
LOS by Move:	D		F		F	F		C		A	F		F		F	F		C		A
HCM2kAvgQ:	3		23		23	23		5		0	2		56		56	11		14		0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #17 I5 NB OFF ramp

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[17.6]

Street Name:	I5 NB OFF ramp						Row River Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	75	0	813	0	0	345	0
Growth 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
Initial Bse:	0	0	0	0	0	75	0	813	0	0	345	0
Added Vol:	0	0	0	0	0	31	0	587	0	0	345	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	106	0	1400	0	0	690	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	115	0	1522	0	0	750	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	115	0	1522	0	0	750	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	750	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.6			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 I5 NB ramp

Cycle (sec):	110	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.7
Optimal Cycle:	109	Level Of Service:	C

Street Name:	I5 ramp							Row River Rd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit			
Rights:	Include			Ignore			Include			Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	1	0	0	0	1	0	1
Volume Module:													
Base Vol:	0	0	0	61	0	70	318	495	0	0	345	230	
Growth 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	
Initial Bse:	0	0	0	61	0	70	318	495	0	0	345	230	
Added Vol:	0	0	0	17	0	0	162	424	0	0	345	83	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	78	0	70	480	919	0	0	690	313	
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00	
PHF Volume:	0	0	0	82	0	0	505	967	0	0	726	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	82	0	0	505	967	0	0	726	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
Final Vol.:	0	0	0	82	0	0	505	967	0	0	726	0	
Saturation Flow Module:													
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Adjustment:	1.00	1.00	1.00	0.87	1.00	1.00	0.91	0.96	1.00	1.00	0.94	1.00	
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	
Final Sat.:	0	0	0	1571	0	0	1645	1732	0	0	1683	1800	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.31	0.56	0.00	0.00	0.43	0.00	
Crit Moves:				****			****				****		
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.00	0.87	0.83	0.00	0.00	0.49	0.00	
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.00	0.74	0.67	0.00	0.00	0.89	0.00	
Uniform Del:	0.0	0.0	0.0	51.4	0.0	0.0	22.4	3.5	0.0	0.0	25.6	0.0	
IncremntDel:	0.0	0.0	0.0	58.5	0.0	0.0	4.2	1.3	0.0	0.0	11.6	0.0	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	
Delay/Veh:	0.0	0.0	0.0	109.9	0.0	0.0	26.6	4.8	0.0	0.0	37.2	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	109.9	0.0	0.0	26.6	4.8	0.0	0.0	37.2	0.0	
LOS by Move:	A	A	A	F	A	A	C	A	A	A	D	A	
HCM2kAvgQ:	0	0	0	5	0	0	8	13	0	0	25	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #401 99@CGC (OR 99 NB and SB)

Average Delay (sec/veh): 77.1 Worst Case Level Of Service: F[206.0]

Street Name:	99							CGC							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Ignore					Include					Include					Include				
Lanes:	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
Volume Module:																				
Base Vol:	0	352		0		0		0		369	0		0		0	0		851		0
Growth 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
Initial Bse:	0	352		0		0		0		369	0		0		0	0		851		0
Added Vol:	0	0		0		0		0		0	0		0		0	0		0		0
PasserByVol:	0	0		0		0		0		0	0		0		0	0		0		0
Initial Fut:	0	352		0		0		0		369	0		0		0	0		851		0
User Adj:	1.00	1.00		0.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95	0.95		0.00		0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	0	371		0		0		0		388	0		0		0	0		896		0
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
Final Vol.:	0	371		0		0		0		388	0		0		0	0		896		0
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		xxxxx		xxxxx		xxxx		6.2	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	4.0		xxxxx		xxxxx		xxxx		3.3	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	897		xxxxx		xxxx		xxxx		897	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	279		xxxxx		xxxx		xxxx		337	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx	279		xxxxx		xxxx		xxxx		337	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	1.33		xxxx		xxxx		xxxx		1.15	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	18.8		xxxxx		xxxx		xxxx		10.3	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	206		xxxxx		xxxxx		xxxx		132.1	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	F		*		*		*		F	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	206.0					132.1					xxxxxx					xxxxxx				
ApproachLOS:	F					F					*					*				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #402 OR 99 @ CGC (OR 99 EB turning left)

Average Delay (sec/veh): 59.7 Worst Case Level Of Service: F[637.0]

Street Name:	OR 99							CGC							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0		0		0	196		0		0	0		0		805	0		0	851	240
Growth 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	1.00
Initial Bse:	0		0		0	196		0		0	0		0		805	0		0	851	240
Added Vol:	0		0		0	0		0		0	0		0		0	0		0	0	0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0	0	0
Initial Fut:	0		0		0	196		0		0	0		0		805	0		0	851	240
User 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	1.00
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	0.95
PHF Volume:	0		0		0	206		0		0	0		0		847	0		0	896	253
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0	0	0
Final Vol.:	0		0		0	206		0		0	0		0		847	0		0	896	253
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.4	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		1743	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		95	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		95	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		2.18	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		18.2	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		637.0	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		F	*		*		*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					637.0					xxxxxx					xxxxxx				
ApproachLOS:	*					F					*					*				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #403 OR 99 @ CGC (CGC NB rights)

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[13.6]

Street Name:	OR 99						CGC					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 1	1	0 0	0 0	0	0 0	0 0	0	1
Volume Module:												
Base Vol:	0	352	0	196	369	0	0	0	0	0	0	240
Growth 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
Initial Bse:	0	352	0	196	369	0	0	0	0	0	0	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	352	0	196	369	0	0	0	0	0	0	240
User 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
PHF Adj:	0.95 0.95		0.95	0.95 0.95		0.95	0.95 0.95		0.95	0.95 0.95		0.95
PHF Volume:	0	371	0	206	388	0	0	0	0	0	0	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	371	0	206	388	0	0	0	0	0	0	253
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1	xxxx xxxxx		xxxxx xxxx xxxxx			xxxx		6.2
FollowUpTim:	xxxxx xxxx xxxxx			2.2	xxxx xxxxx		xxxxx xxxx xxxxx			xxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			371	xxxx xxxxx		xxxx xxxx xxxxx			xxxx xxxx		372
Potent Cap.:	xxxx xxxx xxxxx			1182	xxxx xxxxx		xxxx xxxx xxxxx			xxxx xxxx		672
Move Cap.:	xxxx xxxx xxxxx			1182	xxxx xxxxx		xxxx xxxx xxxxx			xxxx xxxx		672
Volume/Cap:	xxxx xxxx		xxxx	0.17	xxxx	xxxx	xxxx xxxx		xxxx	xxxx xxxx		0.38
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx			0.6	xxxx xxxxx		xxxx xxxx xxxxx			xxxx xxxx		1.8
Control Del:	xxxxx xxxx xxxxx			8.7	xxxx xxxxx		xxxxx xxxx xxxxx			xxxxx xxxx		13.6
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			0.6	xxxx xxxxx		xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			8.7	xxxx xxxxx		xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.6		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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APPENDIX F: 2025 Traffic Volume Forecasting Methodology Memo

DKS Associates
TRANSPORTATION SOLUTIONS

MEMORANDUM

DATE: March 2007

TO: Savannah Crawford, ODOT Region 2
Dorothy Upton, ODOT Transportation Planning Analysis Unit

FROM: Mat Dolata, DKS Associates

SUBJECT: **Cottage Grove 2025 Traffic Volume Forecasting Methodology**

P06097-000-000

The purpose of this memorandum is to summarize the methodology used to forecast the 2025 traffic volumes utilized for analysis in the Cottage Grove TSP Update. The project scope specifies that a "Level 2 Cumulative Analysis or similar forecasting methodology" be used for traffic volume forecasting. As such, the approach described replicates the methodology defined in TPAU's Analysis Procedure Manual (APM) wherever feasible. The Cumulative Analysis method described in the APM divides future growth into three distinct segments: External-External, Internal-Internal, and Internal-External/External-Internal. Trip growth is based on forecasted growth on external roadways and forecasted land use changes within the Cottage Grove TSP Update study area.

Land Use Changes

The following section summarizes the forecasted growth that will influence future travel within Cottage Grove. Land use projections were developed by Winterbrook Planning and summarized in the attached memorandum[1]. Projected land uses changes were developed for the study area and reflect information provided from several sources. The land use changes were identified for the Transportation Analysis Zone (TAZ) system developed by the Lane Council of Governments (LCOG). The forecasts were verified by City of Cottage Grove staff to include local expertise and knowledge of known developments.

[1] *Cottage Grove TSP Future Land Use Forecast Methods and Assumptions* Memorandum, Winterbrook Planning, December 10, 2006.

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Household Growth

Lane County's 2025 coordinated population projection for Cottage Grove was used to estimate expected growth in households (assuming 2.55 persons per household) within the Cottage Grove UGB.

> In 2005, Lane County adopted a 2025 coordinated population projection for the Cottage Grove UGB of 12,500. The Base Year persons per household figures for each TAZ were used to convert population growth to dwelling units. The Lane County forecast does not allocate any future population growth to areas outside UGBs. However, the areas surrounding the Cottage Grove UGB are zoned for rural residential development on 5-acre and 10-acre lots. Therefore, additional rural residential development has been allocated to the rural TAZs totaling approximately 10 percent of the Cottage Grove population growth.

The growth of households outside of the UGB is allocated across an area of approximately 1,200 acres of space. Table 1 identifies how household growth is divided between areas within the UGB and areas outside of the UGB.

Table 1: Household Growth Summary

Location	HH-Base	HH-Growth	HH-Future
In UGB	3,459	1,433	4,892
Out of UGB	380	170	550
Total	3,839	1,603	5,442

Employment Growth

The 2001 Cottage Grove Buildable Lands Analysis was used as the basis of employment forecasts. Local knowledge of known and expected developments was used to supplement and adjust the land use forecasts where appropriate. The text below describes the development of projections within the UGB. No employment growth was projected outside of the UGB, but this has since been revised to allocate some employment outside of the UGB.

> The 2001 Cottage Grove Buildable Lands Analysis included a 2020 employment projection based on historical trends of 4,900 employees. This projection was adjusted upwards to account for economic development incentives, activities, and policies, for a final total of 5,400 employees in 2020. The 2020 projection was adjusted to the 2025 future year by using the population annual growth rate of 1.37 percent[2].

Table 2 identifies how employment growth is divided between areas within the UGB and areas outside of the UGB. *(In UGB Base of 3093 + total growth 2677 = 5770)*

Table 2: Employment Growth Summary

Location	Emp-Base	Emp-Growth	Emp-Future
In UGB	3,093	2,592	5,685
Out of UGB	332	85	417
Total	3,425	2,677	6,102

[2] The 1.37% annual growth rate is based on the Lane County Coordinated Population Projections for Cottage Grove.

This land use forecast included growth by various types of employment including retail, service, education, government and industrial.

> The future year employment was allocated to the employment sectors based on the base year allocation, except for the agricultural sector which was shifted to the industrial sector to reflect the urbanization of Cottage Grove.

Table 3 identifies the existing allocation of employment by sector (within the Cottage Grove UGB). The service and retail sectors make up almost 80% of employment.

Table 3: Existing Employment by Type

Sector	Base Year	%
AGRICULTURAL	71	2.3%
INDUSTRIAL	277	9.0%
RETAIL	733	23.7%
SERVICE	1,676	54.2%
EDUCATION	111	3.6%
GOVERNMENT	111	3.6%
OTHER	114	3.7%
TOTAL	**3,093**	100.0%

Study Area Growth Summary

Table 4 summarizes the land uses for the 2005 base and future 2025 scenarios within the Cottage Grove TSP Update study area (both inside and outside of the UGB).

Table 4: Cottage Grove TSP Study Area Land Use Summary

Land Use	2005	2025	Increase	Percent Increase
Households	3,839	5,442	1,603	42%
Employees	3,425	6,102	2,677	78%

Growth Allocation

The land use projections identified were allocated between transportation analysis zones (TAZs), which represent the sources of vehicle trip generation. The TAZs in the Cottage Grove study area were originally developed by LCOG. A detailed summary of the uses for each Transportation Analysis Zone (TAZ) within the Cottage Grove study area is attached. An illustration of the LCOG TAZ system is also attached. Figures illustrating employment and household growth by TAZ are included in the Cottage Grove TSP update (Figure 5-1 and 5-2).

Internal Trip Growth

Internal trips within Cottage Grove were based on local trip generation – trips resulting from the employment and households projections identified in Table 4. Forecasted PM peak hour trip growth was calculated by applying the ITE Trip Generation rates to the land use growth forecasts for TAZs.

Trip Generation

The trip generation process translated land use quantities (number of households or employees) into vehicle trip ends (number of vehicles entering or leaving a TAZ) using established trip generation rates based on Institute of Transportation Engineers (ITE) research. Table 5 provides a listing of PM peak hour trip rates used in this analysis.

Table 5: ITE[3] PM Peak Hour Trip Rates

Growth Segment	Land Use Descrip-tion	ITE Code	Vehicle Trips Per Land Use Unit	Comments
Residential Households	Single Family Detached Housing	210	1.01	Avg. per dwelling unit, peak hour of adjacent street traffic. (pg. 271)
Industrial Employment	General Light Industrial	110	0.42	Avg. per employee, peak hour of adjacent street traffic (pg.92)
Retail Employment	Shopping Center	820	4.38	The PM Peak Hour trip rate per thousand square feet (ksf) rate was converted to a per employee rate by estimating employees per ksf. The per ksf rate (6.26 trips/ksf) is based upon the fitted curve equation provided by ITE (pg.1453) assuming a 100,000 square foot facility. The rate is converted by assuming one employee per ksf of retail space. A pass-by trip percentage of 30% was applied to yield a per employee rate of 4.36.
Service Employment	Specialty Retail	814	1.89	PM Peak Hour per thousand square feet (ksf) rate was converted to a per employee rate by estimating employees per ksf. The rate is based on average trip rate of 2.71 trips per ksf of leasable area (pg.1339). The rate is converted by assuming one employee per ksf of retail space. A pass-by trip percentage of 30% was applied to yield a per employee rate of 1.89
Education Employment	High School	530	1.55	Avg.per employee, peak hour of adjacent street traffic (pg.92)
Government Employment	Governm ent Office Building	730	0.30	Although a per employee rate exists in the ITE Trip Generation Manual for the government office code (730), the 1.91 trip per employee rate is based on only one study and was that of the generator's peak not adjacent street traffic peak (4-6 pm). Although the per thousand square foot (ksf) rate was only based on two studies, its rate is used (1.21 trips per ksf (pg.1201), and converted assumed 4 employees per ksf to get 0.3 trips per employee). The per employee study indicated a 74% entering rate for PM generator peak, which is counter to both expectations and the two studies based on KSF facilities (31% entering). Considering the government office building code is used as an approximation of all types of government employment, and the rate didn't intuitively seem correct, the methodology described above is employed instead of the per employee rate identified in the ITE Trip Generation Manual.
Other Employment	Office Park	750	0.39	Avg/ per employee, peak hour of generator (pg.1251)

[3] ITE Trip Generation, 7th Edition, Institute of Transportation Engineers.

Although the land use description will not match all actual developments, the trip generation rate identified is believed to be representative of the overall growth in Cottage Grove.

The shopping center ITE code was used to represent retail land uses. The service employment trip rate was calculated with the same methodology and also assumed a 30% pass-by rate and one employee per thousand square feet. The government trip rate (1.21 trips/ksf) was calculated using an estimate of four employees per thousand square feet, with no adjustment for pass-by trips.

Total trip growth was divided into outbound trips (productions) and inbound trip (attractions) based on the percentages identified in the ITE Trip Generation. Table 6 illustrates the estimated growth in vehicle trip ends (trip productions and attractions) generated within the Cottage Grove study area during the PM peak hour between 2005 and 2025. This forecast identifies the internal-internal as well as the internal-external and external-internal trip growth segments.

Table 6: PM Peak Hour Vehicle Trip Generation Growth Forecast

Growth Segment	Total Trip Growth	Attractions	Productions
Residential Households	1,619	1,020	599
Industrial Employment	126	26	100
Retail Employment	2,777	1,305	1,472
Service Employment	2,742	1,207	1,536
Education Employment	149	80	68
Government Employment	29	9	20
Other Employment	39	6	33
TOTAL	7,481	3,653	3,828

External Trip Growth

Growth of external trips (trips that have an origin and/or destination outside of Cottage Grove) was projected based on forecasted traffic growth on external roadways. Three roadways were identified as significant routes by which external trips (those with at least one end located outside of the study area) may travel:

- I-5
- Highway 99 (The Goshen Divide Highway)
- Cottage Grove–Lorane Road / Gowdyville Road

External nodes just outside of the study area were defined on these roadways. External growth volumes were forecasted at these points to identify External-External and External-Internal/Internal-External trip growth for the Cottage Grove study area.

Row River Road and Mosby Creek Road were also considered as candidates for analysis as external roadways. However, count data was not available on these roadways at points which would adequately characterize external traffic. Moreover, the growth in external volume on these roadways was believed to be minor and therefore not expected to significantly impact study intersection performance.

Design Hour Volumes at External Nodes

Existing volumes were used in conjunction with growth percentages to calculate PM peak hour growth at external nodes. Where possible, study intersections located near external nodes were used to estimate existing volumes. Existing design hour volumes were calculated for study intersections during the existing conditions analysis. The methodology for these calculations was described in the *Revised Cottage Grove DHV Methodology* memorandum dated October 3rd, 2006. Growth rates are based upon ODOT future volume tables and are applied to existing design hour volumes.

For external nodes on Hwy 99, the study intersection at the Cottage Grove Connector was used to estimate volume at the north node, and the study intersection at River Road was used to estimate volume at the south node. For the external node at Cottage Grove-Lorane Road/Gowdyville Road, the intersection of Main Street and R Street was used to estimate volumes.

Since volumes for I-5 were not collected for this study, peak hour volumes on the highway were estimated using the Martins Creek Automatic Traffic Recorder (ATR #20-020) located 4 miles south of Cottage Grove at milepoint 169.2. ATR data for 2005 indicated that the 30 highest (design) hour volumes are 1,319 northbound and 1,352 southbound. These 2005 volumes were then multiplied by the average annual growth factor identified in the future volume table for ATR #20-020 (1.7% growth) to result in a 2006 peak hour estimate of 1,341 northbound vehicles and 1,375 southbound. This estimate was used as the volume on the southern node of I-5. Design hour volumes were added and subtracted at the highway interchanges in Cottage Grove to estimate volumes at the northern external node (1,846 northbound and 2,179 southbound).

Percentage of External-External Trips

I-5 and Hwy 99 are the only "through" roadways that have ends on both sides of the Cottage Grove study area. Therefore, Cottage Grove–Lorane Road, Row River Road, and Mosby Creek Road were assumed to have zero External-External trip growth and all growth was assigned to External-Internal (or Internal-External) trips.

External-External percentages were calculated by removing turns at each intersection through the corridor, as described in section 4.4.2 of the APM. The volumes were calculated by removing off turns (taken from ramp counts) from the ATR counts. Ramp counts where converted into design hour volumes at the ramps during existing conditions analysis. Starting with ATR counts (at the 30th highest hour for 2005, converted to 2006 values) at the south node, the appropriate ramp volumes are added or subtracted to yield the volumes at the north node. The directional counts at the south end are compared to the resulting directional counts at the north end to yield the external-external trip percentages, as described in the APM. I-5 was calculated to have 90% External-External trips both southbound and northbound at the south node, and 56% southbound and 65% northbound at the north node.

Highway 99 travels through the heart of downtown Cottage Grove and includes many Internal-Internal trips traveling within the city. Following the APM procedure of removing turns along Hwy 99 resulted in negative values, which indicated no External-External trips. While the

External-External trip percentage was thought to be small, a zero value was unrealistic. Therefore, a 5% External-External trip percentage is assumed at Hwy 99 external nodes.

Like Highway 99, the Cottage Grove-Lorane Highway / Gowdyville Road External-External volumes could not be computed due to the high turn volumes along the route. A 5% External-External percentage was also applied to the Cottage Grove-Lorane Highway / Gowdyville Road node. The external trips were split evenly between southbound (via Highway 99) and northbound (via the Cottage Grove Connector to I-5) external nodes.

No growth in External-External trips were assumed to occur that cross between I-5 and Highway 99. These roadways are parallel corridors and no data was available to estimate the degree of crossing between these roadways. Moreover, the impacts of growth of these volumes were not believed to significantly impact future study intersection operations.

Growth Rates

The forecasted growth on external roadways is based on the future volume table (ODOT's 2025 Future Volume Table[4]). The growth identified in the future volume tables is used to calculate an annual growth rate which is then applied to the 2006 DHV to result in a 2025 volume, as shown in Table 7.

Growth of external trips was projected based on forecasted traffic growth on I-5 and the Goshen Divide Highway. I-5 and Hwy 99 were the two ODOT facilities for which future volumes are available in the study area. The Future Volume Table identifies 2025 traffic volume forecasts at several points along the Goshen Divide Highway and I-5 based on historical growth trends.

The I-5 growth rate was calculated as 1.8% per year (total growth of 40% from 2006 to 2025) based on future volume table data for the three nearest locations to Cottage Grove (4 miles south of Cottage Grove, 0.1 mile south of the Cottage Grove Interchange, and 0.3 miles south of the Saginaw Interchange).

The Highway 99 future volume table indicated a average growth rate of 1.1 % per year (23% total growth from 2006 to 2025), based on the three locations listed within Cottage Grove with RSQ values above 0.5 (north city limits, 0.01 mile north of the Cottage Grove Connector, and 0.04 miles south of the Cottage Grove Connector). These values vary from 0.4% annual growth to 2.0% annual growth. As such, the middle value of 0.8% annual growth (taken just south of the the Cottage Grove Connector) was selected to result in a 16% total growth from 2006 to 2025. Since no projection data were available for growth rates along Cottage Grove-Lorane Road, the Highway 99 growth rate was applied at this external node as well.

External Trip Growth Summary

The projected growth on external roadways, at each external location, is illustrated in Table 7. The table shows the volume entering and exiting at each external point identified. Volumes that "enter" the external node originate in the study area (or other external zones) while volumes that

[4] *2024 Secondary Highway Future Volume Table*. Retrieved June 2006, from Oregon Dept. of Transportation Web site: http://www.oregon.gov/ODOT/TD/TP/TADR.shtml

"exit" the external node begin outside of the study area and travel to the study area via the external node.

Table 7: External PM Peak Hour Growth Forecast

Location	Direction	2006 Design Hour Volume	Growth Factor	2025 Design Hour Volume	Projected Growth
Hwy 99	Enter	178	1.16	207	29
North End	Exit	193	1.16	225	32
Hwy 99	Enter	281	1.16	327	46
South End	Exit	220	1.16	256	36
I-5	Enter	1,846	1.40	2591	745
North End	Exit	2,179	1.40	3058	879
I-5	Enter	1,375	1.40	1930	555
South End	Exit	1,341	1.40	1882	541
CG-Lorane	Enter	139	1.16	161	22
West End	Exit	201	1.16	233	32

External-Internal & Internal-External Trip Growth

As described above, an estimate was made of the probability of external trip growth being external-external (E-E,) as opposed to Internal-External (I-E) or External-Internal (I-E). Table 8 shows the expected trip growth for E-E and E-I/I-E trips using design hour volumes, growth rates, and E-E trip probability as inputs.

Table 8: External PM Peak Hour Growth Forecast by Trip Type

Location	Direction	Total Projected Growth	External-External Trip Probability	2025 External-External Trip Growth	2025 External-Internal / Internal-External Trip Growth
Hwy 99	Enter	29	0.05	2	27
North End	Exit	32	0.05	2	30
Hwy 99	Enter	46	0.05	2	44
South End	Exit	36	0.05	2	34
I-5	Enter	745	0.65	486	259
North End	Exit	879	0.57	499	380
I-5	Enter	555	0.90	499	56
South End	Exit	541	0.90	486	55
CG-Lorane	Enter	22	0.05	2	20
West End	Exit	32	0.05	2	30

Table 6 indicates that I-5 would experience 486 additional through trips northbound and 499 additional through trips southbound in 2025. The volumes are shown twice in the Table 8, once as they enter at a node and again at the exit node. Highway 99 would experience 2 additional northbound through trips and 2 additional southbound through trips. The west external node

would experience 2 additional trips both outbound and inbound. These 2 trips are divided evenly between between the north end (I-5) and south end (Highway 99).

Trip Distribution

Trip distribution estimates how many trips travel from one zone in the model to any other zone. Distribution was based on the number of trip ends generated in each zone as either trips coming out from the zone (productions) or trips going into the zone (attractions). The percentage of each zone's total trips that are productions and attractions were defined based on ITE trip generation research. The productions and attractions for each zone were used to determine an attraction probability and production probability for each zone, relative to other zones in the transportation network.

In projecting long-range future traffic volumes, it was important to consider potential changes in regional travel patterns as well. Although the locations and amounts of traffic generation in Cottage Grove were essentially a function of future land use in the city, the distribution of trips was influenced by regional growth, particularly along I-5. For this reason, external trips were included in the analysis as well.

This section identifies how the identified growth of internal trips and external trips were combined to result in a trip table of future growth in Cottage Grove.

TAZ System

The expected growth identified for each LCOG TAZ was aggregated into 17 TAZs within the study area. Five external TAZs were added at the external nodes (access points to areas outside of the study area) at I-5 and Goshen Divide Highway north and south of Cottage Grove and Cottage Grove – Lorane Road west of Cottage Grove. The resulting 22 zones made up the TAZ system used for traffic forecasting in this study. The model zone boundaries for the 22 zone system are included as Figure 5-3 in the TSP Update. These TAZs represent land use and access to the transportation system in Cottage Grove.

Allocation of Internal Trip Generation

The forecasted growth in internal trips (productions and attractions) was aggregated to the 17 project TAZs within Cottage Grove. Table 9 shows the productions and attractions generated for each of the 17 internal study zones. The total in and out trips (7,466) matches the trip generation total identified in Table 6.

Table 9: Internal Trip Growth

Zone	IN trips	OUT trips
1	233.5	278.3
2	6.4	3.7
3	336.0	329.6
4	42.4	26.0
5	8.0	5.2
6	60.7	64.1
7	1110.7	1309.0
8	337.4	394.7
9	114.0	67.6
10	537.1	531.5
11	358.8	236.3
12	68.1	92.4
13	172.7	200.1
14	12.8	8.1
15	63.6	70.6
16	167.3	190.6
17	24.0	19.7
Total	**3653**	**3828**

Production and Attraction Probability

Table 10 shows the production and attraction probabilities for the 17 TAZs within Cottage Grove. The productions and attractions in each zone were used to calculate and attraction and production probability for each zone. These probabilities are based on the values in Table 7 (e.g. Zone 12 has 92.4 out trips. 92.4 trips / 3820 trips = 2% production probability.)

Table 10: TAZ Attraction and Production Probabilities

Zone	Attraction Probability	Production Probability
1	6%	7%
2	0%	0%
3	9%	9%
4	1%	1%
5	0%	0%
6	2%	2%
7	30%	34%
8	9%	10%
9	3%	2%
10	15%	14%
11	10%	6%
12	2%	2%
13	5%	5%
14	0%	0%
15	2%	2%
16	5%	5%
17	1%	1%
Total	100%	100%

External-Internal & Internal-External Trip Distribution

The external-internal(E-I) and internal-external(I-E) trips identified in Table 8 were distributed across TAZs based on the percentages identified in Table 10. E-I trips were distributed based on attraction probabilities and I-E trips were distributed based on production probabilities.

Internal-Internal Trip Distribution

So as not to double-count the external-internal and internal-external trips, the growth in these trips was subtracted from the total internal trip growth. I-E trips were subtracted from productions and E-I trips were subtracted from attractions. The remaining trips represented internal-internal (I-I) trips.

The production and attraction probabilities were used to distribute internal trips to and from the appropriate TAZs. This resulted in a productions trip table and an attractions trip table. To balance the trip productions and attractions and avoid double counting (since the trip generation process identifies trip ends, and every trip has two trip ends), the production and attraction trip tables were averaged to result in a final I-I trip table.

