Transportation Assessment

# Hermiston Urban Growth Boundary Expansion

Hermiston, Oregon

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Transportation Assessment

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