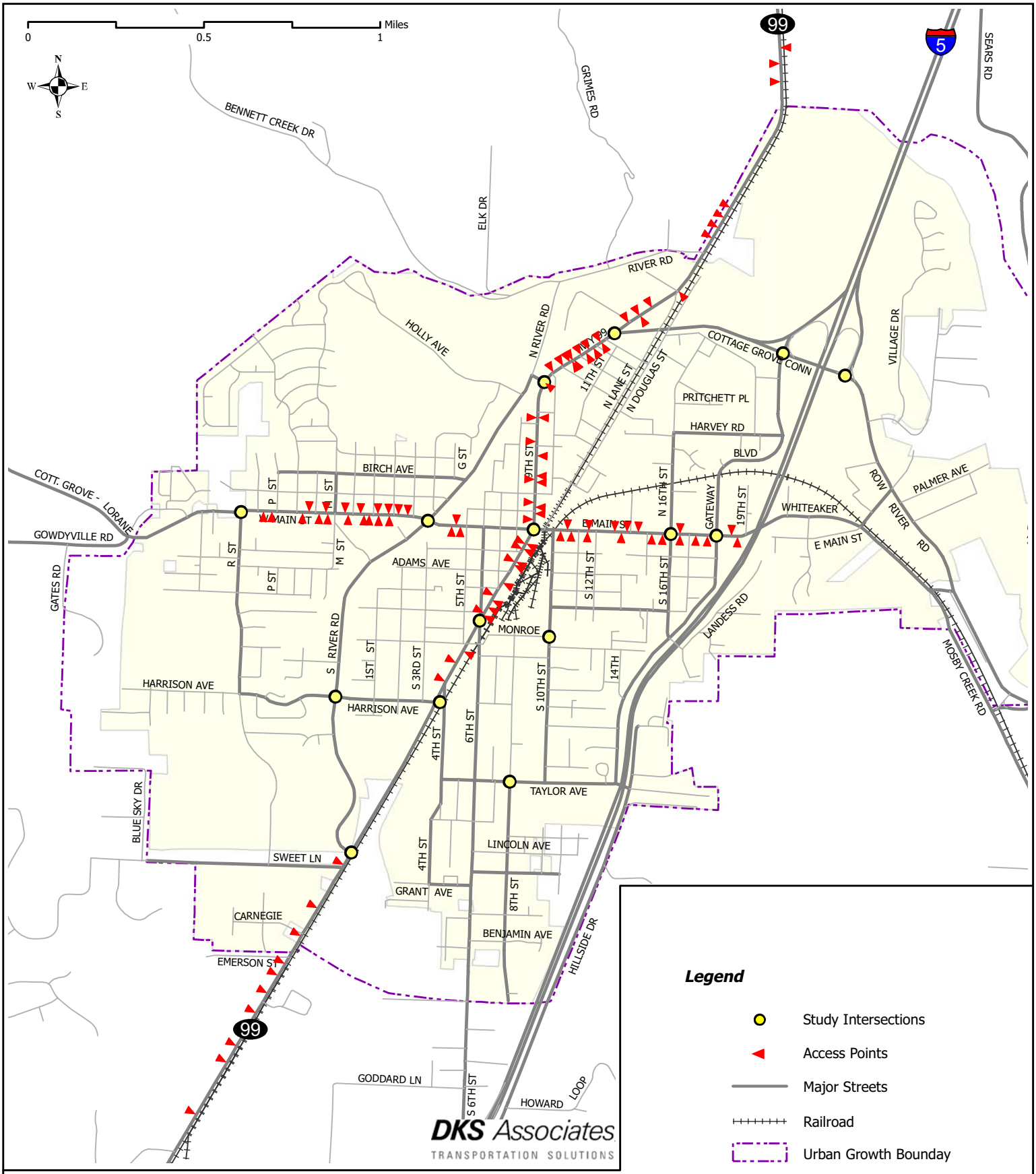
Final Trip Table

Internal trip productions and attractions were balanced to result in a trip table that specified the number of trips from each internal zone to each other internal zone in the network. The I-I trip table was combined with the I-E and I-E trip tables to address all identified internal growth. The E-E trips were added to complete the trip table including both internal and external growth. The resulting trip table was the travel growth that was added to the existing traffic in Cottage Grove for 2025 traffic volume projections.

Trip Assignment

In this process, the final trip table (representing trips traveling form one zone to another) was assigned to specific travel routes in the network, and resulting trip volumes were accumulated on links of the network until all trips are assigned. The Traffix software package was used to represent the transportation network and to assign the additional growth volume to the existing roadway and intersection volumes. The Traffix output file showing forecasted 2025 traffic volumes assigned to study intersection turning movements is attached.

APPENDIX G: Access Locations – Main Street and OR 99



Transportation System Plan

FIGURE 2

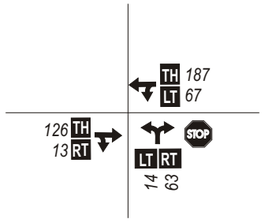
Access

CITY OF COTTAGE GROVE OREGON

2006, real urban geographics

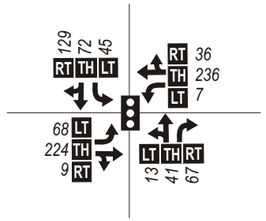
APPENDIX H: PM Peak Hour Intersection – Traffic Volumes and Intersection Geometry

1 Main St/R St



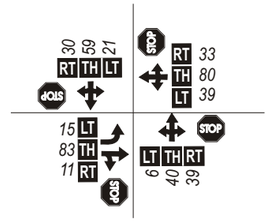
2.7 | A/B | 0.10

2 Main St/River Rd



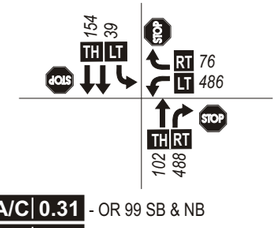
16.7 | B | 0.41

3 Harrison Ave/River Rd



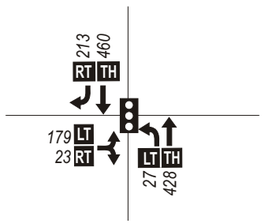
8.5 | A | 0.22

4 Cottage Grove Connecter/OR 99



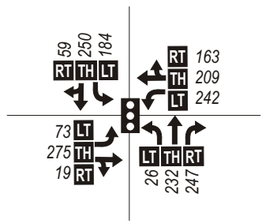
5.1 | A/C | 0.31 - OR 99 SB & NB
2.7 | A/A | 0.09 - Cottage Grove Conn NB Right Turn
0.8 | A/C | 0.17 - OR 99 Eastbound Left Turn

5 Woodson Pl/OR 99



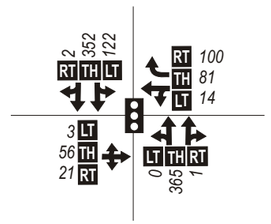
9.9 | A | 0.58

6 Main St/OR 99



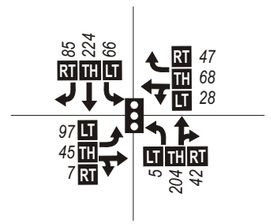
50.2 | D | 0.71

7 6th St/OR 99



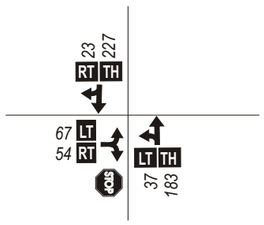
10.5 | B | 0.33

8 Harrison Ave/OR 99



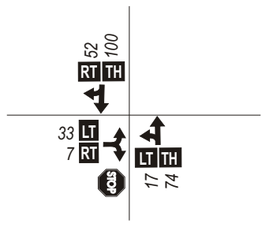
18.7 | B | 0.33

9 River Rd/OR 99



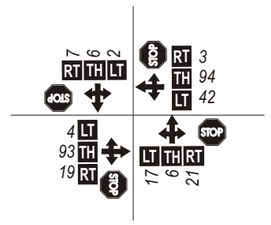
3.2 | A/B | 0.23

10 Monroe Ave./10th St.



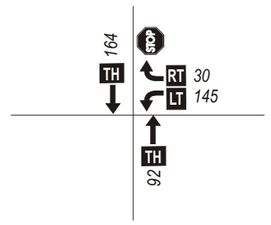
1.9 | A/B | 0.06

11 Taylor Ave./8th St.



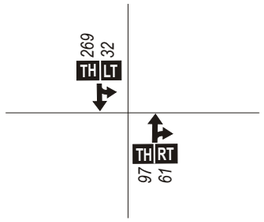
7.9 | A | 0.18

12 I-5 SB Off-Ramp/6th St



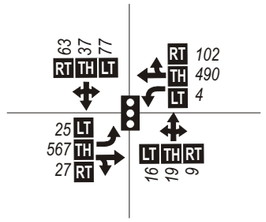
4.5 | A/B | 0.23

13 I-5 NB On-Ramp/6th St



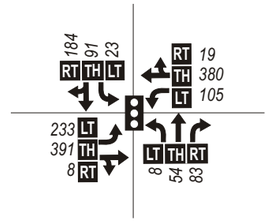
– | – | –

14 Main St/16th St



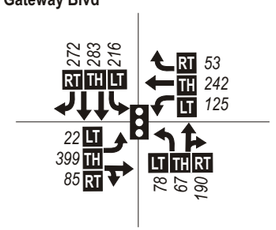
16.8 | B | 0.59

15 Main St/Gateway Blvd



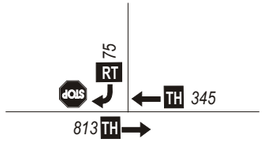
27.9 | C | 0.78

16 Cottage Grove Connection/I-5 SB Ramps & Gateway Blvd



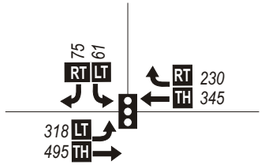
43.6 | D | 0.88

17 Cottage Grove Connection/ I-5 NB Off Ramp



0.7 | B | 0.12

18 Cottage Grove Connection & River Rd/ I-5 NB Ramps

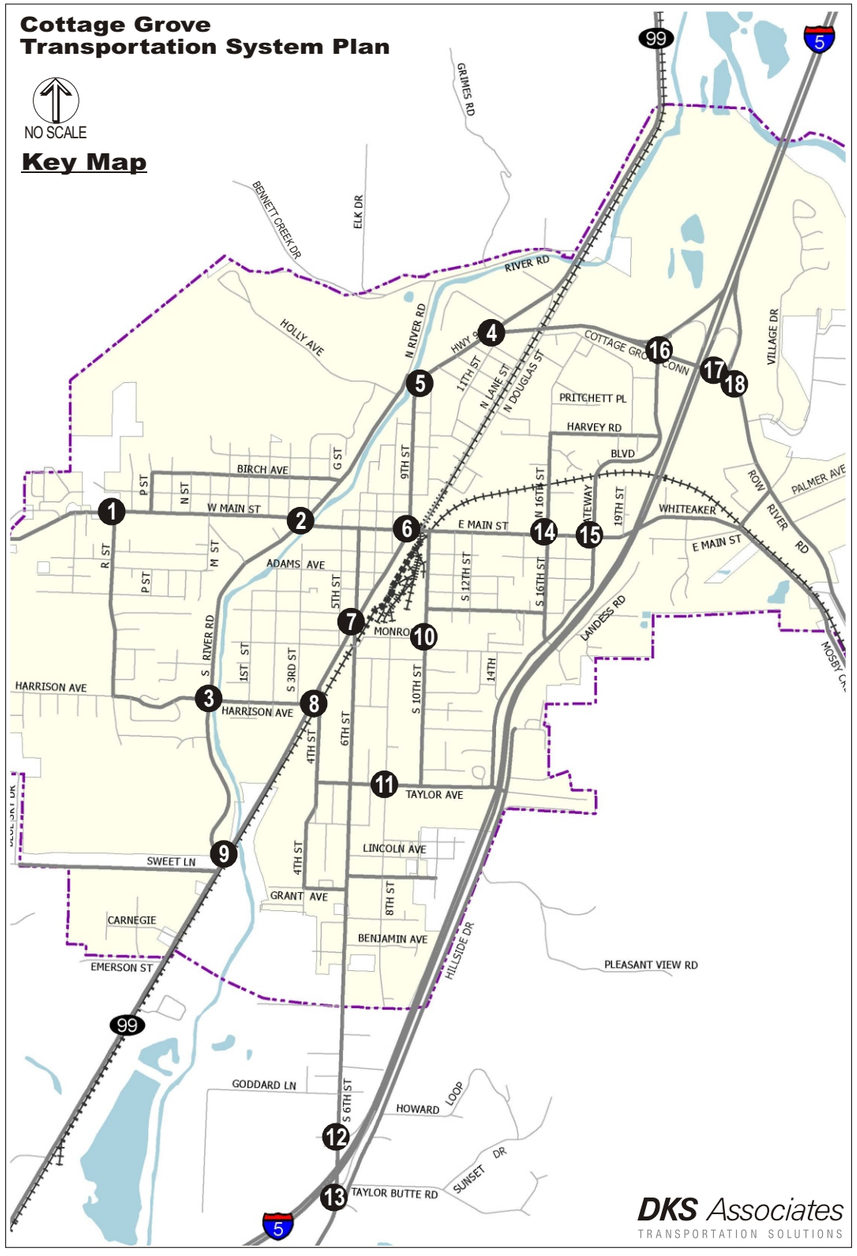


13.7 | B | 0.53

Cottage Grove Transportation System Plan

NO SCALE

Key Map



DKS Associates
TRANSPORTATION SOLUTIONS

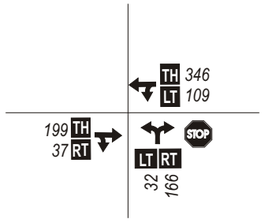
LEGEND

- **0** - Study Intersection & Number
- *000* - PM Peak Hour Traffic Volume
  Note: All Indicated Volumes are 30th Highest Hour Volumes Calculated for 2006 Based on Count Data
- LT TH RT (Left • Thru • Right) - Volume Turn Movement
- ← - Lane Configuration
- STOP - Stop Sign
- Traffic Signal
- **00.0 | X | 0.00** (Delay | LOS * | V/C **)
- * *A/A = Major Street LOS/Minor Street LOS*
- ** *Unsignalized V/C = Highest Minor Street Approach V/C*

Figure 1

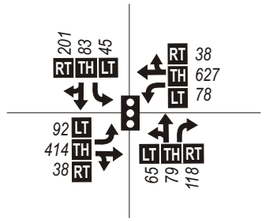
PM EXISTING CONDITIONS
Cottage Grove

1 Main St/R St



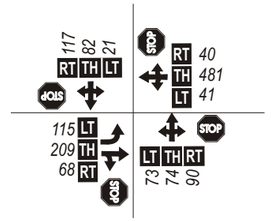
4 | A/B | 0.33

2 Main St/River Rd



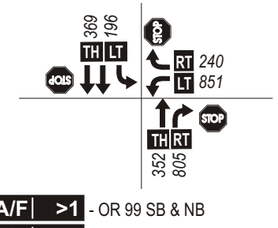
24 | C | 0.83

3 Harrison Ave/River Rd



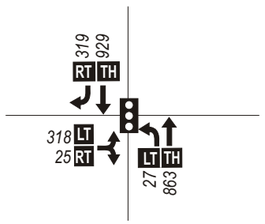
42 | E | >1

4 Cottage Grove Connecter/OR 99



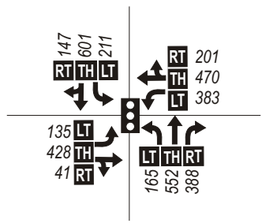
77 | A/F | >1 - OR 99 SB & NB
4 | A/B | 0.38 - Cottage Grove Conn NB Right Turn
60 | A/F | >1 - OR 99 Eastbound Left Turn

5 Woodson Pl/OR 99



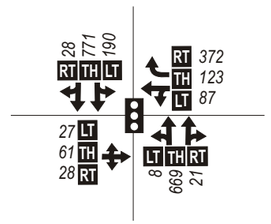
27 | C | 0.92

6 Main St/OR 99



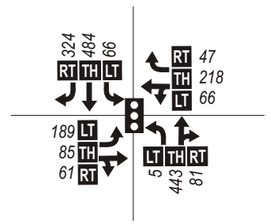
138 | F | >1

7 6th St/OR 99



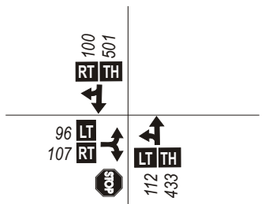
21 | C | 0.86

8 Harrison Ave/OR 99



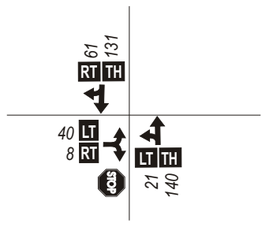
26 | C | 0.74

9 River Rd/OR 99



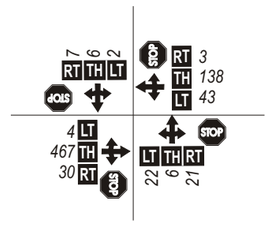
11 | A/F | 0.85

10 Monroe Ave./10th St.



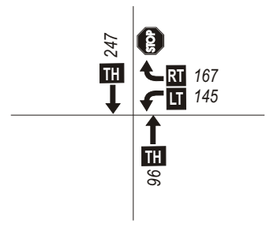
2 | A/B | 0.08

11 Taylor Ave./8th St.



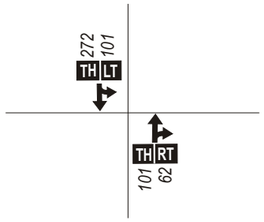
13 | B | 0.66

12 I-5 SB Off-Ramp/6th St



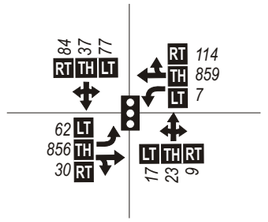
5 | A/B | 0.45

13 I-5 NB On-Ramp/6th St



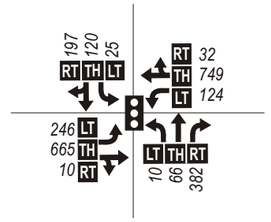
– | – | –

14 Main St/16th St



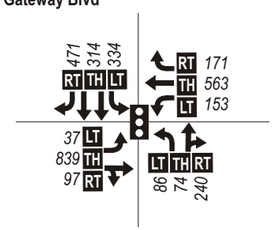
25 | C | 0.87

15 Main St/Gateway Blvd



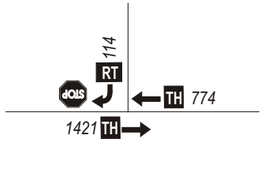
92 | F | >1

16 Cottage Grove Connection/I-5 SB Ramps & Gateway Blvd



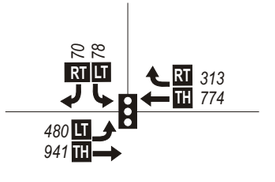
141 | F | >1

17 Cottage Grove Connection/ I-5 NB Off Ramp



1 | C | 0.35

18 Cottage Grove Connection & River Rd/ I-5 NB Ramps

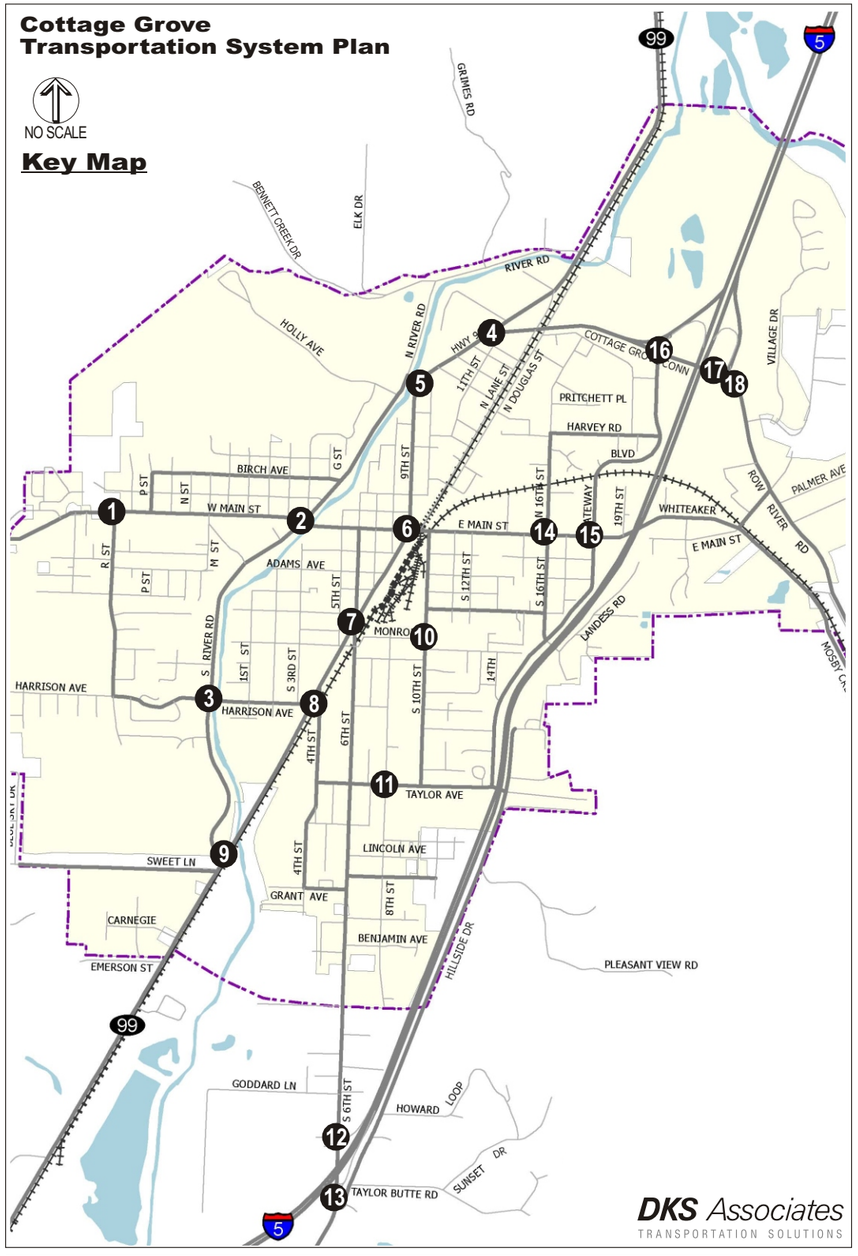


29 | C | 0.95

Cottage Grove Transportation System Plan

NO SCALE

Key Map



DKS Associates
TRANSPORTATION SOLUTIONS

LEGEND

0 - Study Intersection & Number
000 - PM Peak Hour Traffic Volume
Note: All Indicated Volumes are 30th Highest Hour Volumes Forecasted for 2025
LT TH RT - Volume Turn Movement (Left•Thru•Right)
- Lane Configuration
STOP - Stop Sign
- Traffic Signal

00.0 | X | 0.00
Delay | LOS * | V/C **

* *A/A = Major Street LOS/Minor Street LOS*
** *Unsignalized V/C = Highest Minor Street Approach V/C*

Figure 2

PM FUTURE (No Build) CONDITIONS
Cottage Grove

APPENDIX I: Future Land Use Memo and Data by Lane County TAZ

WINTER BROOK
COMMUNITY RESOURCE PLANNING

MEMORANDUM

To: Carl Springer, DKS Associates

From: Tom Armstrong

Date: December 10, 2006

Re: Cottage Grove TSP
Future Land Use Forecast Methods and Assumptions

The purpose of this memo is to document the methods and assumptions used to prepare the future land use forecast and TAZ allocation for the future travel demand model.

OVERALL FORECASTS

Population

In 2005, Lane County adopted a 2025 coordinated population projection for the Cottage Grove UGB of 12,500. The Base Year persons per household figures for each TAZ were used to convert population growth to dwelling units. The Lane County forecast does not allocate any future population growth to areas outside UGBs. However, the areas surrounding the Cottage Grove UGB are zoned for rural residential development on 5-acre and 10-acre lots. Therefore, additional rural residential development has been allocated to the rural TAZs totaling approximately 10 percent of the Cottage Grove population growth.

Employment

The 2001 Cottage Grove Buildable Lands Analysis included a 2020 employment projection based on historical trends of 4,900 employees. This projection was adjusted upwards to account for economic development incentives, activities, and policies, for a final total of 5,400 employees in 2020. The 2020 projection was adjusted to the 2025 future year by using the population annual growth rate of 1.37 percent. The 2025 future employment total is 5,770 employees.

The future year employment was allocated to the employment sectors based on the base year allocation, except for the agricultural sector which was shifted to the industrial sector to reflect the urbanization of Cottage Grove.

Sector	Base Year	%	Future Year 2025	Growth Increment
AGRI	71	2.3%	71	-
INDY	277	9.0%	517	300
RETL	733	23.7%	1,367	634
SERV	1,676	54.2%	3,127	1,451
EDUC	111	3.6%	207	96
GOVT	111	3.6%	207	96
OTHR	114	3.7%	213	99

Winterbrook Planning
310 SW Fourth Avenue, Suite 1100
Portland, OR 97204
503.827.4422 ▪ 503.827.4350 (fax)
tom@winterbrookplanning.com

TOTAL	**3,093**		**5,770**	**2,676**

ALLOCATION ASSUMPTIONS

The TAZ allocation utilized the 2005 vacant land inventory, zoning map and aerial photos to identify future growth areas. There are a few specific assumptions that need additional consideration:

- The Base Year employment total of 3,093 jobs appears to be low. The 2001 Cottage Grove Buildable Lands Analysis included a 1998 covered employment of 3,975 jobs for Census Tracts 12 and 13.

- The Base Year employment sector allocation for education appears to be low and is not allocated to individual school sites. It is concentrated in TAZ 80.

- School enrollment for the Future Year was assumed to have the same proportion to the population as the Base Year. The allocation assumes enrollment at existing facilities will increase by 15%. The new high school is assumed to have an enrollment of 400 students. One additional school (250 students) was allocated to TAZ 91.

- No college enrollment has been allocated to the new LCC campus in TAZ 85.

- Existing large employers were allocated up to 10% new employees.

- The new Peace Health hospital and Wal-Mart supercenter have been allocated to TAZ 22.

LCOG TAZ	Households	Population	Households	Population	Total Employment	Agricultrual Employment	Industrial Employment	Retail Employment	Service Employment	Education Employment	Government Employment	Other Employment	Total Employment	Agricultrual Employment	Industrial Employment	Retail Employment	Service Employment	Education Employment	Government Employment	Other Employment	DKS TAZ
	Base		Growth		Base								Growth								
Outside UGB																					
14	33	88	16	38	0	0	0	0	0	0	0	0									7
15	17	45	11	26	4	0	0	0	4	0	0	0									7
16	40	107	28	66	12	0	0	1	0	0	9	2									7
42	13	34	5	11	25	0	0	16	9	0	0	0									8
65	19	51	21	50	0	0	0	0	0	0	0	0									9
86	102	272	53	128	16	0	3	0	4	0	0	9									1
92	69	184	11	27	2	0	0	0	2	0	0	0	5			5					3
93	30	74	6	15	0	0	0	0	0	0	0	0									1
94	26	58	1	3	0	0	0	0	0	0	0	0	15			15					1
95	17	45	7	16	30	0	30	0	0	0	0	0	25			15	10				1
96	1	3	0	0	243	0	243	0	0	0	0	0	40				40				1
97	5	13	1	3	0	0	0	0	0	0	0	0									3
100	8	21	10	24	0	0	0	0	0	0	0	0									2
Subtotal	380	995	170	407	332	0	276	17	19	0	9	11	85	0	0	35	50	0	0	0	
Inside UGB																					
17	18	48		0	0	0	0	0	0	0	0	0	0								7
18	1	3		0	61	0	61	0	0	0	0	0	20		20						17
19	4	11		0	93	0	0	36	44	0	0	13	47			25	20			2	7
20	4	11		0	312	0	168	79	65	0	0	0	175		50	50	75				7
21	30	80	20	50	19	0	0	0	0	0	0	19	2							2	7
22	106	283		0	28	0	0	0	28	0	0	0	400			200	200				7
23	0	0	0	0	8	0	0	8	0	0	0	0	50			20	10			20	7
24	2	5	0	0	159	0	0	158	0	0	0	1	110			60	50				7
25	107	255	10	28	20	0	0	10	10	0	0	0	0								17
26	0	0		0	15	0	0	1	14	0	0	0	10				10				7
27	17	45	20	56	0	0	0	0	0	0	0	0	0								17
28	87	211	5	14	8	3	0	0	5	0	0	0	0								6
29	39	104	5	14	0	0	0	0	0	0	0	0	0								6
30	4	11	5	14	10	0	0	0	10	0	0	0	0								17
31	42	100		0	43	4	0	2	37	0	0	0	0								6
32	5	13		0	107	0	4	65	32	0	6	0	0								17
33	0	0	5	12	102	0	0	96	6	0	0	0	50				40			10	13
34	7	19		0	0	0	0	0	0	0	0	0	0								13
35	5	13		0	0	0	0	0	0	0	0	0	0								13
36	42	112	5	12	0	0	0	0	0	0	0	0	0								13
37	18	48	5	12	8	0	0	0	8	0	0	0	25				20			5	13
38	1	3		0	228	17	0	3	208	0	0	0	30				20			10	13
39	96	256	15	37	14	0	0	0	14	0	0	0	0								13
40	125	289	10	25	2	0	0	0	2	0	0	0	0								13
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43	109	237		0	17	0	3	0	14	0	0	0	0								8
44	45	104		0	204	0	0	111	75	0	0	18	2							2	14
45	60	154		0	9	0	0	8	1	0	0	0	35			20	15				16
46	54	144	5	12	18	7	0	0	10	0	0	1	35			20	15				16
47	33	77	20	54	37	0	0	0	36	0	0	1	0								14
48	36	90	350	938	0	0	0	0	0	0	0	0	0								11
49	66	176	80	214	197	12	0	0	185	0	0	0	45				45				11
50	71	187	5	13	0	0	0	0	0	0	0	0	0								11
51	94	248	20	54	19	0	0	8	11	0	0	0	0								11
52	96	212	50	121	3	0	0	0	0	0	3	0	0								11
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54	49	127	5	12	47	0	0	9	35	0	0	3	35			20	15				16
55	9	23	30	72	378	4	11	66	193	2	102	0	81				50		31		15
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57	4	11		0	4	0	0	0	4	0	0	0	70		70						12
58	69	184	5	14	29	0	18	0	9	0	0	2	0								6
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63	139	371	5	12	11	0	0	0	6	5	0	0	0								10
64	131	347	158	422	21	4	0	0	0	0	0	17	2							2	9
66	1	3	75	200	59	0	0	0	59	0	0	0	4					4			10
67	94	250	10	27	4	0	0	0	0	0	0	4	0								10
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74	107	259	5	13	4	0	0	0	4	0	0	0	2					2			5
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79	41	109	20	56	0	0	0	0	0	0	0	0	0								4
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81	61	162		0	5	0	0	0	0	0	0	5	0								3
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85	19	51	125	334	0	0	0	0	0	0	0	0	56					56			10
87	13	29		0	0	0	0	0	0	0	0	0	189		100	19	45		20	5	1
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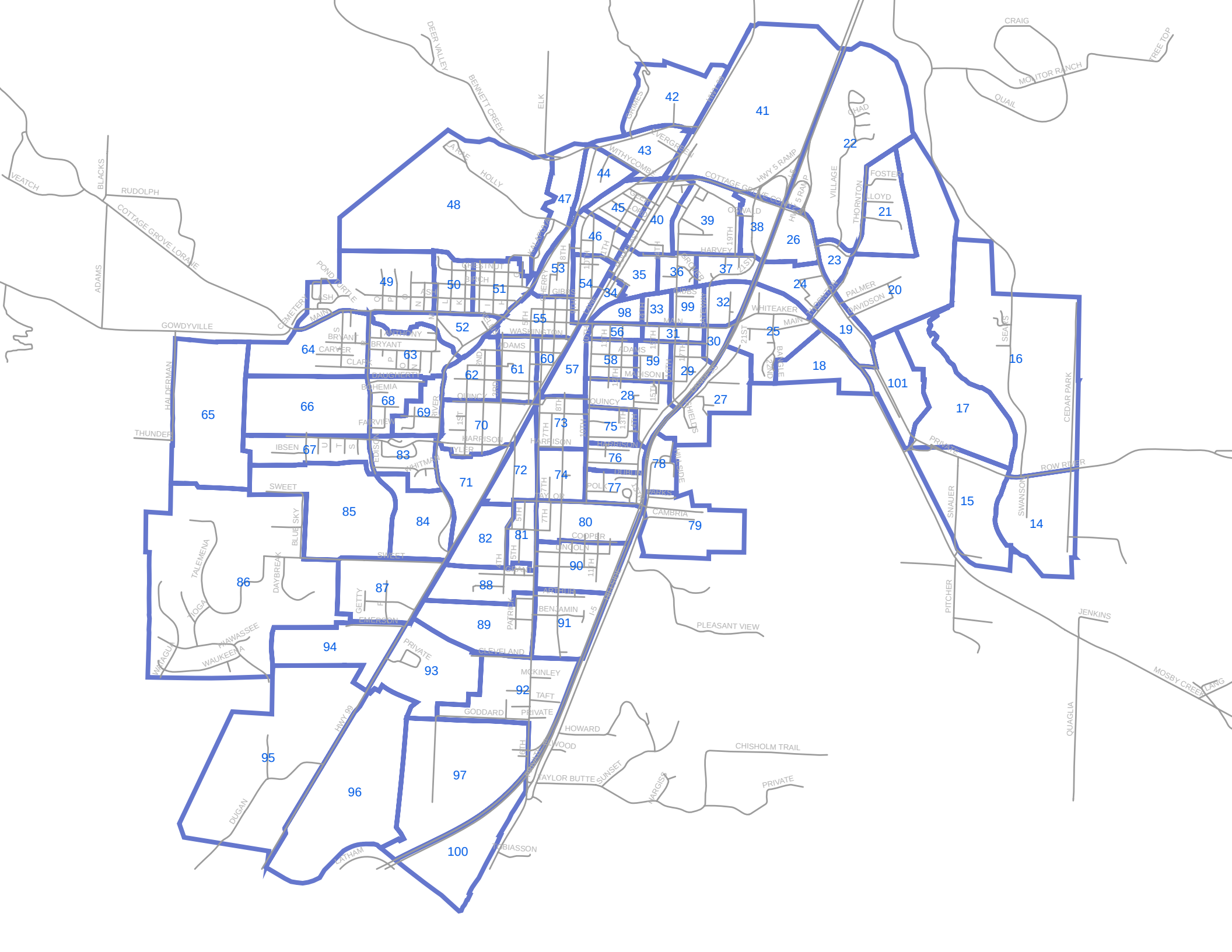
99	72	148	10	25	38	0	12	0	26	0	0	0	40				40				13
101	0	0		0	7	0	0	0	3	0	0	4	95		60		20			15	7
Subtotal	3459	8804	1433	3694	3093	71	277	733	1676	111	111	114	2592	0	300	599	1401	96	96	100	
Total	**3839**	**9799**	**1603**	**4101**	**3425**	**71**	**553**	**750**	**1695**	**111**	**120**	**125**	**2677**	**0**	**300**	**634**	**1451**	**96**	**96**	**100**	**0**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QUAIL
TREE TOP
DEER VALLEY
BENNETT CREEK
ELK
GRIMES
RIVER
CHAD
ARBOR
HOLLY
EVERGREEN
WITHYCOMBE
HWY 5 RAMP
COTTAGE GROVE-SCOTTSBURG
VILLAGE
THORNTON
FOSTER
LLOYD
OSWALD
HARVEY
PALMER
DAVIDSON
WHITEAKER
MAIN
VEATCH
BLACKS
RUDOLPH
COTTAGE GROVE-LORANE
ADAMS
GOWDYVILLE
CEMETERY
POND TURTLE
ASH
BIRCH
CHESTNUT
OAK
PINE
ELM
MAPLE
CEDAR
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ADAMS
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MARKS
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COOPER
LINCOLN
ARTHUR
BENJAMIN
PATRICK
CLEVELAND
MCKINLEY
TAFT
GODDARD
PRIVATE
HOWARD
SUNSET
TAYLOR BUTTE
CHISHOLM TRAIL
PLEASANT VIEW
HALDERMAN
BRYANT
CARVER
CLARK
BAUGHERTY
BOHEMIA
FAIRVIEW
THUNDER
IBSEN
EDISON
WHITMAN
SWEET
BLUE SKY
TALEMENA
DAYBREAK
LOGA
NAWASSEE
WAUKEENA
WAGGUE
GETTY
EMERSON
DUGAN
LATHAM
HWY 99
TOBIASSON
I-5
SHIELDS
BARKER
21ST
CEDAR PARK
SEARS
ROW RIVER
SWANSON
SNAUER
PITCHER
JENKINS
MOSBY CREEK
QUAGLIA
LANG

APPENDIX J: Traffic Impact Study Requirements

4.1.900 Traffic Impact Studies

The purpose of this section of the code is to assist in determining which road authorities participate in land use decisions, and to implement Section 660-012-0045 (2) (e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. This Chapter establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Study must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact Study; and who is qualified to prepare the Study.

A. When a Traffic Impact Study is Required. The City or other road authority with jurisdiction may require a Traffic Impact Study (TIS) as part of an application for development, a change in use, or a change in access. A TIS shall be required when a land use application involves one or more of the following actions:

1. A change in zoning or a plan amendment designation; or

2. Any proposed development or land use action that a road authority states may cause or be adversely impacted by operational or safety concerns along its facility(ies); or

3. Land divisions with 30 or more lots; or

4. An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more; or

5. An increase in peak hour volume of a particular movement to and from the State highway by 20 percent or more; or

6. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or

7. The location of the access driveway does not meet minimum sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or

8. A change in internal traffic patterns that may cause safety problems, such as back up onto a street or greater potential for traffic accidents.

B. Traffic Impact Study Preparation. A Traffic Impact Study shall be prepared by a professional transportation engineer in accordance with the requirements of the road authority and paid for by the applicant. If the road authority is the Oregon Department

of Transportation (ODOT), consult ODOT's regional development review planner and OAR 734-051-180.

C. Traffic Impact Study Requirements.

1. Traffic Impact Study (TIS) Scope. evaluations shall evaluate the access, circulation and other transportation requirements. The scope of the TIS shall be established by the City Engineer to address issues related to a specific development proposal. If the land use will affect a State Highway or County Road, then ODOT and/or Lane County should be consulted on the scope of the TIS.

2. Trips. Trips shall be defined by the Institute of Transportation Engineers (ITE), Trip Generation Manual, 7th Edition (or subsequent document updates), or trip generation studies of comparable uses prepared by an engineer and approved by the Community Development Department.

3. Level of Service (LOS). The Level of Service standard to determine what is acceptable or unacceptable traffic flow on streets shall be based on a volume to capacity ratio. State highways shall continue to operate according to the standards in the Oregon Highway Plan. Street intersections shall maintain a LOS of "D" during the PM peak hour of the day. A lesser standard may be accepted for local street intersections or driveway access points that intersect with collector or arterial streets, if these intersections are found to operate safely.

2. Mitigation. Where a development causes traffic impacts that bring a road below acceptable levels of service, or impacts a road that is already operating below acceptable levels of service, or impacts a road that has a documented safety problem, the TIS shall identify traffic impacts attributable to the development and appropriate mitigation measures. The developer may be required to implement mitigation measures as a condition of approval. The mitigation measures shall be implemented prior to the final inspection of the building permit for the development.

3. Traffic Signals. Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the Highway Capacity Manual and the Manual of Uniform Traffic Control Devices.

4. Coordination of Development Review. The City will provide written notice and opportunity to comment on all Traffic Impact Studies to the applicable road authorities and the Cottage Grove School District.

APPENDIX K: Vehicle Collision Data

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

City of Cottage Grove

January 1, 2000 Through December 31, 2004

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2004														
ANGLE	0	0	5	5	0	0	0	3	2	4	1	5	0	0
BACKING	0	0	3	3	0	0	0	3	0	3	0	0	0	1
FIXED / OTHER OBJECT	0	2	2	4	0	3	0	3	1	2	2	0	0	4
PARKING MOVEMENTS	0	0	2	2	0	0	0	1	1	1	1	0	0	0
REAR-END	0	7	7	14	0	7	0	12	2	14	0	0	0	0
SIDESWIPE - MEETING	0	0	1	1	0	0	0	1	0	1	0	0	0	0
SIDESWIPE - OVERTAKING	1	1	5	7	1	3	0	5	2	2	5	0	0	5
TURNING MOVEMENTS	0	3	12	15	0	4	0	12	3	13	2	8	0	0
2004 TOTAL	1	13	37	51	1	17	0	40	11	40	11	13	0	10
YEAR: 2003														
ANGLE	0	1	5	6	0	1	0	6	0	6	0	6	0	0
BACKING	0	0	2	2	0	0	0	2	0	2	0	0	0	0
FIXED / OTHER OBJECT	0	4	2	6	0	4	0	2	4	1	5	0	0	6
HEAD-ON	0	1	0	1	0	1	0	0	1	0	1	0	0	0
PEDESTRIAN	0	1	0	1	0	1	0	1	0	0	1	0	0	0
REAR-END	1	2	17	20	1	3	0	16	4	17	3	0	0	1
SIDESWIPE - MEETING	0	0	2	2	0	0	0	1	1	1	1	0	0	1
SIDESWIPE - OVERTAKING	0	0	5	5	0	0	0	4	1	5	0	0	0	2
TURNING MOVEMENTS	0	2	16	18	0	2	0	13	5	13	5	10	0	0
2003 TOTAL	1	11	49	61	1	12	0	45	16	45	16	16	0	10
YEAR: 2002														
ANGLE	0	3	7	10	0	4	0	7	3	7	3	10	0	0
BACKING	0	2	9	11	0	3	0	10	1	7	4	2	0	4
FIXED / OTHER OBJECT	0	0	5	5	0	0	0	2	3	2	3	0	0	4
PARKING MOVEMENTS	0	0	3	3	0	0	0	3	0	3	0	0	0	0
REAR-END	0	8	10	18	0	12	0	15	3	15	3	2	0	1
SIDESWIPE - OVERTAKING	0	0	4	4	0	0	0	4	0	2	2	0	0	4
TURNING MOVEMENTS	0	5	14	19	0	5	0	11	8	11	8	13	0	0
2002 TOTAL	0	18	52	70	0	24	0	52	18	47	23	27	0	13
YEAR: 2001														
ANGLE	0	4	6	10	0	4	0	8	2	7	3	9	0	0
BACKING	0	0	8	8	0	0	1	8	0	7	1	3	0	1
FIXED / OTHER OBJECT	0	0	2	2	0	0	0	1	1	1	1	0	0	2
REAR-END	0	8	11	19	0	10	0	16	3	16	3	5	0	1
SIDESWIPE - MEETING	0	0	3	3	0	0	0	2	1	1	2	0	0	2
SIDESWIPE - OVERTAKING	0	0	7	7	0	0	0	6	1	7	0	0	0	5
TURNING MOVEMENTS	0	2	13	15	0	4	0	12	3	11	4	12	0	0
2001 TOTAL	0	14	50	64	0	18	1	53	11	50	14	29	0	11

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

City of Cottage Grove

January 1, 2000 Through December 31, 2004

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2000														
ANGLE	0	5	10	15	0	6	0	13	2	14	1	15	0	0
BACKING	0	0	3	3	0	0	0	2	1	3	0	0	0	0
FIXED / OTHER OBJECT	0	1	3	4	0	1	1	2	2	2	2	0	0	4
HEAD-ON	0	0	1	1	0	0	0	1	0	1	0	0	0	0
PARKING MOVEMENTS	0	1	2	3	0	1	0	2	1	2	1	0	0	2
PEDESTRIAN	0	2	0	2	0	2	0	0	2	2	0	2	0	0
REAR-END	0	13	12	25	0	20	0	16	9	21	4	8	0	1
SIDESWIPE - MEETING	0	0	1	1	0	0	0	1	0	0	1	0	0	1
SIDESWIPE - OVERTAKING	0	2	5	7	0	2	0	5	2	3	4	0	0	2
TURNING MOVEMENTS	1	11	12	24	1	13	1	17	7	19	5	18	0	1
2000 TOTAL	1	35	49	85	1	45	2	59	26	67	18	43	0	11
FINAL TOTAL	3	91	237	331	3	116	3	249	82	249	82	128	0	55

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

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City of Cottage Grove
January 1, 2000 Through December 31, 2004

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / COMPNT / MLG TYP / MILEPNT	CONN # / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
05428	N	N	N			12/29/2003	LANE	11		CURVE	N		Y	RAIN	PRKD MV	01	NONE 0	STRGHT										005,089	01
STATE						Mon	COTTAGE GROVE	0 0	01902	N	(DIVMD)	UNKNOWN	N	WET	REAR		PRVTE	S N									000	089	00
						10P	COTGE GR UA	173.52	09205	01			N	DARK	FAT		PSNGR CAR		01	DRVR	INJC	23	M	OR-Y		026	000		01
											(04)														OR<25				
																02	NONE 0	PRKD-I										
																	PRVTE	S N									008		00
																	PSNGR CAR												
																		UNK	01	PED	KILL	37	M		04	000	000	005	00
																		UN UN											
95428	N	N	N			12/29/2003	LANE	11		CURVE	N		Y	RAIN	FIX OBJ	01	NONE 0	STRGHT										079,010,089	01
STATE						Mon	COTTAGE GROVE	0 0	01902	N	(DIVMD)	UNKNOWN	N	WET	FIX		PRVTE	S N									000	079,010	00
						10P	COTGE GR UA	173.52	09205	06			N	DARK	INJ		PSNGR CAR		01	DRVR	INJA	31	F	OR-Y		047,081	017		01
											(04)														OR>25				
																02	NONE 0	STRGHT										
																	PRVTE	S N									022		00
																	PSNGR CAR		01	DRVR	NONE	37	M	OR-Y		000	000		00
																								OR>25					
03759	Y	N	N	N	N	07/19/2000	LANE	11		STRGHT	N		Y	CLR	FIX OBJ	01	NONE 0	STRGHT										079,010	01
STATE						Wed	COTTAGE GROVE	0 0	01902	N	(DIVMD)	UNKNOWN	N	DRY	FIX		PRVTE	N S										079,010	01
						10A	COTGE GR UA	174.00	09206	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	46	M	OR-Y		047	025		01
											(02)														OR<25				
03421	N	N	N	N	N	07/02/2001	LANE	11		STRGHT	N		N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Mon	COTTAGE GROVE	0 0	01902	S	(DIVMD)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000		01
						1P	COTGE GR UA	174.75	09206	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		026			01
											(02)														OR>25				
																02	NONE 0	STOP										
																	PRVTE	S N									011		
																	PSNGR CAR		01	DRVR	INJC	53	F	OR-Y		000			
																								OR<25					
04844	N	N	N	N	N	09/01/2000	LANE	11		STRGHT	N		N	RAIN	S-1STOP	01	NONE 0	STRGHT											01
NONE						Fri	COTTAGE GROVE	0 0	01902	UN	(DIVMD)	UNKNOWN	N	WET	REAR		PRVTE	S N									000		01
						1P	COTGE GR UA	999.99	00000	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		026			01
											(02)														UNK				
																02	NONE 0	STOP										
																	PRVTE	S N									011		
																	PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		000			
																								OR<25					
00789	N	N	N	N	N	02/11/2000	LANE	11		STRGHT	N		N	RAIN	S-1STOP	01	NONE 0	STRGHT											01
NONE						Fri	COTTAGE GROVE	0 0	01902	UN	(DIVMD)	UNKNOWN	N	WET	REAR		PRVTE	N S									000		01
						4P	COTGE GR UA	999.99	00000	04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		026			01
											(02)														UNK				

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City of Cottage Grove
January 1, 2000 Through December 31, 2004

SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / COMPNT / MLG TYP / MILEPNT	CONN # / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
																02	NONE 0 PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	18	F	OR-Y OR<25		000	011		
04649 STATE	Y	N	N	N	N	08/31/2000 Thu 1P	LANE COTTAGE GROVE COTGE GR UA	11 0 0 999.99	01902 00000	STRGHT UN 06	(DIVMD) 0 (02)	N UNKNOWN	Y N N	CLR DRY DAY	FIX OBJ FIX PDO	01	NONE 1 PRVTE SEMI TOW	STRGHT N S	01	DRVR	NONE	31	M	OR-Y OR<25		047	017	079 079	01 01 01
06603 CITY	N	N	N			12/29/2003 Mon 9P	LANE COTTAGE GROVE COTGE GR UA	19 6 0 174.18	1 00410 00905	STRGHT E 04	(NONE) (02)	N UNKNOWN	N N N	SNOW ICE DARK	O-STRGHT HEAD INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	34	M	OR-Y OR<25		039	000 017		05 00 05
																02	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	INJB	59	M	OR-Y OR<25		000	000 000		00 00
06320 CITY	N	N	N			12/15/2003 Mon 4A	LANE COTTAGE GROVE COTGE GR UA	19 6 0 174.19	1 00410 00905	STRGHT E 01	(NONE) (02)	N UNKNOWN	Y N N	CLR ICE DLIT	FIX OBJ FIX INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	INJB	32	F	OR-Y OR<25		047,081	000 017	043,010 043,010	01 00 01
04151 NO RPT	N	N	N	N	N	08/05/2000 Sat 8P	LANE COTTAGE GROVE COTGE GR UA	14 6 0 174.54	1 COTTAGE GROVE CONN WB EXTO COTG GRV C	INTER CN 01	3-LEG 0	N UNKNOWN	N N N	CLR DRY DAY	ANGL-OTH TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	INJC	40	F	OR-Y OR<25		000	000		02
																02	NONE 0 PRVTE PSNGR CAR	TURN-R NE W	01	DRVR	INJC	22	F	OR-Y OR>25		028	000		02
02826 NONE	N	N	N	N	N	05/28/2000 Sun 3P	LANE COTTAGE GROVE COTGE GR UA	16 6 0 174.62	1 00410 00910	STRGHT W 03	(NONE) 0 (02)	N UNKNOWN	N N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	00	U	UNK UNK		026	000		01 01 01
																02	NONE 0 PRVTE PSNGR CAR	STOP W E	01	DRVR	NONE	44	F	OR-Y OR<25		000	011		
03939 NONE	N	N	N	N	N	07/29/2001 Sun 1P	LANE COTTAGE GROVE COTGE GR UA	14 6 0 174.63	1 COTTAGE GROVE CONN GATEWAY BLVD	INTER CN 01	CROSS 1	N UNKNOWN	N N N	CLR DRY DAY	S-1TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	25	M	OR-Y OR<25		000	000		08 08
																02	NONE 0 PRVTE PSNGR CAR	TURN-L E S	01	DRVR	NONE	18	F	OR-Y OR<25		006	000		08

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03924	N	N	N	N	N	07/24/2000	LANE	14	1	INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT										08
CITY						Mon	COTTAGE GROVE	6 0	COTTAGE GROVE CONN	CN		UNKNOWN	N	DRY	TURN		PRVTE	E W									000	
						12P	COTGE GR UA	174.63	GATEWAY BLVD	02	1		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	64	F	OR-Y		000		
																									OR<25			
																02	NONE 0	TURN-L										
																	PRVTE	W N									000	
																	PSNGR CAR		01	DRVR	NONE	47	M	OTH-Y		004		08
																									N-RES			
04619	N	N	N	N	N	08/27/2000	LANE	14	1	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
NO RPT						Sun	COTTAGE GROVE	6 0	COTTAGE GROVE CONN	CN		UNKNOWN	N	DRY	ANGL		PRVTE	S N									000	
						10P	COTGE GR UA	174.63	GATEWAY BLVD	02	1		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		028		02
																									OR>25			
																02	NONE 0	STRGHT										
																	PRVTE	E W									000	
																	PSNGR CAR		01	DRVR	NONE	67	M	OR-Y		000		
																									OR<25			
07095	N	N	N	N	N	12/28/2000	LANE	14	1	INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT										02
CITY						Thu	COTTAGE GROVE	6 0	COTTAGE GROVE CONN	CN		UNKNOWN	N	DRY	TURN		PRVTE	E W									000	
						4P	COTGE GR UA	174.63	GATEWAY BLVD	02	1		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	68	M	OR-Y		000		
																									OR<25			
																02	NONE 0	TURN-L										
																	PRVTE	W N									000	
																	PSNGR CAR		01	DRVR	INJC	60	F	OR-Y		004		02
																									OR<25			
01911	N	N	N	N	N	04/19/2001	LANE	14	1	INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT										02
CITY						Thu	COTTAGE GROVE	6 0	COTTAGE GROVE CONN	CN		UNKNOWN	N	DRY	TURN		PRVTE	E W									000	
						3P	COTGE GR UA	174.63	GATEWAY BLVD	02	1		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	47	M	OR-Y		000		
																									OR<25			
																			02	PSNG	INJB	20	M					
																			03	PSNG	INJB	73	M					
																02	NONE 0	TURN-L										
																	PRVTE	W N									000	
																	PSNGR CAR		01	DRVR	NONE	80	M	OTH-Y		004		02
																									N-RES			
01358	N	N	N	N	N	03/05/2000	LANE	14	1	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										04
CITY						Sun	COTTAGE GROVE	6 0	COTTAGE GROVE CONN	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W E									000	
						8A	COTGE GR UA	174.63	GATEWAY BLVD	04	1		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	35	M	OR-Y		000		
																									OR<25			
																02	NONE 0	STRGHT										
																	PRVTE	S N									000	
																	PSNGR CAR		01	DRVR	INJA	42	F	OTH-Y		020		04
																									N-RES			

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01792	N	N	N	N	N	04/04/2000	LANE	14	2	INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE 0	STRGHT										02
CITY						Tue	COTTAGE GROVE	6 0	COTTAGE GROVE CONN	CN		UNKNOWN	N	DRY	TURN		PRVTE	E W									000	
						11A	COTGE GR UA	174.72	NB EX-EN COTG GV C	02	2		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	77	M	OR-Y		000		
																									OR<25			
																			02	PSNG	INJA	00	F					
																02	NONE 0	TURN-L										
																	PRVTE	W N									000	
																	PSNGR CAR		01	DRVR	NONE	24	M	OR-Y		004		02
																									OR<25			
00199	N	N	N			01/23/2004	LANE	16	1	INTER	3-LEG	N	N	RAIN	O-1TURN	01	NONE 0	STRGHT										02
NONE						Fri	COTTAGE GROVE	6 0	COTTAGE GROVE CON	CN		UNKNOWN	N	WET	TURN		PRVTE	E W									000	00
						7P	COTGE GR UA	174.83	NB EX-EN COTG GV	02	99		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	35	M	OR-Y		000	000	00
																									OR<25			
																02	NONE 0	TURN-L										
																	PRVTE	W N									000	00
																	PSNGR CAR		01	DRVR	INJB	18	F	OR-Y		004	000	02
																									OR<25			
																			02	PSNG	INJB	20	F			000	000	00
01356	N	N	N			04/23/2004	LANE	19	1	INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE 0	STRGHT										02
NONE						Fri	COTTAGE GROVE	6 0	COTTAGE GROVE CON	CN		UNKNOWN	N	DRY	TURN		PRVTE	E W									000	00
						1P	COTGE GR UA	174.83	NB EX-EN COTG GV	02	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	47	M	OR-Y		000	000	00
																									OR<25			
																02	NONE 0	TURN-L										
																	PRVTE	W N									000	00
																	PSNGR CAR		01	DRVR	NONE	78	F	OR-Y		004	000	02
																									OR<25			
03873	N	N	N	N	N	08/03/2002	LANE	14	6	INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE 0	TURN-L										02
NO RPT						Sat	COTTAGE GROVE	6 0	COTTAGE GROVE CONN	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	NW NE									000	
						6A	COTGE GR UA	174.83	NB EX-EN COTG GV C	02	0		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		004		02
																									OR>25			
																02	NONE 0	STRGHT										
																	PRVTE	SW NE									000	
																	PSNGR CAR		01	DRVR	NONE	25	M	OR-Y		000		
																									OR<25			
03761	N	N	N	N	N	07/19/2001	LANE	11	3	INTER	CROSS	N	N	CLR	O-1STOP	01	NONE 0	BACK										10
NONE						Thu	COTTAGE GROVE	6 0	COTTAGE GROVE CONN	N		UNKNOWN	N	DRY	BACK		PRVTE	S N									000	
						4P	COTGE GR UA	175.34	SB EX-EN COTG GV C	06	1		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		011		10
																									OR<25			
																02	NONE 0	STOP										
																	PRVTE	N S									011	
																	PSNGR CAR		01	DRVR	NONE	32	F	OR-Y		000		
																									OR<25			

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04374	N	N	N			08/25/2003	LANE	16		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Mon	COTTAGE GROVE	0 0	00410	NE	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NE SW									000		00
						2P	COTGE GR UA	14.06	00905	04			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	F	OR-Y		026	000		01
											(02)														OR<25					
																02	NONE 0	STOP											
																	PRVTE	NE SW									011		00
																	PSNGR CAR		01	DRVR	NONE	62	M	OR-Y		000	000		00
																								OR<25					
00485	Y	N	N	N	N	01/26/2002	LANE	16		INTER	3-LEG	N	N	SNOW	ANGL-OTH	01	NONE 0	TURN-L										013	01
NONE						Sat	COTTAGE GROVE	0 0	COTTAGE GROVE CONN	SW		UNKNOWN	N	ICE	TURN		PRVTE	W SW									000	013	01
						3P	COTGE GR UA	14.07	GOSHEN-DIVIDE HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y		047	017		01
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SW NE									000		
																	PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		000			
																								OR<25					
																03	NONE 0	STRGHT											
																	PRVTE	SW NE									000		
																	PSNGR CAR		01	DRVR	NONE	43	F	OR-Y		000			
																								OR<25					
05583	N	N	N	N	N	10/17/2001	LANE	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NO RPT						Wed	COTTAGE GROVE	0 0	00905	SW	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NE SW									000		01
						5P	COTGE GR UA	14.08	00410	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		026			01
											(04)														OR<25					
																02	NONE 0	STOP											
																	PRVTE	NE SW									011		
																	PSNGR CAR		01	DRVR	NONE	44	F	OR-Y		000			
																								OR<25					
02151	N	N	N			06/24/2004	LANE	16		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Thu	COTTAGE GROVE	0 0	00905	SW	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SW NE									000		00
						1P	COTGE GR UA	14.08	00410	06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	F	OR-Y		026	000		01
											(04)														OR<25					
																02	NONE 0	STOP											
																	PRVTE	SW NE									011		00
																	PSNGR CAR		01	DRVR	INJC	47	F	OR-Y		000	000		00
																								OR<25					
00803	N	N	N	N	N	02/19/2002	LANE	16		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
NONE						Tue	COTTAGE GROVE	0 0	00905	S	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	E S									018		
						6P	COTGE GR UA	14.11	00403	06	0		Y	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	43	F	OR-Y		028			02
											(02)														OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	S N									000		
																	PSNGR CAR		01	DRVR	NONE	78	M	OR-Y		000			
																								OR<25					

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02673	N	N	N			06/02/2003	LANE	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										040	01
CITY						Mon	COTTAGE GROVE	0 0	00905	SW	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	SW NE									000	040	00
						11P	COTGE GR UA	14.11	00909	08	(04)		N	DLIT	INJ		MTRCYCLE		01	DRVR	INJC	63	M	OR-Y OR<25		047,081	017		01
00239	N	N	N	N	N	01/15/2001	LANE	16		INTER	3-LEG	N	N	CLR	O-1STOP	01	NONE 0	BACK											10
NO RPT						Mon	COTTAGE GROVE	0 0	CHAMBERLAIN AVE	NE		UNKNOWN	N	DRY	BACK		PRVTE	SW NE									000		
						2P	COTGE GR UA	14.12	GOSHEN-DIVIDE HY	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y OR<25		011			10
																02	NONE 0	STOP									011		
																	PRVTE	NE SW											
																	PSNGR CAR		01	DRVR	NONE	65	F	OR-Y OR<25		000			
02301	N	N	N			07/10/2004	LANE	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Sat	COTTAGE GROVE	0 0	CHAMBERLAIN AVE	CN		UNKNOWN	N	DRY	TURN		PRVTE	SW NE									000		00
						9A	COTGE GR UA	14.12	GOSHEN-DIVIDE HY	02	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	33	F	OR-Y OR<25		000	000		00
																02	NONE 0	TURN-L									000		00
																	PRVTE	E SW											
																	PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		028	000		02
00076	N	N	N	N	N	01/05/2001	LANE	16		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						Fri	COTTAGE GROVE	0 0	CHAMBERLAIN AVE	CN		UNKNOWN	N	DRY	TURN		PRVTE	NE SW									000		
						4P	COTGE GR UA	14.12	GOSHEN-DIVIDE HY	03			Y	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	77	F	OR-Y OR<25		000			
																02	NONE 0	TURN-L									000		
																	PRVTE	W NE											
																	PSNGR CAR		01	DRVR	NONE	36	M	OR-Y OR<25		028			02
06451	N	N	N	N	N	11/29/2000	LANE	17		ALLEY		N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						Wed	COTTAGE GROVE	0 0	00905	SW	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	SW NE									000		
						6P	COTGE GR UA	14.13	00402	05	0 (04)		Y	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y OR<25		000			
																02	NONE 0	TURN-L									018		
																	PRVTE	E SW											
																	PSNGR CAR		01	DRVR	NONE	57	M	OR-Y OR<25		028			02
07095	Y	N	N	N	N	12/26/2001	LANE	16		STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										040,088	01
CITY						Wed	COTTAGE GROVE	0 0	00905	NE	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	NE SW										040,088	01
						4A	COTGE GR UA	14.14	00902	01	0 (04)		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y OR<25		047	017		01
05564	N	N	N	N	N	10/29/2002	LANE	14		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
NONE						Tue	COTTAGE GROVE	0 0	GEER AVE	CN		UNKNOWN	N	DRY	TURN		PRVTE	SW NE									000		
						6P	COTGE GR UA	14.15	GOSHEN-DIVIDE HY	04	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y OR<25		000			

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																02	NONE 0 PRVTE PSNGR CAR	TURN-L NE E									000	
																			01	DRVR	INJB	58	M	OR-Y OR<25		004		02
05539 NONE	N	N	N	N	N	10/19/2001 Fri 11A	LANE COTTAGE GROVE COTGE GR UA	14 0 0 14.21	GOSHEN-DIVIDE HY LORD AVE	INTER NE 06	3-LEG 0	N UNKNOWN	N CLR N DRY N DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW											000	01 01 01
																02	NONE 0 PRVTE PSNGR CAR	STOP NE SW									011	
																			01	DRVR	NONE	39	M	OR-Y OR<25		000		
01985	N	N	N			05/21/2004 Fri 4P	LANE COTTAGE GROVE COTGE GR UA	14 0 0 14.22	00905 01405	STRGHT SW 03	(NONE) (04)	N UNKNOWN	N CLR N DRY N DAY	S-STRGHT SS-O PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW											000	06 00 06
																02	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW									000	00
																			01	DRVR	NONE	20	F	OR-Y OR>25		000	000	00
00841 NONE	N	N	N	N	N	02/08/2000 Tue 10A	LANE COTTAGE GROVE COTGE GR UA	16 0 0 14.24	GOSHEN-DIVIDE HY PENNOYER AVE	INTER CN 04	3-LEG 0	N UNKNOWN	N RAIN N WET N DAY	ANGL-OTH TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT SW NE											000	02
																02	NONE 0 PRVTE PSNGR CAR	TURN-L SE SW									000	
																			01	DRVR	INJB	34	F	OR-Y OR<25		028		02
07026 NO RPT	N	N	N	N	N	12/22/2000 Fri 8P	LANE COTTAGE GROVE COTGE GR UA	16 0 0 14.27	E GIBBS AVE 10TH ST	INTER CN 04	CROSS 0	N UNKNOWN	N RAIN N WET N DLIT	O-1TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT SW NE											000	02
																02	NONE 0 PRVTE PSNGR CAR	TURN-L NE S									000	
																			01	DRVR	NONE	59	M	OR-Y OR<25		004		02
01078 NONE	N	N	N			03/05/2003 Wed 10A	LANE COTTAGE GROVE COTGE GR UA	14 0 0 14.33	GOSHEN-DIVIDE HY WOODSON PL	INTER SE 06	3-LEG 99	N UNKNOWN	N RAIN N WET N DAY	ANGL-STP TURN PDO	01	NONE 0 PRVTE PSNGR CAR	TURN-R SW SE											000	08 00 08
																02	NONE 0 PRVTE PSNGR CAR	STOP SE NW									011	00
																			01	DRVR	NONE	26	M	OR-Y OR<25		000	000	00

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02071	N	N	N			04/28/2003	LANE	14		INTER	3-LEG	N		N CLR	O-1TURN	01	NONE 0	STRGHT										02
NONE						Mon	COTTAGE GROVE	0 0	GOSHEN-DIVIDE HY	CN		UNKNOWN		N DRY	TURN		PRVTE	NE SW									000	00
						6A	COTGE GR UA	14.33	WOODSON PL	01	99			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	38	F	OR-Y		000	000	00
																								OR<25				
																02	NONE 0	TURN-L										
																	PRVTE	SW NW									000	00
																	PSNGR CAR		01	DRVR	NONE	19	F	OR-Y		004	000	02
																								OR<25				
05117	N	N	N			10/16/2003	LANE	14		STRGHT		N		N CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Thu	COTTAGE GROVE	0 0	00905	SW	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	SW NE									000	00
						4P	COTGE GR UA	14.34	02606	04				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	39	F	OR-Y		026	000	01
											(02)														OR<25				
																02	NONE 0	STOP										
																	PRVTE	SW NE									011	00
																	PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		000	000	00
																								OR<25				
02980	N	N	N	N	N	06/07/2001	LANE	16		STRGHT		N		N CLR	S-1STOP	01	NONE 0	STRGHT										01
NO RPT						Thu	COTTAGE GROVE	0 0	00905	SW	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	SW NE									000	01
						1P	COTGE GR UA	14.35	02606	04	0			N DAY	PDO		PSNGR CAR		01	DRVR	NONE	45	F	OR-Y		026		01
											(02)														OR<25				
																02	NONE 0	STOP										
																	PRVTE	SW NE									011	
																	PSNGR CAR		01	DRVR	NONE	33	F	OR-Y		000		
																								OR<25				
05556	N	N	N			11/10/2003	LANE	14		STRGHT		N		N CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Mon	COTTAGE GROVE	0 0	08009	N	(NONE)	UNKNOWN		N DRY	REAR		PRVTE	N S									000	00
						9A	COTGE GR UA	14.41	02303	03				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	81	F	OR-Y		026	000	01
											(02)														OR<25				
																02	NONE 0	STOP										
																	PRVTE	N S									011	00
																	PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		000	000	00
																								OR<25				
02718	N	N	N			06/04/2003	LANE	14		STRGHT		N		N CLR	O-STRGHT	01	NONE 0	STRGHT										05
NONE						Wed	COTTAGE GROVE	0 0	08009	S	(NONE)	UNKNOWN		N DRY	SS-M		PRVTE	E W									000	00
						6P	COTGE GR UA	14.43	02303	03				N DAY	PDO		PSNGR CAR		01	DRVR	NONE	38	M	OR-Y		039	000	02
											(02)														OR<25				
																02	NONE 0	STRGHT										
																	PRVTE	W E									000	00
																	PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		000	000	00
																								OR<25				
02814	N	N	N	N	N	06/12/2002	LANE	14		ALLEY		N		N CLR	ANGL-STP	01	NONE 0	BACK										10
NONE						Wed	COTTAGE GROVE	0 0	08009	N	(NONE)	UNKNOWN		N DRY	BACK		PRVTE	W E									018	
						10A	COTGE GR UA	14.44	00402	04	0			Y DAY	INJ		PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		011		10
											(03)														OR<25				

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																02	NONE 0 PRVTE PSNGR CAR	STOP S N	01	DRVR	INJC	43	F	OR-Y OR<25		000	012		
04063 NONE	N	N	N	N	N	08/13/2002 Tue 5P	LANE COTTAGE GROVE COTGE GR UA	14 0 0 14.50	08009 00908	STRGHT N 04	0 (02)	N UNKNOWN	N CLR N DRY N DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	35	M	OR-Y OR<25		026		000	01 01 01
																02	NONE 0 PRVTE PSNGR CAR	STOP S N	01	DRVR	INJC	48	M	OR-Y OR<25		000	011		
02227 NONE	N	N	N			05/08/2003 Thu 12P	LANE COTTAGE GROVE COTGE GR UA	14 0 0 14.66	00903 08009	STRGHT S 06	(RSDMD) (04)	N UNKNOWN	N CLR N DRY N DAY	S-STRGHT SS-O PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	28	F	OR-Y OR<25		045	000	000	06 00 06
																02	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	22	F	OR-Y OR<25		000	000	000	00 00
01713 NONE	N	N	N	N	N	04/06/2001 Fri 11A	LANE COTTAGE GROVE COTGE GR UA	17 0 0 14.70	WILLAMETTE CT 9TH ST	INTER CN 01	3-LEG 0	N STOP SIGN	N CLR N DRY N DAY	ANGL-OTH TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	29	M	OR-Y OR<25		028	015		02 02
																02	NONE 0 PRVTE PSNGR CAR	TURN-L N E	01	DRVR	NONE	38	F	OR-Y OR<25		000	000		
01992 NONE	N	N	N	N	N	04/26/2002 Fri 6P	LANE COTTAGE GROVE COTGE GR UA	16 0 0 14.75	08009 01503	STRGHT N 03	(RSDMD) 0 (04)	N UNKNOWN	N RAIN N WET N DUSK	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	21	F	OR-Y OR<25		026	000		01 01 01
																02	NONE 0 PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	18	M	OR-Y OR<25		000	011		
04576 NONE	N	N	N			09/17/2003 Wed 4P	LANE COTTAGE GROVE COTGE GR UA	14 0 0 14.75	08009 01503	STRGHT N 03	(RSDMD) (04)	N UNKNOWN	N CLR N DRY N DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	60	M	OR-Y OR<25		026	000	000	01 00 01
																02	NONE 0 PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	53	M	OR-Y OR<25		000	011	000	00 00

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00751	N	N	N			03/09/2004	LANE	14		ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										10
NONE						Tue	COTTAGE GROVE	0 0	08009	N	(RSDMD)	UNKNOWN	N	DRY	BACK		PRVTE	N S									000	00
						1P	COTGE GR UA	14.75	01503	03	(04)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y OR<25		000	000	00
																02	NONE 0	BACK										
																	PRVTE	W E									018	00
																	PSNGR CAR		01	DRVR	NONE	14	F	OR-Y OR<25		011	000	10
01542	N	N	N			05/06/2004	LANE	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Thu	COTTAGE GROVE	0 0	08009	N	(RSDMD)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000	00
						3P	COTGE GR UA	14.75	01503	03	(04)		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	74	M	OR-Y OR<25		026	000	01
																02	NONE 0	STOP										
																	PRVTE	N S									011	00
																	PSNGR CAR		01	DRVR	INJA	37	F	OR-Y OR<25		000	000	00
06757	N	N	N	N	N	12/12/2001	LANE	16		INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										01
NONE						Wed	COTTAGE GROVE	0 0	MAIN ST	W		UNKNOWN	N	WET	REAR		PRVTE	W E									000	01
						4P	COTGE GR UA	14.76	9TH ST	06	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	22	F	OR-Y OR<25		026		01
																			02	PSNG	NO<5	02	M					
																02	NONE 0	STOP										
																	PRVTE	W E									011	
																	PSNGR CAR		01	DRVR	NONE	65	M	OR-Y OR<25		000		
03797	N	N	N			10/23/2004	LANE	14		INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	TURN-L										02
						Sat	COTTAGE GROVE	0 0	MAIN ST	CN		UNKNOWN	N	WET	TURN		PRVTE	W N									000	00
						2P	COTGE GR UA	14.76	9TH ST	02	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y OR<25		028	000	02
																02	NONE 0	STRGHT										
																	PRVTE	S N									000	00
																	PSNGR CAR		01	DRVR	NONE	56	M	OR-Y OR<25		000	000	00
01232	N	N	N	N	N	03/07/2001	LANE	16		INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										04
NO RPT						Wed	COTTAGE GROVE	0 0	MAIN ST	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	N S									000	
						6P	COTGE GR UA	14.76	9TH ST	03	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y OR<25		000		
																02	NONE 0	STRGHT										
																	PRVTE	W E									000	
																	PSNGR CAR		01	DRVR	INJB	61	F	OR-Y OR<25		020		04

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03589	N	N	N			07/25/2003	LANE	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Fri	COTTAGE GROVE	0 0	01503	S	(RSDMD)	UNKNOWN	N	DRY	REAR		PRVTE	N S										000		00
						12P	COTGE GR UA	14.77	08009	03			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		026	000		01
											(04)														OR<25				
																02	NONE 0	STOP											
																	PRVTE	N S									011		00
																	PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		000	000		00
																								OR<25					
04220	N	N	N			08/30/2003	LANE	14		ALLEY		N	N	CLR	BIKE	01	NONE 0	TURN-L											02
NONE						Sat	COTTAGE GROVE	0 0	08009	S	(RSDMD)	UNKNOWN	N	DRY	TURN		PRVTE	W N									018		00
						3P	COTGE GR UA	14.80	01503	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	62	M	OR-Y		027	000		02
											(04)														OR<25				
																		STRGHT	01	BIKE	INJC	13	M			000	000		00
																		N S											
06535	N	N	N	N	N	12/13/2002	LANE	16		INTER	3-LEG	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											01
CITY						Fri	COTTAGE GROVE	0 0	GOSHEN-DIVIDE HY	SW		UNKNOWN	N	WET	REAR		PRVTE	SW NE									000		01
						4P	COTGE GR UA	14.87	WASHINGTON AVE	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		026			01
																								OR<25					
																02	NONE 0	STOP											
																	PRVTE	SW NE									011		
																	PSNGR CAR		01	DRVR	INJC	29	F	OR-Y		000			
																								OR<25					
																			02	PSNG	INJC	06	M						
00993	N	N	N			02/25/2003	LANE	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
NONE						Tue	COTTAGE GROVE	0 0	GOSHEN-DIVIDE HY	CN		UNKNOWN	N	DRY	TURN		PRVTE	W NE									000		00
						11A	COTGE GR UA	14.87	WASHINGTON AVE	02	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		028	000		02
																								OR<25					
																02	NONE 0	STRGHT											
																	PRVTE	SW NE									000		00
																	PSNGR CAR		01	DRVR	NONE	34	M	OR-Y		000	000		00
																								OR<25					
04846	N	N	N	N	N	09/12/2001	LANE	16		INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
CITY						Wed	COTTAGE GROVE	0 0	GOSHEN-DIVIDE HY	CN		UNKNOWN	N	DRY	TURN		PRVTE	SW NE									000		
						8A	COTGE GR UA	14.87	WASHINGTON AVE	04			Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	34	F	OR-Y		000			
																								OR<25					
																02	NONE 0	TURN-L											
																	PRVTE	NE E									019		
																	PSNGR CAR		01	DRVR	NONE	65	M	OR-Y		004			02
																								OR<25					
00180	N	N	N	N	N	01/11/2000	LANE	16		STRGHT		N	N	SLT	S-1STOP	01	NONE 0	STRGHT											01
CITY						Tue	COTTAGE GROVE	0 0	08009	SW	(RSDMD)	UNKNOWN	N	SNO	REAR		PRVTE	S N									000		01
						12P	COTGE GR UA	14.91	02603	05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	M	OR-Y		026			01
											(04)														OR<25					

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																02	NONE 0 PRVTE PSNGR CAR	STOP S N									011	
																			01	DRVR	NONE	17	F	OR-Y OR<25		000		
06356 NO RPT	N	N	N	N	N	11/09/2000 Thu 7P	LANE COTTAGE GROVE COTGE GR UA	17 0 0 14.95	00905 01203	STRGHT NE 03	(RSDMD) 0 (04)	N UNKNOWN	N N	RAIN WET DLIT	S-STRGHT SS-O PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	55	M	OR-Y OR<25		045	000	06 06
																02	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	52	F	OR-Y OR<25		000	000	
03796 NONE	N	N	N	N	N	07/27/2002 Sat 9P	LANE COTTAGE GROVE COTGE GR UA	14 0 0 14.95	00905 00101	ALLEY SW 03	(RSDMD) 0 (04)	N UNKNOWN	N N Y	CLR DRY DLIT	ANGL-OTH TURN PDO	01	NONE 0 PRVTE PSNGR CAR	TURN-R W SW	01	DRVR	NONE	70	M	OR-Y OR<25		028	018	02 02
																02	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	48	F	OR-Y OR<25		000	000	
05112 NO RPT	N	N	N	N	N	09/20/2000 Wed 8P	LANE COTTAGE GROVE COTGE GR UA	14 0 0 15.06	00905 08006	STRGHT SW 02	(RSDMD) 0 (04)	N UNKNOWN	N N	CLR DRY DLIT	PRKD MV SS-O PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	44	M	OR-Y OR<25		026	000	01 01 01
																02	NONE 0 PRVTE PSNGR CAR	PRKD-P NE SW								008	
00897 CITY	N	N	N	N	N	02/10/2000 Thu 3P	LANE COTTAGE GROVE COTGE GR UA	16 0 0 15.06	GOSHEN-DIVIDE HY 6TH ST	INTER CN 01	5-LEG 0	N UNKNOWN	N N	RAIN WET DAY	O-1TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	27	M	OR-Y OR<25		000	000	02
																02	NONE 0 PRVTE PSNGR CAR	TURN-L SW W	01	DRVR	NONE	16	F	OR-Y OR<25		004	000	02
01024 NO RPT	N	N	N	N	N	02/27/2001 Tue 7P	LANE COTTAGE GROVE COTGE GR UA	14 0 0 15.07	GOSHEN-DIVIDE HY 6TH ST	INTER CN 04	5-LEG 0	N UNKNOWN	N N	CLD WET DLIT	O-1TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT SW NE	01	DRVR	NONE	34	M	OR-Y OR<25		000	000	02
																02	NONE 0 PRVTE PSNGR CAR	TURN-L NE S	01	DRVR	NONE	52	M	OR-Y OR<25		004	000	02

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01954	N	N	N			06/09/2004	LANE	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Wed	COTTAGE GROVE	0 0	00905	SW	(RSDMD)	UNKNOWN	N	DRY	REAR		PRVTE	NE SW									000	00
						5P	COTGE GR UA	15.08	08006	03			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	28	F	OR-Y	026		000	01
											(04)														OR<25			
																02	NONE 0	STOP										
																	PRVTE	NE SW									011	00
																	PSNGR CAR		01	DRVR	INJB	38	M	OR-Y	000		000	00
																								OR<25				
01370	N	N	N			04/24/2004	LANE	14		INTER	6-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
NONE						Sat	COTTAGE GROVE	0 0	GOSHEN-DIVIDE HY	CN		UNKNOWN	N	DRY	ANGL		PRVTE	E W									000	00
						5P	COTGE GR UA	15.15	QUINCY AVE	01	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	44	M	OR-Y	028		000	02
																								OR<25				
																02	NONE 0	STRGHT										
																	PRVTE	NE SW									000	00
																	PSNGR CAR		01	DRVR	NONE	00	M	OR-Y	000		000	00
																								OR<25				
00211	N	N	N	N	N	01/11/2002	LANE	16		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
CITY						Fri	COTTAGE GROVE	0 0	00905	N	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000	01
						4P	COTGE GR UA	15.29	08004	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	22	M	OR-Y	026			01
											(04)														OR<25			
																02	NONE 0	STOP										
																	PRVTE	S N									011	
																	PSNGR CAR		01	DRVR	INJC	22	F	OR-Y	000			
																								OR<25				
05234	N	N	N	N	N	09/25/2000	LANE	14		INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										02
NO RPT						Mon	COTTAGE GROVE	0 0	GOSHEN-DIVIDE HY	CN		STOP SIGN	N	DRY	TURN		PRVTE	W NE									015	
						11A	COTGE GR UA	15.32	HARRISON AVE	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	37	M	OR-Y	028			02
																								OR<25				
																02	NONE 0	STRGHT										
																	PRVTE	NE SW									000	
																	PSNGR CAR		01	DRVR	NONE	36	M	OR-Y	000			
																								OR<25				
04262	N	N	N	N	N	08/22/2002	LANE	14		STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Thu	COTTAGE GROVE	0 0	00905	SW	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SW NE									000	01
						5P	COTGE GR UA	15.35	01002	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y	026			01
											(02)														OR<25			
																02	NONE 0	STOP										
																	PRVTE	SW NE									011	
																	PSNGR CAR		01	DRVR	INJC	17	M	OR-Y	000			
																								OR<25				
00460	N	N	N	N	N	01/31/2002	LANE	16		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT										02
NO RPT						Thu	COTTAGE GROVE	0 0	GOSHEN-DIVIDE HY	CN		STOP SIGN	N	WET	TURN		PRVTE	NE SW									000	
						12P	COTGE GR UA	15.36	HARRISON AVE	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	29	M	OR-Y	000			
																								OR<25				

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																02	NONE 0 PRVTE PSNGR CAR	TURN-L W NE									015		
																			01	DRVR	NONE	28	M	OR-Y OR<25		028			02
00800	N	N	N			02/15/2003	LANE	14		INTER	3-LEG	N		N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Sat	COTTAGE GROVE	0 0	GOSHEN-DIVIDE HY	CN		UNKNOWN		N	WET	TURN		PRVTE	NE SW									000		00
						5P	COTGE GR UA	15.36	HARRISON AVE	03	99			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y OR<25		000	000		00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L W NE									000		00
																			01	DRVR	NONE	27	F	OR-Y OR<25		028	000		02
02097	N	N	N			05/01/2003	LANE	14		INTER	3-LEG	N		N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Thu	COTTAGE GROVE	0 0	GOSHEN-DIVIDE HY	CN		UNKNOWN		N	DRY	TURN		PRVTE	NE SW									000		00
						2P	COTGE GR UA	15.36	HARRISON AVE	03	99			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y OR<25		000	000		00
																02	NONE 0 PRVTE PSNGR CAR	TURN-L W NE									000		00
																			01	DRVR	NONE	78	F	OR-Y OR<25		028	000		02
00843	N	N	N			02/17/2003	LANE	14		STRGHT		N		Y	RAIN	FIX OBJ	01	NONE 0	STRGHT										043	01
NONE						Mon	COTTAGE GROVE	0 0	00902	NE	(NONE)	UNKNOWN		N	WET	FIX		PRVTE	NE SW									000	043	00
						5P	COTGE GR UA	15.37	01002	06	(02)			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y OR<25		047,081	017		01
04318	N	N	N			09/04/2003	LANE	14		STRGHT		N		N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Thu	COTTAGE GROVE	0 0	00905	S	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	NE SW									000		00
						4P	COTGE GR UA	15.37	01002	03	(02)			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	77	F	OR-Y OR<25		026	000		01
																02	NONE 0 PRVTE PSNGR CAR	STOP NE SW									011		00
																			01	DRVR	NONE	22	F	OR-Y OR<25		000	000		00
04914	N	N	N			10/06/2003	LANE	14		STRGHT		N		N	CLR	S-1STOP	01	NONE 0	STRGHT											01
CITY						Mon	COTTAGE GROVE	0 0	00905	SW	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	SW NE									000		00
						11A	COTGE GR UA	15.37	01002	04	(02)			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y OR<25		026	000		01
																02	NONE 0 PRVTE PSNGR CAR	STOP SW NE									011		00
																			01	DRVR	NONE	70	M	OR-Y OR<25		000	000		00
00864	N	N	N	N	N	02/20/2001	LANE	14		STRGHT		N		N	RAIN	S-STRGHT	01	NONE 0	STRGHT											06
NONE						Tue	COTTAGE GROVE	0 0	00905	SW	(NONE)	UNKNOWN		N	WET	SS-O		PRVTE	SW NE									000		
						7A	COTGE GR UA	15.38	01002	06	0 (04)			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	67	M	OR-Y OR<25		045			06

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SER# / INVEST	SPEED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	CLASS / COMPNT / MLG TYP / MILEPNT	CONN # / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
																02	NONE 0 PRVTE PSNGR CAR	STRGHT SW NE	01	DRVR	NONE	42	M	OR-Y OR<25		000	000	
03151 NO RPT	N	N	N	N	N	06/16/2001 Sat 6P	LANE COTTAGE GROVE COTGE GR UA	16 0 0 999.99	00905 00000	ALLEY UN 03	(NONE) 0 (04)	N UNKNOWN	N N Y	CLR DRY DAY	ANGL-OTH TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	17	F	OR-Y OR<25		000	000	02
																02	NONE 0 PRVTE PSNGR CAR	TURN-L W NE	01	DRVR	NONE	16	M	OR-Y OR<25		028	018	02
01871 NONE	N	N	N	N	N	04/07/2000 Fri 8P	LANE COTTAGE GROVE COTGE GR UA	16 0 0 999.99	GOSHEN-DIVIDE HY	INTER CN 01	CROSS 0	N UNKNOWN	N N N	CLR DRY DLIT	O-1TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	00	U	UNK UNK		000	000	02
																02	NONE 0 PRVTE PSNGR CAR	TURN-L S W	01	DRVR	NONE	17	M	OR-Y OR<25		004	000	02

CITY OF COTTAGE GROVE, LANE COUNTY

City of Cottage Grove
January 1, 2000 Through December 31, 2004

SER# / INVEST	SPED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
05456	N	N	N			11/02/2003	16	6TH ST	ALLEY		N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Sun	100	ADAMS AVE	S	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	S N									000		00
						2P			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		000	000		00
										(02)													OR<25					
															02	NONE 0	TURN-L											
																PRVTE	E S									018		00
																PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		028	000		02
																							OR<25					
03773	N	N	N			10/21/2004	16	6TH ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											01
						Thu	100	GIBBS AVE	S	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	N S									000		00
						8P			07			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	N S									008		00
																PSNGR CAR												
00123	N	N	N			01/13/2004	16	6TH ST	STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											01
NONE						Tue	20	LINCOLN AVE	N	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	N S									000		00
						7A			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	64	F	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	N S									011		00
																PSNGR CAR		01	DRVR	NONE	38	F	OR-Y		000	000		00
																							OR<25					
00977	N	Y	N			02/22/2003	17	6TH ST	STRGHT		N	Y	RAIN	FIX OBJ	01	NONE 0	STRGHT										040,088	01
STATE						Sat	200	TAYLOR AVE	S	(NONE)	UNKNOWN	N	WET	FIX		PRVTE	N S									000	040,088	00
						1A			07			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	74	M	OR-Y		047,081	017		01
										(02)													OR<25					
03660	N	N	N			10/15/2004	19	7TH ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											01
						Fri	300	WASHINGTON AVE	N	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	N S									000		00
						3P			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	54	F	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	N S									008		00
																PSNGR CAR												
03937	Y	Y	N	N	N	10/09/2004	19	8TH ST	STRGHT		N	Y	RAIN	PRKD MV	01	NONE 0	STRGHT										053,062,080	01
CITY						Sat	250	TAYLOR AVE	S	(NONE)	NONE	N	WET	SS-O		PRVTE	S N									000	053,062	00
						12A			08			N	DARK	FAT		PSNGR CAR		01	DRVR	KILL	18	M	NONE		047	017		01
										(02)													OR<25					
																											053,062	
																		02	PSNG	INJA	17	M			000	000		00
																											053,062	
																		03	PSNG	INJC	18	M			000	000		00
															02	NONE 0	PRKD-P											
																PRVTE	S N									008		00
																PSNGR CAR												

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SER# / INVEST	SPED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															03	NONE 0 PRVTE PSNGR CAR	PRKD-P W E									032	080	00
00167	N	N	N			01/19/2004 Mon 2A	19 100	8TH ST WASHINGTON AVE	STRGHT S 07	(NONE) (02)	N UNKNOWN	Y N N	RAIN WET DLIT	PRKD MV SS-O PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	37	F	OR-Y OR<25		026	000 000		01 00 01
															02	NONE 0 PRVTE PSNGR CAR	PRKD-P N S									008		00
02091	N	N	N			06/19/2004 Sat 2P	19 300	10TH ST GOSHEN-DIVIDE HY	ALLEY N 07	(NONE) (02)	N UNKNOWN	N N N	CLR DRY DAY	O-1TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	54	F	OR-Y OR<25		000	000 000		02 00 00
															02	NONE 0 PRVTE PSNGR CAR	TURN-L N E	01	DRVR	NONE	33	M	OR-Y OR<25		004	019 000		00 02
04048	N	N	N			11/06/2004 Sat 1P	19 100	11TH ST MAIN ST	STRGHT N 08	(NONE) (02)	N UNKNOWN	N N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	53	M	OR-Y OR<25		026	000 000		01 00 01
															02	NONE 0 PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	62	F	OR-Y OR<25		000	011 000		00 00
04164	N	N	N	N	N	08/10/2001 Fri 12P	16 0	00409 01518	INTER CN 02	CROSS 0 0	N UNKNOWN	N N N	CLR DRY DAY	O-1TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	46	F	OR-Y OR<25		000	000		02
															02	NONE 0 PRVTE PSNGR CAR	TURN-L W N	01	DRVR	NONE	18	F	OR-Y OR<25		004	000		02
01586	N	N	N	N	N	03/31/2001 Sat 2P	19 100	00601 FILLMORE AVE	ALLEY E 07	(NONE) 0 (02)	N UNKNOWN	N N Y	CLR DRY DAY	ANGL-OTH BACK PDO	01	NONE 0 PRVTE PSNGR CAR	BACK S N	01	DRVR	NONE	73	F	OR-Y OR<25		011	018		10 10
															02	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	34	M	OR-Y OR<25		000	000		

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SER# / INVEST	SPED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02977	N	N	N	N	N	06/17/2002	19	06002	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
NONE						Mon	0	6TH ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SW NE									015	
						9P			04	1		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y		028			02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000	
																PSNGR CAR		01	DRVR	NONE	45	F	OR-Y		000		
																							OR<25				
05685	N	N	N	N	N	11/01/2002	19	10TH ST	STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	PARKNG										10
NO RPT						Fri	20	HARRISON AVE	S	(NONE)	UNKNOWN	N	DRY	PARK		PRVTE	N S									008	
						8A			05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	28	F	OR-Y		018			10
										(02)													OR<25				
															02	NONE 0	STRGHT											
																PRVTE	N S									000	
																PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		000		
																							OR<25				
00302	N	N	N	N	N	01/21/2002	19	10TH ST	STRGHT		N	N	SNOW	S-1STOP	01	NONE 0	STRGHT										01
NONE						Mon	30	JEFFERSON AVE	N	(NONE)	UNKNOWN	N	ICE	REAR		PRVTE	N S									000	01
						4P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		026			01
										(02)													OR<25				
															02	NONE 0	STOP											
																PRVTE	N S									011	
																PSNGR CAR		01	DRVR	NONE	38	M	OR-Y		000		
																							OR<25				
00842	N	N	N	N	N	02/18/2001	17	10TH ST	STRGHT		N	Y	RAIN	PRKD MV	01	NONE 0	STRGHT										01
NONE						Sun	450	MAIN ST	N	(NONE)	UNKNOWN	N	WET	SS-M		PRVTE	S N										01
						1A			08	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	43	M	OR-Y		026	017		01
										(02)													OR<25				
															02	NONE 0	PRKD-P											
																PRVTE	N S									008	
																PSNGR CAR											
01269	N	N	N	N	N	03/10/2000	17	10TH ST	STRGHT		N	N	RAIN	S-STRGHT	01	NONE 0	STRGHT										10
CITY						Fri	20	TAYLOR AVE	N	(NONE)	UNKNOWN	N	WET	PARK		PRVTE	S N									000	
						2P			05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		000		
										(02)													OR<25				
															02	NONE 0	PARKNG											
																PRVTE	S N									008	
																PSNGR CAR		01	DRVR	INJC	17	F	OR-Y		018			10
																							OR<25				
01661	N	N	N	N	N	03/27/2000	17	10TH ST	STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	TURN-L										040,062	01
CITY						Mon	24	TYLER AVE	N	(NONE)	NONE	N	WET	FIX		PRVTE	W N										040,062	01
						7P			05	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		001	017		01
										(02)													OR<25				

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SER# / INVEST	SPED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
03342	Y	N	N	N	N	06/21/2000	19	11TH ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											01
NONE						Wed	300	LORD AVE	NE	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	NE SW											01
						3A			08	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		047	017		01
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	SW NE									008		
																PSNGR CAR												
05473	N	N	N	N	N	10/15/2001	19	16TH ST	STRGHT		N	N	CLR	O-STRGHT	01	NONE 0	STRGHT											05
NO RPT						Mon	15	MAIN ST	S	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	S N									000		
						1P			05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		039			05
										(02)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		
																PSNGR CAR		01	DRVR	NONE	68	F	OR-Y		000			
																							OR<25					
00779	N	N	N	N	N	02/13/2001	19	19TH ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											01
NO RPT						Tue	400	HARVEY RD	N	(NONE)	UNKNOWN	N	DRY	SS-M		PRVTE	S N											01
						4A			07	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		026	017		01
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	N S									008		
																PSNGR CAR												
04051	N	N	N	N	N	07/31/2000	17	4TH ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											01
NONE						Mon	999	00000	UN	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N									000		01
						1P			00	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	38	M	OR-Y		026			01
										(02)													OR<25					
															02	NONE 1	PRKD-P											
																PRVTE	S N									008		
																PSNGR CAR												
03453	N	N	N	N	N	07/05/2001	19	4TH ST	STRGHT		N	Y	CLD	PRKD MV	01	NONE 0	STRGHT											01
NO RPT						Thu	999	GOSHEN-DIVIDE HY	S	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	S N									000		01
						4P			06	0		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	50	F	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	S N									008		
																PSNGR CAR												
05909	N	N	N	N	N	11/03/2001	19	4TH ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Sat	100	GOSHEN-DIVIDE HY	S	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000		01
						12P			08	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	75	M	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	S N									011		
																PSNGR CAR		01	DRVR	NONE	63	F	OR-Y		000			
																							OR<25					

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SER# / INVEST	SPED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00457	N	N	N	N	N	01/21/2000	19	5TH ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	PARKNG											10
CITY						Fri	41	ADAMS AVE	N	(NONE)	UNKNOWN	N	DRY	PARK		PRVTE	N S									008		
						11A			05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y		018			10
										(02)							OR<25											
															02	NONE 0	PRKD-P											
																PRVTE	S N									008		
																PSNGR CAR												
04283	N	N	N	N	N	08/15/2001	19	5TH ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											01
NONE						Wed	90	MADISON AVE	N	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	N S									000		01
						12P			08	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y		026			01
										(02)							OR<25											
															02	NONE 0	PRKD-P											
																PRVTE	N S									008		
																PSNGR CAR												
05421	N	N	N	N	N	10/02/2000	19	6TH ST	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	BACK											10
NONE						Mon	999	00000	UN	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	E W									018		
						8A			00	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	34	F	OR-Y		011			10
										(02)							OR<25											
															02	NONE 0	STRGHT											
																PRVTE	N S									000		
																PSNGR CAR		01	DRVR	NONE	37	F	OR-Y		000			
																	OR<25											
00205	Y	N	N	N	N	01/11/2001	19	6TH ST	CURVE		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										040,043	01
NONE						Thu	999	00000	UN	(NONE)	UNKNOWN	N	ICE	FIX		PRVTE	N S										040,043	01
						8A			00	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	24	M	OR-Y		047	017		01
										(02)							OR<25											
05770	N	N	N	N	N	11/06/2002	19	6TH ST	STRGHT		N	N	CLR	FIX OBJ	01	NONE 0	STRGHT										088	12
NONE						Wed		ADAMS AVE	S	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	S N									000	088	
						6P			08	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	47	F	OR-Y		000			12
										(02)							OR<25											
04401	N	Y	N	N	N	08/30/2002	19	6TH ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											09
NONE						Fri	135	FILLMORE AVE	S	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000		
						2A			07	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	31	F	OR-Y		026	017		09
										(02)							OR<25											
															02	NONE 0	PRKD-P											
																PRVTE	N S									008		
																PSNGR CAR												
03340	N	N	N	N	N	06/28/2001	16	6TH ST	STRGHT		N	N	CLR	BIKE	01	NONE 0	STRGHT											02
NONE						Thu	999	GOSHEN-DIVIDE HY	S	(NONE)	UNKNOWN	N	DRY	ANGL		PRVTE	N S									000		
						8P			07	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		000			
										(02)													OR<25					
																	STRGHT	01	BIKE	INJC	15	M			028	000		02
																	W E											

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03504	N	Y	N			07/18/2003	19	6TH ST	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY						Fri	500	HARRISON AVE	S	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N											00
						1P			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	52	M	OR-Y		000	000		00
										(02)													OR<25					
															02	NONE 0	TURN-L											
																PRVTE	E S									018		00
																PSNGR CAR		01	DRVR	NONE	70	M	OR-Y		028	000		02
																							OR<25					
07082	N	N	N	N	N	12/26/2000	19	6TH ST	STRGHT		N	Y	CLR	S-STRGHT	01	NONE 0	PARKNG											10
NONE						Tue	25	MAIN ST	S	(NONE)	UNKNOWN	N	DRY	PARK		PRVTE	N S									008		
						5P			05	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		018			10
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	N S									008		
																PSNGR CAR												
06450	N	N	N	N	N	11/29/2001	19	6TH ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											01
NONE						Thu	20	TAYLOR AVE	N	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N									000		01
						8A			05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	51	M	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	S N									008		
																PSNGR CAR												
03754	N	N	N	N	N	07/31/2002	19	7TH ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											01
NONE						Wed	20	MAIN ST	N	(NONE)	UNKNOWN	N	DRY	SS-O		PUBLC	S N									000		01
						4P			05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	S N									008		
																PSNGR CAR												
06294	N	N	N	N	N	12/02/2002	19	8TH ST	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	BACK											10
NONE						Mon		CHADWICK AVE	S	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	E W									018		
						11A			07	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	43	M	OR-Y		011			10
										(02)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		
																PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		000			
																							OR<25					
06708	N	N	N	N	N	12/24/2002	19	8TH ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											10
NONE						Tue	25	MAIN ST	S	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N									000		
						3P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	51	M	OR-Y		000			
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	S N									008		
																PSNGR CAR												

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00549	N	N	N	N	N	01/31/2000	19	ADAMS AVE	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT									02
CITY						Mon	0	11TH ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	S N								000	
						3P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	26	M	OR-Y		028		02
																							OR<25				
															02	NONE 0	STRGHT									
																PRVTE	E W								000	
																PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		000	
																							OR<25			
05315	N	N	N	N	N	09/27/2000	19	ADAMS AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT									02
NO RPT						Wed	0	12TH ST	CN		REG-SIGN	N	DRY	ANGL		PRVTE	W E								000	
						1P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	40	F	OR-Y		028		02
																							OR<25			
															02	NONE 0	STRGHT									
																PRVTE	S N								000	
																PSNGR CAR		01	DRVR	NONE	65	M	OR-Y		000	
																							OR<25			
01103	N	N	N	N	N	03/09/2002	19	ADAMS AVE	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT									01
NONE						Sat	30	6TH ST	E	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	W E								000	01
						1A			05	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	44	M	OR-Y		026		01
										(02)													OR<25			
															02	NONE 0	PRKD-P									
																PRVTE	W E								008	
																PSNGR CAR										
05337	N	N	N	N	N	09/29/2000	17	ADAMS AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT									02
NO RPT						Fri	0	6TH ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	W E								000	
						7A			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	25	M	OR-Y		028		02
																							OR<25			
															02	NONE 0	STRGHT									
																PRVTE	S N								000	
																PSNGR CAR		01	DRVR	NONE	43	M	OR-Y		000	
																							OR<25			
05542	N	N	N	N	N	10/28/2002	19	ADAMS AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT									02
NO RPT						Mon	0	6TH ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	W E								000	
						12P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	31	F	OR-Y		028		02
																							OR<25			
															02	NONE 0	STRGHT									
																PRVTE	S N								000	
																PSNGR CAR		01	DRVR	NONE	64	F	OR-Y		000	
																							OR<25			
01617	N	N	N	N	N	03/28/2000	19	ADAMS AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT									02
NO RPT						Tue	0	7TH ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	N S								000	
						4P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	84	F	OR-Y		028		02
																							OR<25			

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															02	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	INJC	49	F	OR-Y OR<25		000	000	
04583 NONE	N	N	N	N	N	09/10/2002 Tue 3P	16 0	ADAMS AVE GATEWAY BLVD	INTER CN 03	3-LEG 0	N UNKNOWN	N N	CLR DRY DAY	ANGL-OTH TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	76	F	OR-Y OR<25		000	000	02
															02	NONE 0 PRVTE PSNGR CAR	TURN-L W N	01	DRVR	NONE	21	M	OR-Y OR<25		000 028		02
06118 NO RPT	N	N	N	N	N	11/11/2000 Sat 1P	16 999	AIRPORT RD THORNTON RD	STRGHT SE 08	(NONE) 0 (02)	N UNKNOWN	N N	CLR DRY DAY	S-1TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	48	M	OR-Y OR<25		000 000		08
															02	NONE 0 PRVTE PSNGR CAR	U-TURN SE SE	01	DRVR	NONE	68	F	OR-Y OR<25		000 008		08
01573 NONE	N	N	N	N	N	03/23/2000 Thu 2P	19 0	ANTHONY AVE M ST	INTER CN 03	3-LEG 0	N STOP SIGN	N N	CLR DRY DAY	ANGL-OTH TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	71	F	OR-Y OR<25		000 000		02
															02	NONE 0 PRVTE PSNGR CAR	TURN-L W N	01	DRVR	NONE	80	M	OR-Y OR<25		015 028		02
00619 NONE	N	N	N	N	N	01/31/2000 Mon 1P	19 999	ANTHONY AVE R ST	ALLEY S 07	(NONE) 0 (02)	N UNKNOWN	N N Y	RAIN WET DAY	O-1TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	50	F	OR-Y OR<25		000 000		02
															02	NONE 0 PRVTE PSNGR CAR	TURN-L S W	01	DRVR	NONE	17	F	OR-Y OR<25		019 004		02
05599 NO RPT	N	N	N	N	N	10/16/2000 Mon 5P	19 0	ASH AVE J ST	INTER CN 03	CROSS 0	N UNKNOWN	N N	CLR DRY DAY	ANGL-OTH ANGL PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	20	F	OR-Y OR<25		000 000		02
															02	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	31	M	OR-Y OR<25		000 028		02

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01264	N	N	N	N	N	03/06/2001	19	ASH AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT						OR-Y		000			02
CITY						Tue	0	J ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	W E											
						3P			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	63	M	OR<25					
															02	NONE 0	STRGHT						OR-Y		000		
																PRVTE	N S										
																PSNGR CAR		01	DRVR	NONE	17	F	OR<25		028		02
06426	N	N	N	N	N	11/28/2001	19	ASH AVE	INTER	CROSS	N	N	CLR	O-1STOP	01	NONE 0	BACK						UNK					10
NONE						Wed	0	K ST	E		UNKNOWN	N	DRY	BACK		PRVTE	W E									000		
						11A			06	0		N	DAY	PDO		TRUCK		01	DRVR	NONE	00	U	UNK		011			10
																							UNK					
															02	NONE 0	STOP										
																PRVTE	E W									011		
																PSNGR CAR		01	DRVR	NONE	65	M	OR-Y		000		
																							OR<25					
04090	N	N	N			08/17/2003	19	ASH AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT						OR-Y					02
NONE						Sun	0	P ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	E W									000		00
						7P			01	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	41	M	OR<25		028	000		02
															02	NONE 0	STRGHT										
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		000	000		00
																							OR<25					
03164	N	N	N			09/07/2004	19	CHADWICK AVE	STRGHT		N	N	CLR	O-1STOP	01	NONE 0	BACK											10
						Tue	1,200	10TH ST	W	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	E W									000		00
						12P			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		011	000		10
										(02)													OR<25					
															02	NONE 0	STOP										
																PRVTE	W E									011		00
																PSNGR CAR		01	DRVR	NONE	50	F	OR-Y		000	000		00
																							OR<25					
04324	N	N	N	N	N	08/27/2002	19	CHADWICK AVE	INTER	3-LEG	N	N	CLR	O-1STOP	01	NONE 0	BACK											10
CITY						Tue	0	9TH ST	W		UNKNOWN	N	DRY	BACK		PRVTE	E W									000		
						1P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	50	M	OR-Y		011			10
																							OR<25					
															02	NONE 0	STOP										
																PRVTE	W E									011		
																PSNGR CAR		01	DRVR	INJC	34	F	OR-Y		000			
																							OR<25					
																		02	PSNG	INJA	34	F						
04970	N	N	N	N	N	09/20/2001	16	COTTAGE GROVE CONN	INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
CITY						Thu	0	ROW RIVER RD	S		UNKNOWN	N	DRY	TURN		PRVTE	E W									000		
						7P			02	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	63	M	OR-Y		000			
																							OR>25					

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															02	NONE 0 PRVTE PSNGR CAR	TURN-L W N						OR-Y OR<25		004	000	02
01024 CITY	N	N	N	N	N	02/29/2000 Tue 5P	19 60	DAVIDSON AVE ROW RIVER RD	STRGHT E 05	(NONE) 0 (02)	N UNKNOWN	Y N N	CLR DRY DAY	PRKD MV REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	53	M	OR-Y OR<25		026	000	01 01 01
															02	NONE 0 PRVTE PSNGR CAR	PRKD-P W E									008	
06758 NO RPT	N	N	N	N	N	12/12/2001 Wed 3P	19 0	DOUGLAS ST 6TH ST	INTER CN 01	CROSS 1	N UNKNOWN	N N N	CLR DRY DAY	ANGL-OTH ANGL PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	22	M	OR-Y OR<25		028	000	02 02
															02	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	39	F	OR-Y OR<25		000	000	
01768 CITY	N	N	N			04/28/2004 Wed 5P	19 100	DOUGLAS ST CHAMBERLAIN AVE	STRGHT NE 07	(NONE) (02)	N UNKNOWN	N N N	CLR DRY DAY	O-STRGHT SS-M PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	21	M	OR-Y OR<25		039	000 017	05 00 05
															02	NONE 0 PRVTE PSNGR CAR	STRGHT SW NE	01	DRVR	NONE	67	M	OR-Y OR<25		000	000 000	00 00
00011 NO RPT	N	N	N	N	N	01/02/2002 Wed 2P	19 10	E GIBBS AVE 16TH ST	ALLEY W 05	(NONE) 0 (02)	N UNKNOWN	N N Y	CLR DRY DAY	ANGL-OTH BACK PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	21	M	OR-Y OR<25		000	000	10 00
															02	NONE 0 PRVTE PSNGR CAR	BACK N S	01	DRVR	NONE	37	M	OR-Y OR<25		011	018	10
02491 NO RPT	N	N	N	N	N	05/08/2000 Mon 4P	19 0	EDISON AVE HARRISON AVE	INTER CN 02	3-LEG 0	N UNKNOWN	N N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	45	M	OR-Y OR<25		026	000	01 01 01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W	01	DRVR	INJC	50	M	OR-Y OR<25		000	012	

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00408	Y	N	N	N	N	01/21/2000	16	GATEWAY BLVD	STRGHT		N	Y	CLD	FIX OBJ	01	NONE 0	STRGHT										040,088	01
CITY						Fri	999	00000	UN	(NONE)	UNKNOWN	N	ICE	FIX		PRVTE	S N										040,088	01
						6A			00	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	48	M	OR-Y		047	017		01
										(02)			DAY											OR<25					
00914	N	N	N	N	N	02/23/2001	16	GATEWAY BLVD	ALLEY		N	N	CLR	S-1TURN	01	NONE 0	STRGHT											08
NONE						Fri	999	00000	UN	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N									000		
						5P			00	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	51	M	OR-Y		000			
										(04)														OR<25					
															02	NONE 0	TURN-L											
																PRVTE	S W									019		
																MOTRHOME		01	DRVR	NONE	00	U	UNK		006			08
																							UNK					
02107	N	N	N	N	N	05/06/2002	16	GATEWAY BLVD	INTER	CROSS	N	N	CLR	O-1STOP	01	NONE 0	BACK											10
NONE						Mon	0	16TH ST	SW		UNKNOWN	N	DRY	BACK		PRVTE	NE SW									000		
						4P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	51	M	OR-Y		011			10
																							OR<25					
															02	NONE 0	STOP											
																PRVTE	SW NE									011		
																PSNGR CAR		01	DRVR	NONE	47	F	OR-Y		000			
																							OR<25					
82710	N	N	N	N	N	06/07/2002	16	GATEWAY BLVD	INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	TURN-L											02
NO RPT						Fri	0	16TH ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	S W									000		
						2P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y		004			02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		
																PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		000			
																							OR<25					
01069	N	N	N	N	N	03/06/2002	16	GATEWAY BLVD	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	TURN-L											02
NONE						Wed	0	16TH ST	CN		UNKNOWN	N	WET	TURN		PRVTE	SW N									000		
						4P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		028			02
																							OR<25					
															02	NONE 0	TURN-L											
																PRVTE	S SW									000		
																PSNGR CAR		01	DRVR	NONE	53	M	OR-Y		000			
																							OR<25					
02169	N	N	N			05/05/2003	16	GATEWAY BLVD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Mon	0	16TH ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	SW NE									000		00
						12P			04	99		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	25	M	OR-Y		028	000		02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	INJC	27	F	OR-Y		000	000		00
																							OR<25					

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SER# / INVEST	SPED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00572	N	N	N			02/03/2003	16	GATEWAY BLVD	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Mon	10	18TH ST	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W									000		00
						6P			06			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	71	M	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		00
																PSNGR CAR		01	DRVR	NONE	22	M	OR-Y		000	000		00
																							OR<25					
01031	Y	N	N	N	N	03/04/2002	16	GATEWAY BLVD	STRGHT		N	Y	RAIN	FIX OBJ	01	NONE 0	STRGHT										040,088	01
NO RPT						Mon		ADAMS AVE	S	(NONE)	UNKNOWN	N	WET	FIX		PRVTE	S N									000	040,088	01
						4P			08	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		047	017		01
										(02)													OR<25					
01168	N	N	N	N	N	03/09/2001	16	GATEWAY BLVD	STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											01
NONE						Fri	10	COTTAGE GROVE CONN	S	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	S N									000		01
						5A			06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	S N									011		
																PSNGR CAR		01	DRVR	INJC	56	F	OR-Y		000			
																							OR<25					
02613	N	N	N	N	N	06/01/2002	16	GATEWAY BLVD	ALLEY		N	Y	CLR	PRKD MV	01	NONE 0	BACK											10
NONE						Sat	100	E GIBBS AVE	S	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	E W									018		
						1P			07	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	54	F	OR-Y		011			10
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	N S									008		
																PSNGR CAR												
05098	N	N	N	N	N	10/03/2002	16	GATEWAY BLVD	ALLEY		N	N	RAIN	O-1TURN	01	NONE 0	STRGHT											02
NO RPT						Thu	20	HARVEY RD	N	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	S N									000		
						4P			05	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		000			
										(02)													OR<25					
															02	NONE 0	TURN-L											
																PRVTE	N E									019		
																PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		004			02
																							OR<25					
03175	Y	Y	N	N	N	08/23/2000	16	GATEWAY BLVD	ALLEY		N	N	CLR	O-1TURN	01	NONE 0	STRGHT											
CITY						Wed	300	HARVEY RD	N	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	S N									000		
						8P			07	0		Y	DUSK	FAT		PSNGR CAR		01	DRVR	KILL	44	M	OR-Y		047			
										(04)													OR<25					
															02	NONE 1	TURN-L											
																PRVTE	N E									019		
																SEMI TOW		01	DRVR	NONE	56	M	OTH-Y		000			
																							N-RES					

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02060	N	N	N	N	N	04/19/2000	19	GATEWAY BLVD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										02
NONE						Wed	0	HARVEY RD	CN		UNKNOWN	N	DRY	TURN		PRVTE	W N									000	
						2P			02	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	69	M	OR-Y		028			02
																							OR<25					
															02	NONE 0	STRGHT										
																PRVTE	S N									000	
																PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		000		
																							OR<25				
01262	N	N	N			04/16/2004	16	GATEWAY BLVD	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Fri	50	MAIN ST	N	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	N S									000	00
						3P			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	28	F	OR-Y		026	000		01
										(02)													OR<25				
															02	NONE 0	STOP										
																PRVTE	N S									011	00
																PSNGR CAR		01	DRVR	NONE	36	M	OR-Y		000	000	00
																							OR<25				
05860	N	N	N	N	N	10/24/2000	16	GATEWAY BLVD	STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT										06
NONE						Tue	75	MAIN ST	N	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N									000	
						10A			07	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	63	M	OR-Y		045			06
										(03)													OR<25				
															02	NONE 0	STRGHT										
																PRVTE	S N									000	
																PSNGR CAR		01	DRVR	NONE	26	F	OR-Y		000		
																							OR<25				
03601	N	N	N	N	N	07/13/2001	16	GATEWAY BLVD	STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT										06
NO RPT						Fri	200	MAIN ST	N	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N									000	
						12P			07	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	59	F	OR-Y		045			06
										(03)													OR<25				
															02	NONE 0	STRGHT										
																PRVTE	S N									000	
																PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		000		
																							OR<25				
05325	N	N	N			10/28/2003	16	GATEWAY BLVD	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-R										02
NONE						Tue	60	MAIN ST	N	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	W S									018	00
						5P			08			N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	76	M	OR-Y		028	000		02
										(02)													OR<25				
															02	NONE 0	STRGHT										
																PRVTE	N S									000	00
																PSNGR CAR		01	DRVR	NONE	35	M	OR-Y		000	000	00
																							OR<25				
02335	N	N	N			07/06/2004	16	GATEWAY BLVD	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Tue	20	MAIN ST	S	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000	00
						10A			06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	31	F	OR-Y		026	000		01
										(02)													OR<25				

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															02	NONE 0 PRVTE PSNGR CAR	STOP S N									011		00
																		01	DRVR	INJC	26	F	OR-Y OR<25		000	000		00
05359 NONE	N	N	N	N	N	10/18/2002 Fri 7P	16 100	GATEWAY BLVD MAIN ST	STRGHT S 07	(NONE) 0 (02)	N UNKNOWN	N N	CLR DRY DLIT	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	18	M	OR-Y OR<25		026		000	01 01 01
															02	NONE 0 PRVTE PSNGR CAR	STOP N S	01	DRVR	INJC	34	F	OR-Y OR<25		000		011	
																		02	PSNG	INJC	08	F						
05948 NONE	N	N	N	N	N	10/28/2000 Sat 5P	16 500	GATEWAY BLVD MAIN ST	STRGHT S 07	(NONE) 0 (04)	N UNKNOWN	N N	RAIN WET DUSK	S-STRGHT SS-O PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	50	F	OR-Y OR<25		045		000	06 06
															02	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	31	M	OR-Y OR<25		000		000	
04482 NONE	N	N	N			09/15/2003 Mon 12P	16 1,200	GATEWAY BLVD MAIN ST	STRGHT S 07	(NONE) (02)	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	43	M	OR-Y OR<25		026		000	01 00 01
															02	NONE 0 PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	54	F	OR-Y OR<25		000		011 000	00 00
00066 NONE	N	N	N	N	N	01/03/2000 Mon 3P	19 200	GATEWAY BLVD MAIN ST	STRGHT S 08	(NONE) 0 (02)	N UNKNOWN	N N	RAIN WET DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	18	F	OR-Y OR<25		026		000	01 01 01
															02	NONE 0 PRVTE PSNGR CAR	STOP N S	01	DRVR	NONE	42	M	OR-Y OR<25		000		011	
03899 NONE	N	N	N			08/08/2003 Fri 3P	16 300	GATEWAY BLVD MAIN ST	STRGHT S 08	(NONE) (03)	N UNKNOWN	N N	CLR DRY DAY	S-STRGHT SS-O PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	72	F	OR-Y OR<25		045		000	06 00 06
															02	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	65	F	OR-Y OR<25		000		000 000	00 00

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04754	N	N	N	N	N	09/08/2000	16	GATEWAY BLVD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
CITY						Fri	0	MAIN ST	W		UNKNOWN	N	DRY	REAR		PRVTE	W E									000	01
						7P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		026			01
																							OR<25				
															02	NONE 0	STOP										
																PRVTE	W E									011	
																PSNGR CAR		01	DRVR	INJC	57	F	OR-Y		000		
																							OR<25				
00615	N	N	N	N	N	01/30/2000	16	GATEWAY BLVD	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT										04
CITY						Sun	0	MAIN ST	CN		TRF SIGNAL	N	WET	ANGL		PRVTE	E W									000	
						10A			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	48	M	OR-Y		000		
																							OR<25				
																		02	PSNG	INJB	44	F					
															02	NONE 0	STRGHT										
																PRVTE	S N									000	
																PSNGR CAR		01	DRVR	NONE	49	F	OR-Y		020		04
																							OR<25				
01331	N	N	N	N	N	03/12/2001	16	GATEWAY BLVD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Mon	0	MAIN ST	CN		UNKNOWN	N	DRY	REAR		PRVTE	W E									000	01
						6P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		026		01
																							OR<25				
															02	NONE 0	STOP										
																PRVTE	W E									012	
																PSNGR CAR		01	DRVR	INJC	17	M	OR-Y		000		
																							OR<25				
06137	N	N	N	N	N	11/15/2001	16	GATEWAY BLVD	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT										04
CITY						Thu	0	MAIN ST	CN		TRF SIGNAL	N	WET	ANGL		PRVTE	W E									000	
						12P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	42	M	OR-Y		020		04
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	N S									000	
																PSNGR CAR		01	DRVR	INJC	34	F	OR-Y		000		
																							OR<25				
05111	N	N	N			10/15/2003	16	GATEWAY BLVD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										04
NONE						Wed	0	MAIN ST	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W E									000	00
						6P			03	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	25	F	OR-Y		020	000	04
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	N S									000	00
																PSNGR CAR		01	DRVR	NONE	34	F	OR-Y		000	000	00
																							OR<25				
03130	N	N	N	N	N	06/11/2000	16	GATEWAY BLVD	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT										02
NO RPT						Sun	0	MAIN ST	CN		UNKNOWN	N	WET	TURN		PRVTE	W E									000	
						8P			04	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y		000		
																							OR<25				

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															02	NONE 0 PRVTE PSNGR CAR	TURN-L S W									000		
																		01	DRVR	NONE	17	M	OR-Y OR<25		028			02
04263	N	N	N			11/24/2004 Wed 4P	16 100	GATEWAY BLVD OSWALD WEST AVE	ALLEY N 07	(NONE) (02)	N UNKNOWN	N N	CLR DRY DUSK	ANGL-OTH TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	39	M	OR-Y OR<25		000	000		02 00 00
															02	NONE 0 PRVTE PSNGR CAR	TURN-L E S	01	DRVR	NONE	81	M	OR-Y OR<25		028	018 000		00 02
03166 NONE	N	N	N	N	N	06/29/2002 Sat 4P	16 0	GATEWAY BLVD OSWALD WEST AVE	INTER CN 03	3-LEG 0	N UNKNOWN	N N	CLR DRY DAY	ANGL-OTH TURN PDO	01	NONE 0 PRVTE PSNGR CAR	TURN-L E S	01	DRVR	NONE	46	M	OR-Y OR<25		028	000		02 02
															02	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	51	M	OR-Y OR<25		000	000		
01866 NONE	N	N	N	N	N	04/21/2002 Sun 12P	16	GATEWAY BLVD TAYLOR AVE	ALLEY N 06	(NONE) 0 (02)	N UNKNOWN	N Y	CLR DRY DAY	ANGL-OTH TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	26	F	OR-Y OR<25		000	000		02 02
															02	NONE 0 PRVTE PSNGR CAR	TURN-L W N	01	DRVR	NONE	17	F	OR-Y OR<25		028	018		02
04159 NO RPT	Y	N	N	N	N	08/18/2002 Sun 10P	16 20	GATEWAY BLVD TAYLOR AVE	STRGHT S 05	(NONE) 0 (02)	N UNKNOWN	Y N	CLR DRY DLIT	FIX OBJ FIX PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	17	F	OR-Y OR<25		047	000 017	079 079	01 01 01
03251	N	N	N			09/12/2004 Sun 1A	16 10	GATEWAY BLVD TAYLOR AVE	STRGHT S 06	(NONE) (02)	N UNKNOWN	Y N	CLR DRY DLIT	FIX OBJ FIX INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	INJB	23	F	OR-Y OR<25		047,081	000 017	043,088 043,088	01 00 01
00904 NONE	N	N	N	N	N	02/23/2001 Fri 9A	19 0	GATEWAY BLVD TAYLOR AVE	INTER CN 01	3-LEG 0	N UNKNOWN	N N	CLR DRY DAY	ANGL-OTH TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	46	F	OR-Y OR<25		000	000		02 02
															02	NONE 0 PRVTE PSNGR CAR	TURN-L N E	01	DRVR	NONE	29	F	OR-Y OR<25		028	000		02

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00056	N	N	N	N	N	01/02/2000	16	GATEWAY BLVD	STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										01
NO RPT						Sun	20	TYLER AVE	N	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	N S									000		01
						5P			06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		026			01
										(02)							OR<25											
															02	NONE 0	STOP										
																PRVTE	N S									011		
																PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		000			
																	OR<25											
05846	N	N	N	N	N	11/08/2002	16	GATEWAY BLVD	ALLEY		N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT										02
NONE						Fri	50	TYLER AVE	S	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	S N								000		
						1P			06	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	80	F	OR-Y		000			
										(02)							OR<25											
															02	NONE 0	TURN-L										
																PRVTE	E S									018		
																PSNGR CAR		01	DRVR	NONE	48	F	OR-Y		028			02
																	OR<25											
01953	N	N	N	N	N	04/11/2000	14	GOSHEN-DIVIDE HY	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	07
NONE						Tue	0	MAIN ST	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W								000		
						8P			06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	00	U	UNK		026			07
																	UNK											
															02	NONE 0	STOP										
																PRVTE	E W									011	013	
																PSNGR CAR		01	DRVR	INJC	18	F	OR-Y		000			
																	OR<25											
															03	NONE 0	STOP										
																PRVTE	E W									011		
																PSNGR CAR		01	DRVR	INJC	19	M	OR-Y		000			
																	OR<25											
01954	N	N	N	N	N	04/11/2000	14	GOSHEN-DIVIDE HY	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Tue	0	MAIN ST	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W									01	
						6P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	57	F	OR-Y		026	038		01
																	OR<25											
															02	NONE 0	STOP										
																PRVTE	E W									011		
																PSNGR CAR		01	DRVR	NONE	52	F	OR-Y		000			
																	OR<25											
01354	N	N	N	N	N	03/05/2000	16	HARRISON AVE	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	01
NO RPT						Sun	20	01908	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E								000		01
						1P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	34	F	OR-Y		026			01
										(02)							OR<25											
															02	NONE 0	STOP										
																PRVTE	W E									011	013	
																PSNGR CAR		01	DRVR	NONE	41	M	OR-Y		000			
																	OR<25											

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															03	NONE 0 PRVTE PSNGR CAR	STOP W E									011	
																		01	DRVR	INJC	38	M	OR-Y OR<25		000			
04390 NONE	N	N	N	N	N	08/30/2002 Fri 2P	17 999	HARRISON AVE 1ST ST	STRGHT E 08	(NONE) 0 (02)	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	76	F	OR-Y OR<25		026		000	01 01 01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W									011	
																		01	DRVR	NONE	19	F	OR-Y OR<25		000			
03277 NONE	N	N	N			07/06/2003 Sun 5P	19 100	HARRISON AVE R ST	STRGHT E 05	(NONE) (02)	N UNKNOWN	N N	CLR DRY DAY	S-1TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	75	F	OR-Y OR<25		000		000	08 00 00
															02	NONE 0 PRVTE PSNGR CAR	U-TURN W W	01	DRVR	NONE	35	F	OR-Y OR<25		008	000	000	00 00 08
01207 NO RPT	N	N	N			04/14/2004 Wed 2P	17 100	HARRISON AVE RIVER RD	STRGHT W 07	(NONE) (02)	N UNKNOWN	N N	RAIN WET DAY	S-1TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	INJC	17	F	OR-Y OR<25		000		000	08 00 00
															02	NONE 0 PRVTE PSNGR CAR	U-TURN E E	01	DRVR	NONE	22	F	OR-Y OR<25		008	000	000	00 08
06335 NONE	N	N	N	N	N	12/04/2002 Wed 12P	16 0	HARRISON AVE RIVER RD	INTER CN 01	CROSS 0	N STOP SIGN	N N	CLR WET DAY	ANGL-OTH TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	INJC	36	M	OR-Y OR<25		000		000	02 02
															02	NONE 0 PRVTE PSNGR CAR	TURN-L N E	01	DRVR	NONE	26	M	OR-Y OR>25		028	015		02
03546 NONE	N	N	N	N	N	07/14/2002 Sun 9P	19 0	HARRISON AVE RIVER RD	INTER CN 03	CROSS 0	N UNKNOWN	N N	CLR DRY DUSK	ANGL-OTH ANGL INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	00	M	UNK UNK		000		000	02 02
															02	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	INJC	16	M	OR-Y OR<25		028	000		02

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01999	N	N	N	N	N	04/15/2000	16	HARRISON AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Sat	0	RIVER RD	CN		STOP SIGN	N	DRY	ANGL		PRVTE	W E										015	
						5P			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	79	F	OR-Y		028			02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	S N									000		
																PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		000			
																							OR<25					
02928	N	N	N	N	N	06/02/2000	16	HARRISON AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						Fri	0	RIVER RD	CN		UNKNOWN	N	DRY	ANGL		PRVTE	S N									000		
						9A			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	40	M	OR-Y		000			
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	W E									000		
																PSNGR CAR		01	DRVR	NONE	52	F	OR-Y		028			02
																							OR<25					
00289	N	N	N			01/28/2004	19	HARVEY RD	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Wed	0	16TH ST	CN		UNKNOWN	N	WET	ANGL		PRVTE	E W									000		00
						5P			01	99		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	53	M	OR-Y		028	000		02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		000	000		00
																							OR<25					
03491	N	N	N			10/02/2004	19	HARVEY RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
						Sat	0	19TH ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	E W									000		00
						11A			01	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	80	M	OR-Y		000	000		00
																							OR<25					
															02	NONE 0	TURN-L											
																PRVTE	N E									000		00
																PSNGR CAR		01	DRVR	NONE	80	F	OR-Y		028	000		02
																							OR<25					
04774	N	N	N	N	N	09/09/2001	19	HARVEY RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						Sun	0	16TH ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	E W									000		
						5P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	82	M	OR-Y		028			02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		
																PSNGR CAR		01	DRVR	NONE	85	M	OR-Y		000			
																							OR<25					
02540	N	N	N			05/26/2003	19	I ST	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	BACK											10
NONE						Mon	50	CHESTNUT AVE	S	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	E W									018		00
						11A			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	45	M	OR-Y		011	000		10
										(02)													OR<25					

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															02	NONE 0 / PRVTE / PSNGR CAR	STRGHT / S N									000	00
																		01	DRVR	NONE	18	F	OR-Y OR<25		000	000	00
02140	N	N	N	N	N	04/24/2000	16	I ST	INTER	3-LEG	N	N	CLD	O-1TURN	01	NONE 0	TURN-L										08
CITY						Mon	0	MAIN ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	W N									000	
						6A			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	30	F	OR-Y OR<25		004		08
																		02	PSNG	NO<5	03	F					
																		03	PSNG	NO<5	04	M					
															02	NONE 0 / PRVTE / PSNGR CAR	STRGHT / E W									000	
																		01	DRVR	INJC	17	F	OR-Y OR<25		000		
00823	N	N	N	N	N	02/20/2002	19	J ST	ALLEY		N	Y	CLR	PRKD MV	01	NONE 0	BACK										10
NONE						Wed	40	ASH AVE	S	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	W E									018	
						8P			06	0 (02)		Y	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	53	M	OR-Y OR<25		011		10
															02	NONE 0 / PRVTE / PSNGR CAR	PRKD-P / S N									008	
01047	N	N	N			02/28/2003	19	JEFFERSON AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
NONE						Fri	0	3RD ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	W E									000	00
						12P			04	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y OR<25		028	000	02
															02	NONE 0 / PRVTE / PSNGR CAR	STRGHT / S N									000	00
																		01	DRVR	NONE	78	M	OR-Y OR<25		000	000	00
02960	N	N	N			06/18/2003	19	JEFFERSON AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
NONE						Wed	0	2ND ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	S N									000	00
						4P			04	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y OR<25		000	000	00
															02	NONE 0 / PRVTE / PSNGR CAR	STRGHT / W E									000	00
																		01	DRVR	NONE	49	F	OR-Y OR<25		028	000	02
00705	N	N	N	N	N	02/04/2000	17	JEFFERSON AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
CITY						Fri	0	6TH ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	W E									015	
						10A			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	59	M	OR-Y OR<25		028		02
															02	NONE 0 / PRVTE / PSNGR CAR	STRGHT / S N									000	
																		01	DRVR	NONE	73	M	OR-Y OR<25		000		

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00465	N	N	N	N	N	01/28/2001	19	JOHNSON AVE	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	BACK										10
NONE						Sun	999	9TH ST	W	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	S N									018	
						2P			07	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y		011			10
										(02)													OR<25					
															02	NONE 0	STRGHT										
																PRVTE	E W									000	
																PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		000		
																							OR<25				
05768	N	N	N	N	N	10/10/2000	16	LANE ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
CITY						Tue	0	MAIN ST	CN		STOP SIGN	N	DRY	TURN		PRVTE	E W									000	
						12P			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	27	F	OR-Y		000		
																							OR<25				
															02	NONE 0	TURN-L										
																PRVTE	N E									015	
																PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		028		02
																							OR<25				
																		02	PSNG	INJB	17	M					
01539	N	N	N			03/31/2003	16	LANE ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
NONE						Mon	0	MAIN ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	E W									000	00
						5P			01	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	59	F	OR-Y		000	000	00
																							OR<25				
															02	NONE 0	TURN-L										
																PRVTE	NE E									000	00
																PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		028	000	02
																							OR<25				
05834	N	N	N			11/25/2003	19	M ST	STRGHT		N	Y	RAIN	PRKD MV	01	NONE 0	STRGHT										01
NONE						Tue	50	BIRCH AVE	N	(NONE)	UNKNOWN	N	WET	SS-O		PRVTE	S N									000	00
						3P			05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		026	000	01
										(02)													OR<25				
															02	NONE 0	PRKD-P										
																PRVTE	S N									008	00
																PSNGR CAR											
06170	N	N	N	N	N	11/29/2002	16	M ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
NO RPT						Fri	0	MAIN ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	E W									000	
						4P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	40	M	OR-Y		000		
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	N S									015	
																PSNGR CAR		01	DRVR	NONE	45	M	OR-Y		028		02
																							OR>25				
01048	N	N	N			04/05/2004	19	MADISON AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
NONE						Mon	0	12TH ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	E W									000	00
						3P			01	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	24	F	OR-Y		000	000	00
																							OR<25				

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															02	NONE 0 PRVTE PSNGR CAR	TURN-L N E									000		00
																		01	DRVR	NONE	44	M	OR-Y OR<25		028	000		02
01771 NONE	N	N	N			05/28/2004 Fri 2P	19 0	MADISON AVE 16TH ST	INTER CN 04	CROSS 99	N UNKNOWN	N N	CLR DRY DAY	ANGL-OTH ANGL PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E											02 00 02
																		01	DRVR	NONE	24	M	OR-Y OR<25		020	000		02
															02	NONE 0 PRVTE PSNGR CAR	STRGHT S N									000		00
																		01	DRVR	NONE	17	F	OR-Y OR<25		000	000		00
04751 NO RPT	N	N	N	N	N	09/10/2001 Mon 7A	19 20	MADISON AVE 3RD ST	STRGHT W 05	(NONE) 0 (02)	N UNKNOWN	Y N N	CLR DRY DAY	PRKD MV SS-O PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W											01 01 01
																		01	DRVR	NONE	37	F	OR-Y OR<25		026			
															02	NONE 0 PRVTE PSNGR CAR	PRKD-P E W									008		
06009 NO RPT	N	N	N	N	N	11/19/2002 Tue 9A	19 0	MADISON AVE 5TH ST	INTER CN 03	CROSS 0	N UNKNOWN	N N	CLR DRY DAY	ANGL-OTH ANGL PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S											02 000 02
																		01	DRVR	NONE	51	F	OR-Y OR<25		028			
															02	NONE 0 PRVTE PSNGR CAR	STRGHT W E									000		
																		01	DRVR	NONE	20	M	OR-Y OR<25		000			
00480 CITY	N	N	N	N	N	01/26/2002 Sat 1P	19 0	MADISON AVE 5TH ST	INTER CN 04	CROSS 0	N STOP SIGN	N N N	RAIN WET DAY	ANGL-OTH ANGL PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N											02 000		
																		01	DRVR	NONE	70	M	OTH-Y N-RES		000			
															02	NONE 0 PRVTE PSNGR CAR	STRGHT W E									015		
																		01	DRVR	NONE	47	F	OR-Y OR<25		028			02
00081 NONE	N	N	N			01/08/2004 Thu 10A	16 10	MAIN ST 5TH ST	STRGHT E 06	(NONE) (02)	N UNKNOWN	N N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W											01 00 01
																		01	DRVR	NONE	44	F	OR-Y OR<25		026	000		01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W									011		00
																		01	DRVR	INJC	74	F	OR-Y OR<25		000	000		00

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01340	N	N	N			04/25/2004	16	MAIN ST	ALLEY		N	Y	CLR	PRKD MV	01	NONE 0	BACK											10
NONE						Sun	300	5TH ST	E	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	N S										018	00
						5P			07			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		011	000		10
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	W E									008		00
																PSNGR CAR												
00267	N	N	N			01/27/2004	16	MAIN ST	STRGHT		N	N	RAIN	S-STRGHT	01	NONE 0	STRGHT											10
NONE						Tue	50	6TH ST	W	(NONE)	UNKNOWN	N	WET	PARK		PRVTE	W E									008		00
						6P			06			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK		018	000		10
										(02)													UNK					
															02	NONE 0	STRGHT											
																PRVTE	W E									000		00
																PSNGR CAR		01	DRVR	NONE	52	M	OR-Y		000	000		00
																							OR<25					
05122	N	N	N			10/16/2003	16	MAIN ST	INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
NONE						Thu	0	7TH ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	W E									000		00
						4P			03	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	25	F	OR-Y		000	000		00
																							OR<25					
															02	NONE 0	TURN-L											
																PRVTE	E S									000		00
																PSNGR CAR		01	DRVR	NONE	35	M	OR-Y		004	000		02
																							OR<25					
02134	N	N	N			06/25/2004	16	MAIN ST	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Fri	100	8TH ST	E	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	E W									000		00
						12P			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		000	000		00
										(02)													OR<25					
															02	NONE 0	TURN-L											
																PRVTE	N E									018		00
																PSNGR CAR		01	DRVR	NONE	77	F	OR-Y		028	000		02
																							OR<25					
01251	N	N	N			04/18/2004	16	MAIN ST	STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											01
NONE						Sun	50	10TH ST	E	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	W E									000		00
						4P			05			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	41	M	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		00
																PSNGR CAR		01	DRVR	INJC	22	F	OR-Y		000	000		00
																							OR<25					
04908	N	N	N			10/03/2003	16	MAIN ST	STRGHT		N	N	CLR	PED	01	NONE 0	STRGHT											02
CITY						Fri	40	10TH ST	W	(NONE)	UNKNOWN	N	DRY	PED		PRVTE	W E									000		00
						5A			06			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	75	M	OR-Y		000	000		00
										(02)													OR<25					
																	STRGHT	01	PED	INJC	63	F		04	057	037		02
																	S N											

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SER# / INVEST	SPED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
03747	N	N	N			08/02/2003	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Sat	10	14TH ST	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W										000	00
						11A			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		00
																PSNGR CAR		01	DRVR	NONE	47	M	OR-Y		000	000		00
																							OR<25					
04313	N	N	N			11/28/2004	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
CITY						Sun	12	14TH ST	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W										000	00
						2P			06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		00
																PSNGR CAR		01	DRVR	INJC	57	F	OR-Y		000	000		00
																							OR<25					
05414	N	N	N			10/30/2003	16	MAIN ST	STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											01
NONE						Thu	50	14TH ST	E	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	W E										000	00
						10A			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		00
																PSNGR CAR		01	DRVR	NONE	40	M	OR-Y		000	000		00
																							OR<25					
03908	N	N	N			10/26/2004	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
						Tue	10	14TH ST	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E										000	00
						2P			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	35	F	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		00
																PSNGR CAR		01	DRVR	NONE	55	M	OR-Y		000	000		00
																							OR<25					
01367	N	N	N			04/24/2004	16	MAIN ST	ALLEY		N	N	CLR	BIKE	01	NONE 0	TURN-L											02
NONE						Sat	100	16TH ST	E	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	N E										018	00
						4P			08			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	80	M	OR-Y		027	000		02
										(02)													OR<25					
																	STRGHT	01	BIKE	INJC	54	M			000	000		00
																	E W											
00692	N	N	N	N	N	02/02/2000	16	MAIN ST	STRGHT		N	N	CLD	S-1STOP	01	NONE 0	STRGHT											01
CITY						Wed	999	00000	UN	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E										000	01
						3P			00	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	30	F	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		
																PSNGR CAR		01	DRVR	INJC	53	M	OR-Y		000			
																							OR<25					

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																		02	PSNG	INJC	16	M						
																		03	PSNG	INJC	18	M						
02840	N	N	N	N	N	05/30/2000	16	MAIN ST	STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											01
NONE						Tue	999	00000	UN	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	W E									000		01
						11A			00	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		
																PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		000			
																							OR<25					
02609	N	N	N	N	N	05/22/2000	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
CITY						Mon	50	10TH ST	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W									000		01
						12P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	81	M	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		
																PSNGR CAR		01	DRVR	NONE	46	F	OR-Y		000			
																							OR<25					
02319	N	N	N	N	N	05/11/2000	16	MAIN ST	ALLEY		N	N	CLD	ANGL-OTH	01	NONE 0	TURN-L											02
NONE						Thu	100	11TH ST	W	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	S W									018		
						11A			08	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	INJC	42	F	OR-Y		028			02
										(02)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	W E									000		
																PSNGR CAR		01	DRVR	NONE	40	F	OR-Y		000			
																							OR<25					
01453	N	N	N	N	N	03/17/2000	16	MAIN ST	INTER	3-LEG	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
CITY						Fri	0	11TH ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	W E									000		
						11A			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	F	OR-Y		000			
																							OR<25					
															02	NONE 0	TURN-L											
																PRVTE	E S									000		
																PSNGR CAR		01	DRVR	NONE	67	M	OR-Y		004			02
																							OR<25					
01196	Y	N	N	N	N	03/13/2002	16	MAIN ST	STRGHT		N	Y	RAIN	FIX OBJ	01	NONE 0	STRGHT										040,057	01
NO RPT						Wed		12TH ST	E	(NONE)	UNKNOWN	N	WET	FIX		PRVTE	E W									000	040,057	01
						9P			06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	43	F	OR-Y		047	017		01
										(02)													OR<25					
02146	N	N	N	N	N	04/25/2000	16	MAIN ST	STRGHT		N	N	CLD	S-1STOP	01	NONE 0	STRGHT											01
CITY						Tue	50	12TH ST	W	(NONE)	NONE	N	DRY	REAR		PRVTE	W E											01
						4P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	18	M	OR-Y		026	038		01
										(02)													OR<25					
																		02	PSNG	INJB	14	F						

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															02	NONE 0 PRVTE PSNGR CAR	STOP W E									011		
																		01	DRVR	NONE	52	F	OR-Y OR<25		000			
03746	N	N	N	N	N	07/18/2000	16	MAIN ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
CITY						Tue	0	14TH ST	E		UNKNOWN	N	DRY	REAR		PRVTE	E W									000		01
						12P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y OR<25		026			01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W									011		
																		01	DRVR	NONE	33	F	OR-Y OR<25		000			
															03	NONE 0 PRVTE PSNGR CAR	STRGHT E W									022		
																		01	DRVR	NONE	36	M	OR-Y OR<25		000			
04665	N	N	N	N	N	09/11/2002	16	MAIN ST	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	01
NO RPT						Wed	0	14TH ST	E		UNKNOWN	N	DRY	REAR		PRVTE	E W									000		01
						8P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	27	M	OR-Y OR<25		026			01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W									011	013	
																		01	DRVR	INJC	46	F	OR-Y OR<25		000			
															03	NONE 0 PRVTE PSNGR CAR	STOP E W									011		
																		01	DRVR	INJC	52	M	OR-Y OR<25		000			
04502	N	N	N	N	N	08/29/2001	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
CITY						Wed	50	14TH ST	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W									000		01
						4P			06	0 (02)		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	54	F	OR-Y OR<25		026			01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W									011		
																		01	DRVR	INJC	24	M	OR-Y OR<25		000			
03144	N	N	N	N	N	06/16/2001	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	01
CITY						Sat	100	14TH ST	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W									000		01
						6P			08	0 (02)		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y OR<25		026			01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W									011	013	
																		01	DRVR	INJC	17	F	OR-Y OR<25		000			

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															03	NONE 0 / PRVTE / PSNGR CAR	STOP / E W	01	DRVR	INJC	57	F	OR-Y / OR<25		000	011	013	
															04	NONE 0 / PRVTE / PSNGR CAR	STOP / E W	01	DRVR	NONE	00	U	UNK / UNK		000	011		
00445	N	N	N	N	N	01/26/2001	16	MAIN ST	INTER	3-LEG	N		N	CLR	S-1STOP	01	NONE 0	STRGHT										013	01
CITY						Fri	0	14TH ST	W		UNKNOWN		N	DRY	REAR		PRVTE	E W									000		01
						3P			06	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y / OR<25		026			01
															02	NONE 0 / PRVTE / PSNGR CAR	STOP / E W	01	DRVR	INJC	55	M	OR-Y / OR<25		000	011	013	
															03	NONE 0 / PRVTE / PSNGR CAR	STOP / E W	01	DRVR	INJC	34	M	OR-Y / OR<25		000	011	013	
															04	NONE 0 / PRVTE / PSNGR CAR	STOP / E W	01	DRVR	NONE	48	F	OR-Y / OR<25		000	011		
01557	N	N	N	N	N	04/05/2002	16	MAIN ST	STRGHT		N		N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Fri	100	14TH ST	W	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	W E									000		01
						12P			08	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	30	F	OR-Y / OR<25		026			01
										(02)																			
															02	NONE 0 / PRVTE / PSNGR CAR	STOP / W E	01	DRVR	NONE	63	F	OR-Y / OR<25		000	011		
03215	N	N	N			07/03/2003	16	MAIN ST	STRGHT		N		N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Thu	200	14TH ST	W	(NONE)	UNKNOWN		N	DRY	REAR		PRVTE	W E									000		00
						1P			08				N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	39	F	OR-Y / OR<25		026	000		01
										(02)																			
															02	NONE 0 / PRVTE / PSNGR CAR	STOP / W E	01	DRVR	NONE	59	M	OR-Y / OR<25		000	011		00
																											000		00
05094	N	N	N	N	N	09/19/2000	16	MAIN ST	STRGHT		N		N	CLR	BIKE														06
NONE						Tue	300	14TH ST	W	(NONE)	UNKNOWN		N	DRY	SS-O														
						5P			08	0			N	DAY	INJ			STRGHT / W E	01	BIKE	INJC	38	M			045	000		06
										(02)																			

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															01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	18	M	OR-Y OR<25		000	000		
00548 CITY	N	N	N	N	N	01/31/2000 Mon 3P	16 999	MAIN ST 16TH ST	STRGHT E 05	(NONE) 0 (02)	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	51	M	OR-Y OR<25		026	000	013	01 01 01
															02	NONE 0 PRVTE PSNGR CAR	STOP W E	01	DRVR	NONE	49	F	OR-Y OR<25		000	011	013	
															03	NONE 0 PRVTE PSNGR CAR	STOP W E	01	DRVR	INJC	16	F	OR-Y OR<25		000	011	013	
																		02	PSNG	INJC	00	F					013	
																		03	PSNG	INJC	16	F					013	
															04	NONE 0 PRVTE PSNGR CAR	STOP W E	01	DRVR	NONE	25	M	OR-Y OR<25		000	011		
03179 NONE	N	N	N	N	N	07/01/2002 Mon 2P	16 40	MAIN ST 16TH ST	STRGHT E 06	(NONE) 0 (02)	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	45	M	OR-Y OR<25		026	000		01 01 01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W	01	DRVR	NONE	74	M	OR-Y OR<25		000	011		
03247 NONE	N	N	N	N	N	06/22/2001 Fri 4P	16 100	MAIN ST 16TH ST	STRGHT E 08	(NONE) 0 (02)	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	25	F	OR-Y OR<25		026	000	013	01 01 01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W	01	DRVR	INJC	20	F	OR-Y OR<25		000	011	013	
															03	NONE 0 PRVTE PSNGR CAR	STOP E W	01	DRVR	NONE	39	F	OR-Y OR<25		000	011	013	

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															04	NONE 0 PRVTE PSNGR CAR	STOP E W	01	DRVR	NONE	16	F	OR-Y OR<25		000		011	
04404 CITY	N	N	N	N	N	08/18/2000 Fri 2P	16 0	MAIN ST 16TH ST	INTER S 05	CROSS 0	N UNKNOWN	N N N	CLR DRY DAY	BIKE TURN INJ	01	NONE 0 PRVTE PSNGR CAR	TURN-R W S	01	DRVR	NONE	78	M	OR-Y OR<25		027		000	02
																	STRGHT W S	01	BIKE	INJC	12	M			000		000	
05275 NO RPT	N	N	N	N	N	10/15/2002 Tue 11A	16 150	MAIN ST 16TH ST	STRGHT W 08	(NONE) 0 (02)	N UNKNOWN	N N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	44	F	OR-Y OR<25		026		000	07 07
															02	NONE 0 PRVTE PSNGR CAR	STOP W E	01	DRVR	NONE	46	M	OR-Y OR<25		000		011	
02032 NONE	N	N	N	N	N	04/20/2000 Thu 4P	16 500	MAIN ST 16TH ST	STRGHT W 08	(NONE) 0 (02)	N UNKNOWN	N N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	33	M	OR-Y OR<25		026		000	01 01 01
															02	NONE 0 PRVTE PSNGR CAR	STOP W E	01	DRVR	INJC	18	M	OR-Y OR<25		000		011	
02929 CITY	N	N	N	N	N	06/01/2001 Fri 2P	16 0	MAIN ST 16TH ST	INTER CN 02	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	ANGL-OTH ANGL INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	INJC	82	F	OR-Y OR<25		000		000	04
															02	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	30	F	OR-Y OR<25		020		000	04
04092 NO RPT	N	N	N	N	N	08/17/2002 Sat 4P	16 0	MAIN ST 16TH ST	INTER CN 02	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	ANGL-OTH ANGL PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	20	M	OR-Y OR<25		000		000	04
															02	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	46	M	OR-Y OR<25		020		000	04
01315 CITY	N	N	N	N	N	03/01/2000 Wed 3P	16 0	MAIN ST 16TH ST	INTER CN 04	CROSS 0	N UNKNOWN	N N N	CLR DRY DAY	O-1TURN TURN PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	00	U	UNK UNK		000		000	02

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															02	NONE 0 PRVTE PSNGR CAR	TURN-L N E									000	
																		01	DRVR	NONE	82	F	OR-Y OR<25		004		02
00269	N	N	N	N	N	01/20/2002	16	MAIN ST	INTER	CROSS	N	N	RAIN	O-1TURN	01	NONE 0	STRGHT										02
NONE						Sun	0	16TH ST	CN		UNKNOWN	N	WET	TURN		PRVTE	S N								000		
						8P			04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	37	F	OR-Y OR<25		000		
															02	NONE 0 PRVTE PSNGR CAR	TURN-L N E									000	
																		01	DRVR	NONE	17	F	OR-Y OR<25		004		02
01519	N	N	N	N	N	04/03/2002	16	MAIN ST	INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT										02
NO RPT						Wed	0	16TH ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	S N								000		
						7P			04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	19	F	OR-Y OR<25		000		
																		02	PSNG	INJB	09	F					
															02	NONE 0 PRVTE PSNGR CAR	TURN-L N E									000	
																		01	DRVR	NONE	42	M	OR-Y OR<25		004		02
01625	N	N	N	N	N	04/09/2002	16	MAIN ST	INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	TURN-L										02
NONE						Tue	0	16TH ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	N E								000		
						11A			04	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y OR<25		004		02
															02	NONE 0 PRVTE PSNGR CAR	STRGHT S N									000	
																		01	DRVR	NONE	75	M	OR-Y OR<25		000		
03375	N	N	N	N	N	06/29/2001	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NO RPT						Fri	30	17TH ST	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W								000		01
						1P			06	0 (02)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y OR<25		026		01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W									011	
																		01	DRVR	NONE	22	M	OR-Y OR<25		000		
02801	N	N	N	N	N	05/26/2000	16	MAIN ST	STRGHT		N	N	CLR	O-1STOP	01	NONE 0	BACK										10
NONE						Fri	999	17TH ST	E	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	E W								000		
						2P			07	0 (02)		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	35	M	OR-Y OR<25		011		10
															02	NONE 0 PRVTE PSNGR CAR	STOP W E									011	
																		01	DRVR	NONE	35	F	OR-Y OR<25		000		

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04898	N	N	N	N	N	09/14/2001	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NO RPT						Fri	50	17TH ST	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E									000		01
						12P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		026			01
										(02)							OR<25											
															02	NONE 0	STOP											
																PRVTE	W E									011		
																PSNGR CAR		01	DRVR	NONE	30	F	OR-Y		000			
																	OR<25											
06659	Y	N	N	N	N	12/18/2002	19	MAIN ST	STRGHT		N	Y	RAIN	FIX OBJ	01	NONE 0	STRGHT										053,013	01
NO RPT						Wed		5TH ST	E	(NONE)	UNKNOWN	N	WET	FIX		PRVTE	W E									000	053,013	01
						4P			07	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	M	OR-Y		047	017		01
										(02)							OR<25											
															02	NONE 0	PRKD-P											
																PRVTE	W E									008		
																PSNGR CAR												
05518	N	N	N	N	N	10/13/2000	16	MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						Fri	0	5TH ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	W E									000		
						11A			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	74	M	OR-Y		000			
																	OR<25											
															02	NONE 0	STRGHT											
																PRVTE	N S									000		
																PSNGR CAR		01	DRVR	NONE	00	U	UNK		028			02
																	UNK											
03581	N	N	N	N	N	07/05/2000	16	MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NO RPT						Wed	0	6TH ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	E W									000		
						5P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	30	M	OR-Y		028			02
																	OR<25											
															02	NONE 0	STRGHT											
																PRVTE	N S									000		
																PSNGR CAR		01	DRVR	NONE	56	M	OR-Y		000			
																	OR<25											
01265	N	N	N	N	N	03/06/2001	19	MAIN ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Tue	0	6TH ST	CN		UNKNOWN	N	DRY	REAR		PRVTE	E W									000		01
						10A			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	58	F	OR-Y		026			01
																	OR<25											
															02	NONE 0	STOP											
																PRVTE	E W									012		
																PSNGR CAR		01	DRVR	INJC	48	F	OR-Y		000			
																	OR<25											
01976	N	N	N	N	N	04/13/2000	16	MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											04
NONE						Thu	0	6TH ST	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W E											
						3P			03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	26	F	OR-Y		020	038		04
																	OR<25											

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															02	NONE 0 PRVTE PSNGR CAR	STRGHT N S									000	
																		01	DRVR	INJC	24	F	OR-Y OR<25		000			
02380	N	N	N	N	N	05/02/2000 Tue 11A	19 0	MAIN ST 7TH ST	INTER E 06	CROSS 0	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W									000		01 01 01
NO RPT																		01	DRVR	NONE	45	M	OR-Y OR<25		026			
															02	NONE 0 PRVTE PSNGR CAR	STOP E W									011	
																		01	DRVR	INJC	33	F	OR-Y OR<25		000			
																		02	PSNG	INJB	27	F						
03340	N	N	N	N	N	07/09/2002 Tue 2P	16 20	MAIN ST 7TH ST	STRGHT E 06	(NONE) 0 (02)	N UNKNOWN	N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W									000		01 01 01
NONE																		01	DRVR	NONE	43	M	OR-Y OR<25		026			
															02	NONE 0 PRVTE PSNGR CAR	STOP E W									011	
																		01	DRVR	NONE	71	M	OR-Y OR<25		000			
01980	N	N	N	N	N	04/17/2001 Tue 10A	16 20	MAIN ST 8TH ST	STRGHT W 06	(NONE) 0 (02)	N UNKNOWN	Y N N	CLR DRY DAY	PRKD MV SS-O PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E											01 01 01
NO RPT																		01	DRVR	NONE	46	F	OR-Y OR<25		026		017	
															02	NONE 0 PRVTE PSNGR CAR	PRKD-P W E									008	
05167	N	N	N	N	N	09/26/2001 Wed 10A	16 0	MAIN ST 8TH ST	INTER CN 03	CROSS 0	N UNKNOWN	N N N	RAIN WET DAY	O-1TURN TURN INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT W E									000		02
NO RPT																		01	DRVR	NONE	33	F	OR-Y OR<25		000			
															02	NONE 0 PRVTE PSNGR CAR	TURN-L E S									000	
																		01	DRVR	INJC	90	F	OR-Y OR<25		004			02
05873	N	N	N	N	N	10/25/2000 Wed 6P	16 0	MAIN ST 9TH ST	INTER N 06	CROSS 0	N UNKNOWN	N N N	RAIN WET DUSK	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S									000		01 01 01
CITY																		01	DRVR	NONE	18	M	OR-Y OR<25		026			
															02	NONE 0 PRVTE PSNGR CAR	STOP N S									011	
																		01	DRVR	INJC	40	F	OR-Y OR<25		000			

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05616	N	N	N	N	N	10/18/2000	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NO RPT						Wed	75	9TH ST	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E									000		01
						2P			08	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		
																PSNGR CAR		01	DRVR	NONE	46	F	OR-Y		000			
																							OR<25					
02890	N	N	N			06/14/2003	16	MAIN ST	STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										040,053	01
NONE						Sat	50	GATEWAY BLVD	E	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	W E									000	040,053	00
						1A			05			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	28	M	OR-Y		047,081	017		01
										(02)													OR<25					
00732	N	N	N			03/06/2004	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Sat	10	GATEWAY BLVD	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W									000		00
						3P			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		00
																PSNGR CAR		01	DRVR	NONE	23	F	OR-Y		000	000		00
																							OR<25					
00165	N	N	N	N	N	01/12/2002	16	MAIN ST	STRGHT		N	N	CLR	O-1STOP	01	NONE 0	BACK											10
NONE						Sat	15	GATEWAY BLVD	E	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	W E									000		
						5P			06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		011			10
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		
																PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		000			
																							OR<25					
04963	N	N	N	N	N	09/11/2000	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Mon	50	GATEWAY BLVD	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W									000		01
						1P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	F	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		
																PSNGR CAR		01	DRVR	NONE	38	M	OR-Y		000			
																							OR<25					
																		02	PSNG	INJC	31	F						
01988	N	N	N			04/25/2003	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Fri	100	GATEWAY BLVD	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E									000		00
						6P			07			N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	17	F	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		00
																PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		000	000		00
																							OR<25					

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06084	N	N	N			12/04/2003	16	MAIN ST	STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											01
NONE						Thu	400	GATEWAY BLVD	E	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	E W										000	00
						4P			08			N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	22	M	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		00
																PSNGR CAR		01	DRVR	NONE	19	F	OR-Y		000	000		00
																							OR<25					
05929	N	N	N	N	N	11/14/2002	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Thu	100	GATEWAY BLVD	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E									000		01
						12P			08	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		
																PSNGR CAR		01	DRVR	NONE	33	F	OR-Y		000			
																							OR<25					
03918	N	N	N	N	N	07/27/2001	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Fri	200	GATEWAY BLVD	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E									000		01
						5P			08	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	49	F	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		
																PSNGR CAR		01	DRVR	NONE	45	M	OR-Y		000			
																							OR<25					
01176	N	N	N			03/09/2003	16	MAIN ST	STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											01
NONE						Sun	10	GOSHEN-DIVIDE HY	E	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	E W									000		00
						5P			06			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	99	M	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		00
																PSNGR CAR		01	DRVR	NONE	51	M	OR-Y		000	000		00
																							OR<25					
																		02	PSNG	INJC	70	F			000	000		00
04179	N	N	N	N	N	08/10/2001	16	MAIN ST	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NO RPT						Fri	200	GOSHEN-DIVIDE HY	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E									000		01
						4P			07	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		
																PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		000			
																							OR<25					
02858	N	N	N	N	N	06/02/2001	16	MAIN ST	ALLEY		N	N	CLD	ANGL-OTH	01	NONE 0	BACK											10
NONE						Sat	100	O ST	E	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	N S									018		
						5P			08	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	82	F	OR-Y		011			10
										(02)													OR<25					

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															02	NONE 0 PRVTE PSNGR CAR	STRGHT E W									000	
04569 CITY	N	Y	N	N	N	09/10/2002 Tue 11P	16 50	MAIN ST Q ST	STRGHT E 06	(NONE) 0 (02)	N UNKNOWN	Y N N	CLR DRY DLIT	PRKD MV SS-O PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	20	M	OR-Y OR<25		026	000		09 09
															02	NONE 0 PRVTE PSNGR CAR	PRKD-P E W									008	
00131 CITY	N	N	N	N	N	01/06/2000 Thu 6P	16 0	MAIN ST RIVER RD	INTER E 06	CROSS 0	N UNKNOWN	N N N	RAIN WET DLIT	S-1STOP REAR INJ	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	48	M	OR-Y OR<25		026	000		01 01 01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W	01	DRVR	INJC	40	F	OR-Y OR<25		000	011		
03376 NONE	N	N	N	N	N	07/11/2002 Thu 4P	16 100	MAIN ST RIVER RD	STRGHT W 07	(NONE) 0 (02)	N UNKNOWN	N N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	17	M	OR-Y OR<25		026	000		01 01 01
															02	NONE 0 PRVTE PSNGR CAR	STOP E W	01	DRVR	NONE	17	M	OR-Y OR<25		000	011		
00309 NONE	N	N	N			01/30/2004 Fri 3P	16 200	MAIN ST RIVER RD	STRGHT W 07	(NONE) (02)	N UNKNOWN	N N N	CLR DRY DAY	S-STRGHT PARK PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	60	F	OR-Y OR<25		018	000		10 00 10
															02	NONE 0 PRVTE PSNGR CAR	STRGHT E W	01	DRVR	NONE	21	F	OR-Y OR<25		000	000		00 00
06881 NO RPT	N	N	N	N	N	12/16/2001 Sun 6P	16 0	MAIN ST RIVER RD	INTER CN 03	CROSS 0	N UNKNOWN	N N N	RAIN WET DLIT	ANGL-OTH ANGL PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	36	M	OR-Y OR<25		028	000		02 02
															02	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	37	M	OR-Y OR<25		000	000		

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04508	N	N	N			09/11/2003	16	MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Thu	0	RIVER RD	CN		UNKNOWN	N	DRY	ANGL		PRVTE	W E									000		00
						2P			03	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	38	F	OR-Y		000	000		00
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	NE SW									000		00
																PSNGR CAR		01	DRVR	NONE	29	M	OR-Y		028	000		02
																							OR<25					
01751	N	N	N			03/28/2004	16	MAIN ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
						Sun	0	RIVER RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	NE SW									015		00
						2P			03	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		028	000		02
																							OR<25					
															02	NONE 0	TURN-L											
																PRVTE	W NE									000		00
																PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		000	000		00
																							OR<25					
05218	N	N	N			10/21/2003	16	MAIN ST	INTER	CROSS	N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
CITY						Tue	0	RIVER RD	CN		UNKNOWN	N	DRY	TURN		PRVTE	SW NE									000		00
						8P			04	99		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	43	M	OR-Y		000	000		00
																							OR<25					
															02	NONE 0	TURN-L											
																PRVTE	NE E									000		00
																PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		004	000		02
																							OR<25					
03410	N	N	N			09/23/2004	16	MAIN ST	STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										040	01
						Thu	30	S ST	E	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	E W									000	040	00
						1A			06			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y		047,081	017		01
										(02)													OR<25					
01864	N	N	N			06/03/2004	16	MAIN ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											01
CITY						Thu	50	S ST	W	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	E W									000		00
						11P			05			N	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	18	M	OR-Y		026	017		01
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	E W									008		00
																PSNGR CAR												
01979	N	N	N	N	N	04/17/2001	16	MAIN ST	ALLEY		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Tue	999	WHITEAKER AVE	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E									000		01
						2P			06	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	37	F	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									012		
																PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		000			
																							OR<25					

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01018	N	N	N	N	N	03/01/2002	19	MAIN ST	STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											10
NONE						Fri		WHITEAKER AVE	W	(NONE)	UNKNOWN	N	DRY	PARK		PRVTE	E W										000	
						1P			07	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	41	M	OR-Y		000			
										(02)													OR<25					
															02	NONE 0	PARKNG											
																PRVTE	E W									008		
																PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		018			10
																							OR<25					
01164	N	N	N	N	N	03/02/2001	16	MAIN ST	INTER	CROSS	N	N	RAIN	O-1TURN	01	NONE 0	STRGHT											02
NONE						Fri	0	WHITEAKER AVE	CN		UNKNOWN	N	WET	TURN		PRVTE	S N									000		
						5P			04	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	43	F	OR-Y		000			
																							OR<25					
															02	NONE 0	TURN-L											
																PRVTE	N E									000		
																PSNGR CAR		01	DRVR	NONE	20	M	OR-Y		004			02
																							OR<25					
00791	N	N	N			02/14/2003	19	OSTRANDER LN	CURVE		N	Y	RAIN	PRKD MV	01	NONE 0	STRGHT											01
NONE						Fri	100	16TH ST	NW	(NONE)	UNKNOWN	N	WET	SS-M		PRVTE	NW SE									000		00
						11P			07			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		026		017	01
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	SE NW									008		00
																PSNGR CAR												
03840	N	N	N	N	N	07/25/2001	19	OSTRANDER LN	ALLEY		N	Y	CLR	PRKD MV	01	NONE 0	BACK											10
NONE						Wed	999	00000	UN	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	E W									018		
						6P			00	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	76	F	OR-Y		011			10
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	NW SE									008		
																PSNGR CAR												
01567	N	N	N	N	N	04/05/2002	19	OSTRANDER LN	ALLEY		N	Y	CLR	PRKD MV	01	NONE 0	BACK											10
NONE						Fri		16TH ST	SE	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	E W									018		
						2P			07	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	75	M	OR-Y		011			10
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	NW SE									008		
																PSNGR CAR												
06182	N	N	N	N	N	11/29/2002	19	PARKS RD	ALLEY		N	N	FOG	PRKD MV	01	NONE 0	BACK											10
NONE						Fri	999	HILLSIDE DR	E	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	N S									018		
						9P			07	0		Y	DARK	PDO		PSNGR CAR		01	DRVR	NONE	46	M	OR-Y		011			10
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	W E									008		
																PSNGR CAR												

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01247	N	N	N	N	N	03/15/2002	19	PENNOYER AVE	ALLEY		N	Y	RAIN	PRKD MV	01	NONE 0	BACK										10
NONE						Fri	300	DOUGLAS ST	NW	(NONE)	UNKNOWN	N	WET	BACK		PRVTE	E W									018	
						6P			08	0		Y	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	44	F	OR-Y		011			10
										(02)													OR<25					
															02	NONE 0	PRKD-P										
																PRVTE	NW SE									008	
																PSNGR CAR											
03109	N	N	N			09/02/2004	19	QUINCY AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
						Thu	0	6TH ST	CN		UNKNOWN	N	DRY	ANGL		PRVTE	S N									000		00
						9A			02	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	71	F	OR-Y		028	000		02
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	E W									000		00
																PSNGR CAR		01	DRVR	NONE	70	F	OR-Y		000	000		00
																							OR<25				
01118	N	N	N			04/02/2004	19	QUINCY AVE	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L										02
NONE						Fri	0	12TH ST	CN		UNKNOWN	N	DRY	TURN		PRVTE	S W									000		00
						6P			01	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	OR-Y		028	000		02
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	E W									000		00
																PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		000	000		00
																							OR<25				
05663	N	N	N	N	N	11/05/2002	19	QUINCY AVE	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										02
CITY						Tue	0	6TH ST	CN		STOP SIGN	N	DRY	ANGL		PRVTE	E W									015		
						7P			01	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	INJC	18	F	OR-Y		028			02
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	N S									000		
																PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		000			
																							OR<25				
03878	N	N	N			08/10/2003	19	R ST	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT										01
CITY						Sun	100	BRYANT AVE	S	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	S N									000		00
						7P			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	22	F	OTH-Y		026	000		01
										(02)													N-RES				
															02	NONE 0	PRKD-P										
																PRVTE	S N									008		00
																PSNGR CAR											
00811	N	N	N			03/12/2004	19	R ST	STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										040,053	01
NONE						Fri	40	HARRISON AVE	N	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE	N S									000	040,053	00
						2P			06			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		047,081	017		01
										(02)													OR<25				

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01682	N	N	N			05/25/2004	19	RIVER RD	ALLEY		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Tue	150	H ST	SW	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	SW NE									000	00
						4P			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	59	F	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP										
																PRVTE	SW NE									011	00
																PSNGR CAR		01	DRVR	NONE	41	F	OR-Y		000	000	00
																							OR<25				
01890	N	N	N			04/20/2003	19	RIVER RD	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT										01
NONE						Sun	500	MAIN ST	NE	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	NE SW									000	00
						11A			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		026	000		01
										(02)													OR<25				
															02	NONE 0	STOP										
																PRVTE	NE SW									011	00
																PSNGR CAR		01	DRVR	NONE	45	M	OR-Y		000	000	00
																							OR<25				
02288	N	N	N			07/09/2004	19	RIVER RD	ALLEY		N	N	CLR	S-1TURN	01	NONE 0	STRGHT										06
NONE						Fri	100	WHITAKER AVE	SW	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	SW NE									000	00
						5P			07			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	OR-Y		032	000		06
										(02)													OR<25				
															02	NONE 0	TURN-L										
																PRVTE	SW W									019	00
																PSNGR CAR		01	DRVR	NONE	18	F	OR-Y		000	000	00
																							OR<25				
02139	N	N	N	N	N	04/24/2000	16	RIVER RD	STRGHT		N	N	CLR	O-STRGHT	01	NONE 0	STRGHT										01
NO RPT						Mon	999	WOODSON PL	SW	(NONE)	UNKNOWN	N	DRY	HEAD		PRVTE	SW NE										01
						6A			07	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	47	M	OR-Y		039	038		01
										(02)													OR<25				
															02	NONE 0	STRGHT										
																PRVTE	NE SW									000	
																PSNGR CAR		01	DRVR	NONE	25	F	OR-Y		000		
																							OR<25				
05506	N	N	N			11/05/2003	16	RIVER RD	INTER	3-LEG	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT										02
CITY						Wed	0	WOODSON PL	CN		UNKNOWN	N	WET	TURN		PRVTE	NE SW									000	00
						2P			03	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	32	F	OR-Y		000	000	00
																							OR<25				
															02	NONE 0	TURN-L										
																PRVTE	NW NE									000	00
																PSNGR CAR		01	DRVR	NONE	80	M	OR-Y		028	000	02
																							OR<25				
00076	N	N	N	N	N	01/04/2000	16	ROW RIVER RD	STRGHT		N	N	RAIN	S-1STOP	01	NONE 0	STRGHT										01
NONE						Tue	999	00000	UN	(NONE)	UNKNOWN	N	WET	REAR		PRVTE	S N									000	01
						4P			00	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	57	M	OR-Y		026		01
										(02)													OR<25				

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															02	NONE 0 / PRVTE / PSNGR CAR	STOP / S N									011	
																		01	DRVR	INJC	38	M	OR-Y / OR<25		000		
04933	N	N	N			10/10/2003 / Fri / 2P	16 / 100	ROW RIVER RD / COTTAGE GROVE CON	ALLEY / S / 08	(NONE) / (02)	N / UNKNOWN	N / N	CLR / DRY / DAY	O-1TURN / TURN / PDO	01	NONE 0 / PRVTE / PSNGR CAR	STRGHT / S N	01	DRVR	NONE	24	M	OR-Y / OR<25		000	000		02 / 00 / 00
NONE																												
															02	NONE 0 / PRVTE / PSNGR CAR	TURN-L / N E	01	DRVR	NONE	48	M	OR-Y / OR<25		004	019 / 000		00 / 02
03457	N	N	N			07/16/2003 / Wed / 12P	16 / 10	ROW RIVER RD / COTTAGE GROVE CONN	STRGHT / S / 06	(NONE) / (02)	N / UNKNOWN	N / N	CLR / DRY / DAY	S-1STOP / REAR / PDO	01	NONE 0 / PRVTE / PSNGR CAR	STRGHT / S N	01	DRVR	NONE	73	F	OR-Y / OR<25		026	000		01 / 00 / 01
NONE																												
															02	NONE 0 / PRVTE / PSNGR CAR	STOP / S N	01	DRVR	NONE	48	F	OR-Y / OR<25		000	011 / 000		00 / 00
04276	N	N	N	N	N	08/24/2002 / Sat / 5P	16 / 50	ROW RIVER RD / COTTAGE GROVE CONN	STRGHT / S / 06	(NONE) / 0 / (02)	N / UNKNOWN	N / N	CLR / DRY / DAY	S-1STOP / REAR / INJ	01	NONE 0 / PRVTE / PSNGR CAR	STRGHT / S N	01	DRVR	NONE	27	F	OR-Y / OR<25		026	000		01 / 01 / 01
CITY																												
															02	NONE 0 / PRVTE / PSNGR CAR	STRGHT / S N	01	DRVR	INJB	34	F	OR-Y / OR<25		000	011		
																		02	PSNG	INJB	38	F						
00839	N	N	N	N	N	02/16/2002 / Sat / 3P	16	ROW RIVER RD / COTTAGE GROVE CONN	STRGHT / S / 07	(NONE) / 0 / (02)	N / UNKNOWN	N / N	CLR / DRY / DAY	S-STRGHT / PARK / PDO	01	NONE 0 / PRVTE / PSNGR CAR	STRGHT / N S	01	DRVR	NONE	54	M	OR-Y / OR<25		000	000		10 / /
NONE																												
															02	NONE 0 / PRVTE / PSNGR CAR	PARKNG / N S	01	DRVR	NONE	32	M	OR-Y / OR<25		018	008		10
00850	N	N	N	N	N	02/21/2002 / Thu / 6P	19 / 300	ROW RIVER RD / COTTAGE GROVE CONN	ALLEY / S / 08	(NONE) / 0 / (02)	N / UNKNOWN	N / N / Y	CLR / DRY / DLIT	ANGL-OTH / TURN / PDO	01	NONE 0 / PRVTE / PSNGR CAR	STRGHT / S N	01	DRVR	NONE	46	M	OR-Y / OR<25		000	000		02 / /
NONE																												
															02	NONE 0 / PRVTE / PSNGR CAR	TURN-L / E S	01	DRVR	NONE	32	M	OR-Y / OR<25		028	018		02

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02004	N	N	N			06/12/2004	16	ROW RIVER RD	STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											06
NONE						Sat	100	DAVIDSON AVE	N	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	N S									000		00
						2A			08			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OR-Y		045	000		06
										(04)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	21	M	OR-Y		000	000		00
																							OR<25					
03818	N	N	N			08/01/2003	17	ROW RIVER RD	STRGHT		N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											06
NONE						Fri	30	DAVIDSON AVE	S	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	N S									000		00
						4P			05			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	25	M	OR-Y		045	000		06
										(04)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	46	F	OR-Y		000	000		00
																							OR<25					
03467	N	N	N			09/29/2004	19	ROW RIVER RD	CURVE		N	Y	RAIN	FIX OBJ	01	NONE 0	STRGHT										079,010	01
COUNTY						Wed	300	DAVIDSON AVE	S	(NONE)	UNKNOWN	N	WET	FIX		PRVTE	S N									000	079,010	00
						5P			08			N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	18	M	OR-Y		047,081	017		01
										(02)													OR<25					
																											079,010	
																		02	PSNG	INJC	18	M			000	000		00
01343	N	N	N			04/23/2004	16	ROW RIVER RD	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Fri	500	THORNTON LN	N	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
						1P			07			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	78	M	OR-Y		042	000		01
										(02)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	S N									000		00
																PSNGR CAR		01	DRVR	NONE	47	M	OR-Y		000	000		00
																							OR<25					
01716	N	N	N			05/21/2004	19	ROW RIVER RD	ALLEY		N	N	CLR	O-1TURN	01	NONE 0	STRGHT											02
NONE						Fri	100	THORNTON LN	N	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	N S									000		00
						11A			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK		000	000		00
										(02)													UNK					
															02	NONE 0	TURN-L											
																PRVTE	S W									019		00
																PSNGR CAR		01	DRVR	NONE	54	F	OR-Y		004	000		02
																							OR<25					
01321	N	N	N	N	N	03/01/2000	19	ROW RIVER RD	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
CITY						Wed	500	THORNTON LN	S	(NONE)	NO-PASS-ZN	N	DRY	TURN		PRVTE	N S									000		
						2P			07	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	42	F	OR-Y		000			
										(02)													OR<25					
															02	NONE 0	TURN-L											
																PRVTE	W N									018		
																PSNGR CAR		01	DRVR	INJB	55	F	OR-Y		028			02
																							OR<25					

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SER# / INVEST	SPED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00578	N	N	N			02/03/2003	16	ROW RIVER RD	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
NONE						Mon	500	THORNTON LN	S	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	E S										018	00
						6P			07			N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	75	M	OR-Y		028	000		02
										(02)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	54	M	OR-Y		000	000		00
																							OR<25					
01602	N	N	N			04/05/2003	16	ROW RIVER RD	ALLEY		N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Sat	100	THORNTON LN	S	(NONE)	UNKNOWN	N	WET	TURN		PRVTE	S N									000		00
						7P			08			N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y		000	000		00
										(02)													OR<25					
															02	NONE 0	TURN-L											
																PRVTE	E S									018		00
																PSNGR CAR		01	DRVR	INJC	64	M	OR-Y		028	000		02
																							OR<25					
02596	N	N	N			05/28/2003	16	ROW RIVER RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
NONE						Wed	0	THORNTON LN	CN		UNKNOWN	N	DRY	TURN		PRVTE	E S									000		00
						7P			01	99		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	25	M	OR-Y		028	000		02
																							OR<25					
															02	NONE 0	TURN-L											
																PRVTE	N E									000		00
																PSNGR CAR		01	DRVR	NONE	22	F	OR-Y		000	000		00
																							OR<25					
02893	N	N	N	N	N	06/04/2001	16	ROW RIVER RD	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						Mon	999	THORNTON RD	N	(NONE)	UNKNOWN	N	DRY	TURN		PRVTE	N S									000		
						11A			06	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	28	M	OR-Y		000			
										(02)													OR<25					
															02	NONE 0	TURN-L											
																PRVTE	W N									018		
																PSNGR CAR		01	DRVR	NONE	79	F	OR-Y		028			02
																							OR<25					
01426	N	N	N	N	N	03/20/2001	16	ROW RIVER RD	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
NONE						Tue	0	THORNTON RD	CN		UNKNOWN	N	DRY	TURN		PRVTE	E S									000		
						5P			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	M	OR-Y		028			02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N S									000		
																PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		000			
																							OR<25					
01153	N	N	N	N	N	03/12/2002	16	ROW RIVER RD	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
CITY						Tue	0	THORNTON RD	CN		STOP SIGN	N	WET	ANGL		PRVTE	NE SW									015		
						3P			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	19	M	OR-Y		028			02
																							OR<25					

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															02	NONE 0 PRVTE PSNGR CAR	STRGHT SE NW									000	
																		01	DRVR	INJC	32	M	OR-Y OR<25		000		
																		02	PSNG	INJC	05	F					
01250 NO RPT	N	N	N	N	N	03/15/2002 Fri 5P	16 0	ROW RIVER RD THORNTON RD	INTER CN 01	CROSS 0	N STOP SIGN	N N	RAIN WET DAY	ANGL-OTH ANGL PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT SW NE	01	DRVR	NONE	34	F	OR-Y OR<25		021	000		03 03
															02	NONE 0 PRVTE PSNGR CAR	STRGHT NW SE	01	DRVR	NONE	45	M	OR-Y OR<25		000	000		
00129 NONE	N	N	N	N	N	01/07/2001 Sun 5P	16 0	ROW RIVER RD THORNTON RD	INTER CN 02	CROSS 0	N UNKNOWN	N N	CLR DRY DUSK	ANGL-OTH ANGL PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT NE SW	01	DRVR	NONE	17	F	OR-Y OR<25		000	000		02
															02	NONE 0 PRVTE PSNGR CAR	STRGHT SE NW	01	DRVR	NONE	31	M	OR-Y OR<25		028	000		02
03135 NO RPT	N	N	N	N	N	06/17/2001 Sun 11A	16 0	ROW RIVER RD THORNTON RD	INTER CN 04	CROSS 0	N UNKNOWN	N N	CLR DRY DAY	ANGL-OTH ANGL PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT S N	01	DRVR	NONE	56	F	OR-Y OR<25		000	000		02 02
															02	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	30	M	OR-Y OR<25		028	000		02
00386 NONE	N	N	N			02/06/2004 Fri 3P	19 0	TAYLOR AVE 6TH ST	INTER CN 03	CROSS 99	N UNKNOWN	N N	RAIN WET DAY	ANGL-OTH ANGL PDO	01	NONE 0 PRVTE PSNGR CAR	STRGHT N S	01	DRVR	NONE	78	F	OR-Y OR<25		028	000 000		02 00 02
															02	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	57	F	OR-Y OR<25		000	000 000		00 00
05105 NO RPT	N	N	N	N	N	10/03/2002 Thu 8P	17 0	TAYLOR AVE 10TH ST	INTER E 06	3-LEG 0	N STOP SIGN	N N	RAIN WET DARK	ANGL-STP TURN PDO	01	NONE 0 PRVTE PSNGR CAR	TURN-L N E	01	DRVR	NONE	00	U	UNK UNK		002	000		08 08
															02	NONE 0 PRVTE PSNGR CAR	STOP E W	01	DRVR	NONE	41	F	OR-Y OR<25		000	011		

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SER# / INVEST	SPED	ALC	DRUGS	SCHL	WORK	DATE / DAY / TIME	CLASS / DIST FROM	CITY STREET / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02296	N	N	N	N	N	05/05/2001	19	TAYLOR AVE	STRGHT		N	Y	CLR	PRKD MV	01	NONE 0	STRGHT											12
NO RPT						Sat	500	10TH ST	W	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	E W										000	
						12P			08	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	42	M	OR-Y		000			
										(02)													OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	E W									008		
																PSNGR CAR												
01989	N	N	N	N	N	04/14/2000	17	TAYLOR AVE	INTER	3-LEG	N	N	CLD	PED	01	NONE 0	STRGHT											02
CITY						Fri	0	10TH ST	CN		STOP SIGN	N	WET	PED		PRVTE	E W									000		
						2P			02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	M	OR-Y		000			
																							OR<25					
																	STRGHT	01	PED	INJB	16	F		01	055	035		02
																	S N											
00335	N	N	N	N	N	01/23/2002	19	TAYLOR AVE	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Wed	100	6TH ST	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	E W									000		01
						2P			08	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		026			01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	E W									011		
																PSNGR CAR		01	DRVR	NONE	18	M	OR-Y		000			
																							OR<25					
01412	N	N	N	N	N	03/13/2000	17	TAYLOR AVE	ALLEY		N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											10
CITY						Mon	250	G ST	W	(NONE)	UNKNOWN	N	WET	BACK		PRVTE	W E									000		
						2P			08	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	31	M	OR-Y		000			
										(02)													OR<25					
															02	NONE 0	BACK											
																PRVTE	N S									018		
																PSNGR CAR		01	DRVR	NONE	64	M	OR-Y		011			10
																							OR<25					
03415	N	N	N			07/13/2003	19	THORNTON LN	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Sun	100	ROW RIVER RD	W	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	S N									000		00
						12P			08			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	56	M	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	S N									011		00
																PSNGR CAR		01	DRVR	NONE	42	M	OR-Y		000	000		00
																							OR<25					
01399	N	N	N	N	N	03/17/2001	16	THORNTON RD	STRGHT		N	N	CLR	O-1STOP	01	NONE 0	BACK											10
NONE						Sat	30	ROW RIVER RD	NE	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	NE SW									000		
						1A			05	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	36	M	OR-Y		011			10
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	SW NE									011		
																PSNGR CAR		01	DRVR	NONE	50	F	OR-Y		000			
																							OR<25					

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04545	N	N	N			09/14/2003	16	THORNTON RD	ALLEY		N	N	CLR	ANGL-OTH	01	NONE 0	BACK											10
NONE						Sun	100	WHITEAKER AVE	SW	(NONE)	UNKNOWN	N	DRY	BACK		PRVTE	W E									018		00
						2P			07			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	30	M	OR-Y		011	000		10
										(02)													OR<25					
															02	NONE 0	STRGHT											
																PRVTE	NE SW									000		00
																PSNGR CAR		01	DRVR	NONE	16	F	OR-Y		000	000		00
																							OR<25					
00092	N	N	N	N	N	01/05/2000	17	TYLER AVE	INTER	3-LEG	N	N	CLD	PED	01	NONE 0	TURN-L											02
CITY						Wed	0	10TH ST	E		UNKNOWN	N	WET	PED		PRVTE	E S									000		
						8A			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	64	M	OR-Y		029			02
																							OR<25					
																	STRGHT	01	PED	INJC	15	F		04	000	037		
																	N S											
05106	Y	N	N	N	N	09/19/2000	19	WASHINGTON AVE	INTER	CROSS	N	Y	CLR	PRKD MV	01	NONE 0	TURN-L											01
NO RPT						Tue	0	11TH ST	S		UNKNOWN	N	DRY	TURN		PRVTE	E S											01
						3P			05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y		047	017		01
																							OR<25					
															02	NONE 0	PRKD-P											
																PRVTE	S N									008		
																PSNGR CAR												
06860	N	N	N	N	N	12/15/2000	16	WHITEAKER AVE	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT										013	02
NO RPT						Fri	0	6TH ST	CN		UNKNOWN	N	WET	ANGL		PRVTE	N S									000		
						11A			01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	61	F	OR-Y		028			02
																							OR<25					
															02	NONE 0	STRGHT											
																PRVTE	E W									000	013	
																PSNGR CAR		01	DRVR	INJC	53	F	OR-Y		000			
																							OR<25					
															03	NONE 0	PRKD-P											
																PRVTE	W E									008		
																PSNGR CAR												
02745	N	N	N			06/06/2003	19	WHITEAKER AVE	STRGHT		N	N	CLR	S-1STOP	01	NONE 0	STRGHT											01
NONE						Fri	100	MAIN ST	E	(NONE)	UNKNOWN	N	DRY	REAR		PRVTE	W E									000		00
						3P			07			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	60	M	OR-Y		026	000		01
										(02)													OR<25					
															02	NONE 0	STOP											
																PRVTE	W E									011		00
																PSNGR CAR		01	DRVR	NONE	45	F	OR-Y		000	000		00
																							OR<25					
00310	N	N	N	N	N	01/19/2000	16	WHITEAKER AVE	STRGHT		N	N	CLD	S-STRGHT	01	NONE 0	STRGHT											06
CITY						Wed	999	MAIN ST	E	(NONE)	UNKNOWN	N	DRY	SS-O		PRVTE	W E									000		
						4P			07	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	INJC	37	M	OR-Y		045			06
										(03)													OR<25					

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															02	NONE 0 PRVTE PSNGR CAR	STRGHT W E	01	DRVR	NONE	39	F	OR-Y OR<25		000	000		

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP ANOTHER VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF-ROAD
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SP
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS--RAG	DISREGARDED R-A-G TRAFFIC SIGNAL.
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST CLOTHING NOT VISIBLE
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (CITATION ISSUED)
33	RECKLESS	RECKLESS DRIVING (CITATION ISSUED)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1TURN	FROM OPPOSITE DIRECTION - ONE TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	NO DIM	FAILED TO DIM LIGHTS (UNTIL 4/1/97) / INATTENTION (AFTER 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING, EXITING PARKED POSITION WITH INSUFFICIENT CLEARANCE OR OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY (VEHICLE IS DELIBERATELY TRAVELING ON WRONG SIDE)
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION – NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION – TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAYON RD	STANDING OR LYING IN ROADWAY
073	DIS POL	DISREGARDING POLICE (ELUDING)
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER CORRECTING
084	INATTENT	INATTENTION (4/1/1997)
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	PED INV	PEDESTRIAN INVOLVED (NON-PEDESTRIAN ACCIDENT)
005	SUB-PED	“SUB-PED”: PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	BIKE INV	TRICYCLE-BICYCLE INVOLVED
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE (OCCUPANTS ONLY)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BARS OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING (ON BRIDGE AND APPROACH)
047	BR ABUT	BRIDGE ABUTMENT (APPROACH ENDS)
048	BR COLMN	BRIDGE PILLAR OR COLUMN (EVEN THOUGH STRUCK PROTECTIVE GUARD RAIL FIRST)
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE – TYPE UNKNOWN
053	POLE UTL	POLE – POWER OR TELEPHONE
054	ST LIGHT	POLE – STREET LIGHT ONLY
055	TRF SGNL	POLE – TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE – SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, ROCKS OFF OR ON ROAD, FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	SPEED BUMP, OTHER BUMP, POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	HOLE	CHUCKHOLE IN ROAD, LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ F MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY OTHER MOVING OR FLYING OBJECT
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTH ACDT	ACCIDENT RELATED TO ANOTHER SEPARATE ACCIDENT
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE (ON PAR OR REPORT)
093	CELL-POL	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL-WTN	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	UNKNOWN TYPE OF FIXED OBJECT
101	OTHER OBJ	OTHER OR UNKNOWN OBJECT, NOT FIXED
104	OUTSIDE V	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS AND/OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS AND/OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR/TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE
125	SHLDR	SHOULDER GAVE WAY

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONV
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING A
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

PEDESTRIAN LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
01	PSNGR CAR	PASSENGER CAR, PICKUP, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, MOTOR SCOOTER, OR MOTOR BICYCLE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

APPENDIX L: Study Intersection Operational Performance

Existing Weekday PM Peak Hour Intersection Level of Service

Intersection	Jurisdiction	Performance Standard (v/c)	Volume / Capacity	Level of Service	Average Delay (Sec)	Standard Met?	PHF Measured	PHF Applied
Signalized Intersections								
I-5 SB Ramp/Cottage Grove Connector	ODOT	0.85	**0.88**	D	44	**No**	-	0.92
I-5 NB Ramp/Row River Road	ODOT	0.85	0.53	B	14	Yes	-	0.92
OR 99/Woodson Place	ODOT	0.90	0.58	A	10	Yes	0.94	0.94
OR 99/Main Street	ODOT	0.90	0.71	D	50	Yes	0.92	0.92
OR 99/6th Street	ODOT	0.90	0.33	B	11	Yes	0.87	0.87
OR 99/4th Street	ODOT	0.90	0.33	B	19	Yes	-	0.92
Main Street/River Road	City	0.90	0.41	B	17	Yes	-	0.92
Main Street/16th Street	City	0.90	0.59	B	17	Yes	-	0.92
Main Street/Gateway Boulevard	City	0.90	0.78	C	28	Yes	-	0.92
Unsignalized Intersections								
OR 99/River Road	ODOT/Lane	0.80 / 0.85	0.03 / 0.23	A / B	3	Yes	-	0.92
Harrison Avenue/River Road*	City	E	0.22	A	9	Yes	-	0.92
Main Street/R Street	City	E	0.05 / 0.10	A / B	3	Yes	-	0.92
Monroe Avenue/10th Street	City	E	0.01 / 0.06	A / B	2	Yes	-	0.92
Taylor Avenue/8th Street*	City	E	0.18	A	8	Yes	-	0.92
I-5/6th Street (southbound off ramp)	ODOT/Lane	0.80 / 0.85	0.23	A / B	5	Yes	-	0.92
I-5 NB OFF Ramp Right Turn /Row River Road	ODOT	0.85	0.12	A / B	1	Yes	-	0.92
OR 99/Cottage Grove Connecter (OR 99 northbound & southbound)	ODOT	0.90	0.31	A / C	5	Yes	-	0.92
OR 99/Cottage Grove Connecter (CGC northbound right turn)	ODOT	0.90	0.03 / 0.09	A / A	3	Yes	-	0.92
OR 99/Cottage Grove Connecter (OR 99 easbound left turn)	ODOT	0.90	0.17	A / C	1	Yes	-	0.92

Future Weekday PM Peak Hour Intersection Level of Service - Previously Identified Projects Scenario (with Future Streets)

Intersection	Jurisdiction	Performance Standard (v/c)	Volume / Capacity	Level of Service	Average Delay (Sec)	Standard Met?	PHF Measured	PHF Applied
Signalized Intersections								
I-5 SB Ramp/Cottage Grove Connector	ODOT	0.80	**>1**	F	136	**No**	-	0.95
I-5 NB Ramp/Row River Road	ODOT	0.80	**0.89**	C	24	**No**	-	0.95
OR 99/Woodson Place	ODOT	0.80	**0.87**	C	23	**No**	0.94	0.95
OR 99/Main Street	ODOT	0.80	**>1**	F	108	**No**	0.92	0.95
OR 99/6th Street	ODOT	0.80	0.66	B	13	Yes	0.87	0.92
OR 99/4th Street	ODOT	0.80	0.54	C	21	Yes	-	0.92
Main Street/River Road	City	0.90	0.72	B	20	Yes	-	0.92
Main Street/16th Street	City	0.90	0.87	C	24	Yes	-	0.95
Main Street/Gateway Boulevard	City	0.90	**>1**	F	86	**No**	-	0.95
Unsignalized Intersections								
OR 99/River Road	ODOT/Lane	0.75 / 0.85	0.05 / 0.49	A / C	5	Yes	-	0.95
Harrison Avenue/River Road*	City	E	0.68	B	15	Yes	-	0.95
Main Street/R Street	City	E	0.10 / 0.50	A / C	6	Yes	-	0.92
Monroe Avenue/10th Street	City	E	0.02 / 0.08	A / B	2	Yes	-	0.92
Taylor Avenue/8th Street*	City	E	0.28	A	9	Yes	-	0.92
I-5/6th Street (southbound off ramp)	ODOT/Lane	0.75/ 0.85	0.26	A / B	5	Yes	-	0.92
I-5 NB OFF Ramp Right Turn /Row River Road	ODOT	0.80	0.29	A / C	1	Yes	-	0.92
OR 99/Cottage Grove Connecter (OR 99 northbound & southbound)	ODOT	0.80	**>1**	A / F	77	**No**	-	0.95
OR 99/Cottage Grove Connecter (CGC northbound right turn)	ODOT	0.80	0.17 / 0.38	A / C	4	Yes	-	0.95
OR 99/Cottage Grove Connecter (OR 99 easbound left turn)	ODOT	0.80	**>1**	A / F	60	**No**	-	0.95

Future Weekday PM Peak Hour Intersection Level of Service - Base (No-Build)

Intersection	Jurisdiction	Performance Standard (v/c)	Volume / Capacity	Level of Service	Average Delay (Sec)	Standard Met?	PHF Measured	PHF Applied
Signalized Intersections								
I-5 SB Ramp/Cottage Grove Connector	ODOT	0.80	**>1**	F	141	**No**	-	0.95
I-5 NB Ramp/Row River Road	ODOT	0.80	**0.95**	C	29	**No**	-	0.95
OR 99/Woodson Place	ODOT	0.80	**0.92**	C	27	**No**	0.94	0.95
OR 99/Main Street	ODOT	0.80	**>1**	F	138	**No**	0.92	0.95
OR 99/6th Street	ODOT	0.80	0.86	C	21	Yes	0.87	0.92
OR 99/4th Street	ODOT	0.80	0.74	C	26	Yes	-	0.92
Main Street/River Road	City	0.90	0.83	C	24	Yes	-	0.92
Main Street/16th Street	City	0.90	0.87	C	25	Yes	-	0.95
Main Street/Gateway Boulevard	City	0.90	**>1**	F	92	**No**	-	0.95
Unsignalized Intersections								
OR 99/River Road	ODOT/Lane	0.75 / 0.85	**0.13 / 0.85**	A / F	11	**No**	-	0.95
Harrison Avenue/River Road*	City	E	**>1**	**E**	42	**No**	-	0.95
Main Street/R Street	City	E	0.09 / 0.33	A / B	4	Yes	-	0.92
Monroe Avenue/10th Street	City	E	0.02 / 0.08	A / B	2	Yes	-	0.92
Taylor Avenue/8th Street*	City	E	0.66	B	13	Yes	-	0.92
I-5/6th Street (southbound off ramp)	ODOT/Lane	0.75/ 0.85	0.45	A / B	5	Yes	-	0.92
I-5 NB OFF Ramp Right Turn /Row River Road	ODOT	0.80	0.35	A / C	1	Yes	-	0.92
OR 99/Cottage Grove Connecter (OR 99 northbound & southbound)	ODOT	0.80	**>1**	A / F	77	**No**	-	0.95
OR 99/Cottage Grove Connecter (CGC northbound right turn)	ODOT	0.80	0.17 / 0.38	A / B	4	Yes	-	0.95
OR 99/Cottage Grove Connecter (OR 99 easbound left turn)	ODOT	0.80	>1	A / F	60	**No**	-	0.95

APPENDIX M: Preliminary Traffic Signal Warrant Analysis Forms

Appendix I
Preliminary Traffic Signal Warrant Analysis Form

OREGON DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & OPERATIONS SECTION
PRELIMINARY TRAFFIC SIGNAL WARRANT ANALYSIS

Highway: OR 99		Hwy. Number:
City: Cottage Grove	Minor Street: River Road	Mile point:
Day/date of count: 2025	County: Lane	Region:

PRELIMINARY TRAFFIC SIGNAL WARRANT VOLUMES

Number of approach lanes		ADT on major street **from both directions** *percent of standard warrant*		ADT on minor street **highest approaching volume** *percent of standard warrant*	
Major Street	Minor Street	100	70	100	70
WARRANT 1 – Condition A: Minimum Vehicular Traffic					
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: Interruption of Continuous Traffic					
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

~~Based on 8th highest hourly volume being equal to 5.65% of ADT~~

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

PRELIMINARY TRAFFIC SIGNAL WARRANT CALCULATIONS

Year:	Alternative:

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Condition Met?	Warrant Met?
Warrant #1-A	Major	1	6200	>11,000	X	
	Minor	1	1850	~1,400		
Warrant #1-B	Major	1	9300	>12,000	X	X
	Minor	1	950	~1,000	X	X

Analyst & Date: **Reviewer & Date:**

Note
Speeds > 40 mph

Calculations (OR 99 @ River)

Right turns < 85% of turns

Major

501 thru SB
+ 100 ~~right~~ SB
601 peak hr

433 thru
112 left
545 peak hr

1146 peak hour total

daily ~~volume~~ major volume
71,000

Minor

96 left
107 right
203 total

shared lane capacity
~~total existing~~
discount
250 * .85
= 212

~~203~~ 107 − 212
< 0

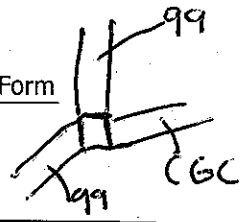
96 peak hour total

1,066 daily minor volume

* even w/ ADT factor of 10 ~~volume~~ conclusions are same

Pk HR to ADT factor

523 / 5272 = 9%



Reconfigured

Appendix I
Preliminary Traffic Signal Warrant Analysis Form

OREGON DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & OPERATIONS SECTION
PRELIMINARY TRAFFIC SIGNAL WARRANT ANALYSIS

Highway: OR 99 (Goshen Divide) / CGC		Hwy. Number:
City: Cottage Grove	Minor Street: OR 99	Mile point:
Day/date of count: 2025	County: LANE	Region:

PRELIMINARY TRAFFIC SIGNAL WARRANT VOLUMES

Number of approach lanes		ADT on major street **from both directions** *percent of standard warrant*		ADT on minor street **highest approaching volume** *percent of standard warrant*	
Major Street	Minor Street	100	70	100	70
WARRANT 1 – Condition A: Minimum Vehicular Traffic					
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: Interruption of Continuous Traffic					
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

Based on 8th highest hourly volume being equal to 5.65% of ADT

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

PRELIMINARY TRAFFIC SIGNAL WARRANT CALCULATIONS

Year:	Alternative:

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Condition Met?	Warrant Met?
Warrant #1-A	Major	1	8,850	720,000	X	
	Minor	1	2,650	2,180		
Warrant #1-B	Major	1	13,300	720,000	X	X
	Minor	1	1,350	2,180	X	X

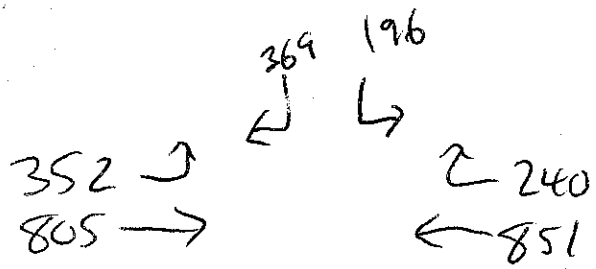
Analyst & Date: **Reviewer & Date:**

Note
Speeds < 40mph
Population forecasted to exceed 10,000.

(No Build Scenario)

Calculations

[Reconfigured CGC @ OR 99]



Major Volume

EBT 805
EBL 352
WBR 240
WBT 851

2248 PM Peak Volume

⇓

> 20,000 ADT

Minor Volume

SBLT = 196 peak hour

/.09 factor peak → ADT

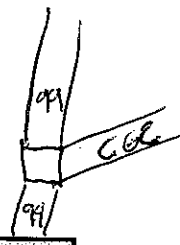
⇓

2,180 ADT

* same conclusion reached if factor is 10

Standard - T

Appendix I
Preliminary Traffic Signal Warrant Analysis Form



OREGON DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & OPERATIONS SECTION
PRELIMINARY TRAFFIC SIGNAL WARRANT ANALYSIS

Highway: OR 99 (Goshen Divide)		Hwy. Number:
City: Cottage Grove	Minor Street: Cottage Grove Conn.	Mile point:
Day/date of count: 2025	County: LANE	Region:

PRELIMINARY TRAFFIC SIGNAL WARRANT VOLUMES

Number of approach lanes		ADT on major street **from both directions** *percent of standard warrant*		ADT on minor street **highest approaching volume** *percent of standard warrant*	
Major Street	Minor Street	100	70	100	70
WARRANT 1 – Condition A: Minimum Vehicular Traffic					
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: Interruption of Continuous Traffic					
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

Based on 8th highest hourly volume being equal to 5.65% of ADT

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

PRELIMINARY TRAFFIC SIGNAL WARRANT CALCULATIONS

Year: | Alternative:

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Condition Met?	Warrant Met?
Warrant #1-A	Major	1	8,850	717,000	X	X
	Minor	1	2,650	78,000	X	X
Warrant #1-B	Major	1		717,000	X	X
	Minor	1		78,000	X	X

Analyst & Date: | **Reviewer & Date:**

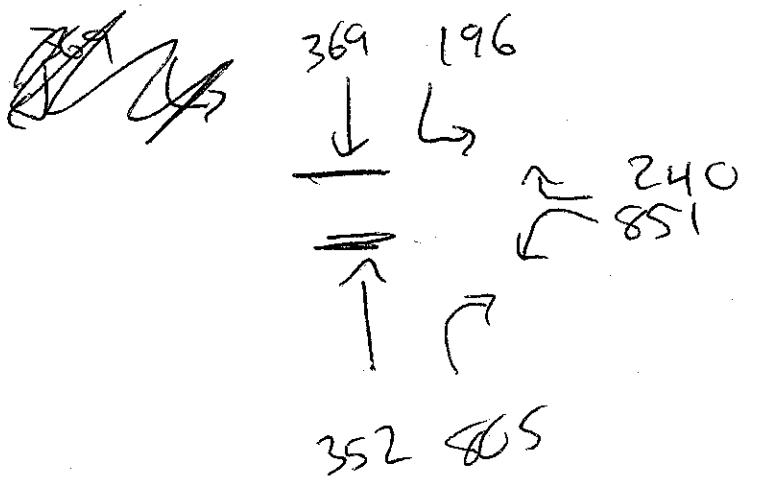
Note
Speeds < 40 mph
Population forecasted to exceed 10,000

(No-Build Scenario)

PM peak → ADT conversion

1130 / 12,758 = 8.8%

Calculations [CGC @ OR99]



Major Volume

NBT	352
NBR	805
SBT	369
SBL	196

1722 PM Peak Volume

↓

>17,000 ADT

Minor Volume

EBL 851 PM Peak

↓

>8000 ADT

Local Intersection (4-Way Stop)

TRAFFIC SIGNAL WARRANT ANALYSIS

PROJECT LOCATION/CHARACTERISTICS

Major Street: River Road

Minor Street: Harrison Ave

Number of lanes on each approach of major street: 2
Number of lanes on each approach of minor street: 1

85th percentile speed of major-street traffic ≥ 40 mph ☐

-or-

In built-up area of an isolated community of < 10,000 pop. ☐, then use Rural Requirements

Analysis Scenario (Year): 2025

Date of Analysis: 7/2007

SUMMARY OF RESULTS

WARRANT 1:	Eight-Hour Vehicular Volume	☐ YES	☐ NO	NA
WARRANT 2:	Four-Hour Vehicular Volume	☐ YES	☐ NO	NA
WARRANT 3:	Peak Hour	☐ YES	☒ NO	
WARRANT 4:	Pedestrian Volume	☐ YES	☐ NO	NA
WARRANT 5:	School Crossing	☐ YES	☐ NO	NA
WARRANT 6:	Coordinated Signal System	☐ YES	☐ NO	NA
WARRANT 7:	Crash Experience	☐ YES	☐ NO	NA
WARRANT 8:	Roadway Network	☐ YES	☐ NO	NA

TRAFFIC SIGNAL INSTALLATION RECOMMENDED ☐ YES ☒ NO

Other Outstanding Issues

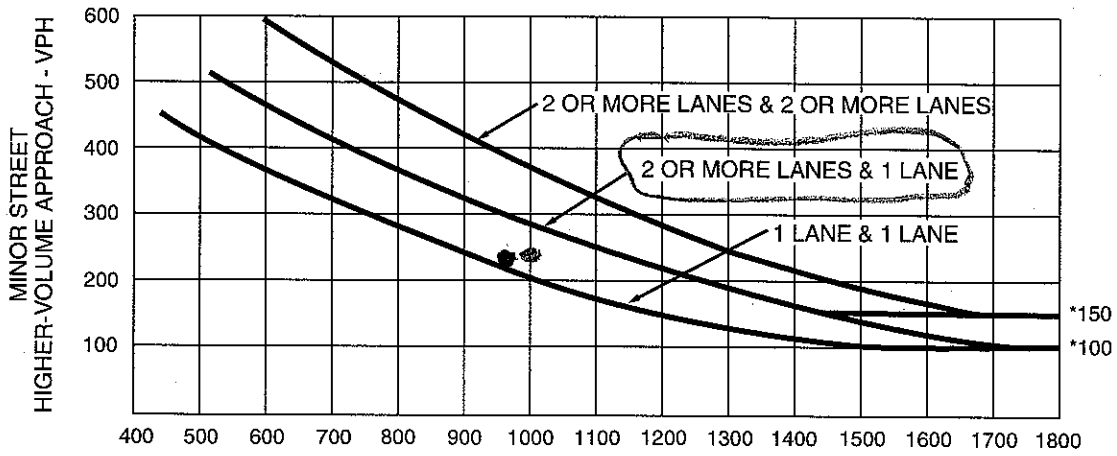
Calculations

[Harrison @ River]

EBR	115
EBT	209
EBL	68
WBR	40
WBT	481
WBL	41
	=956

NBL	73
NBT	74
NBR	90
	=237

Figure 4C-3. Warrant 3, Peak Hour



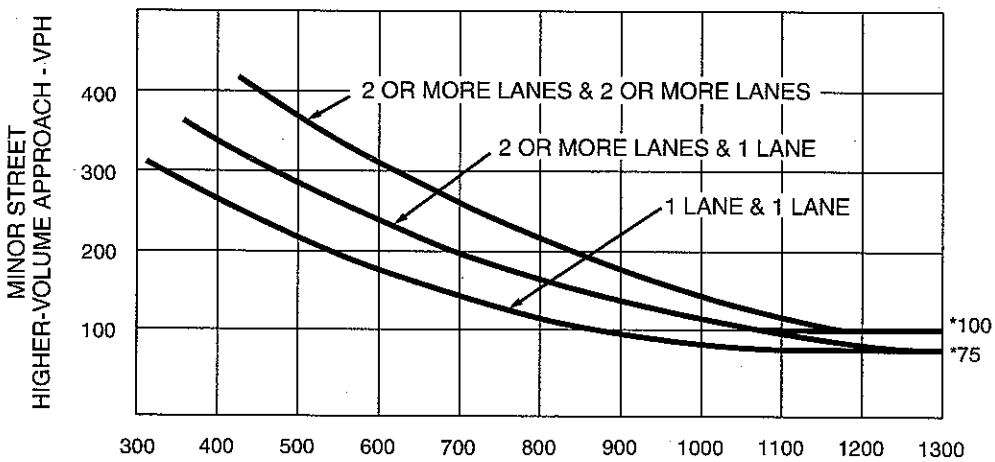
*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

MAJOR VOLUME ≥ 1000 (Harrison – 2 Lanes)

MINOR VOLUME ≥ 200 (River – 1 Lane)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.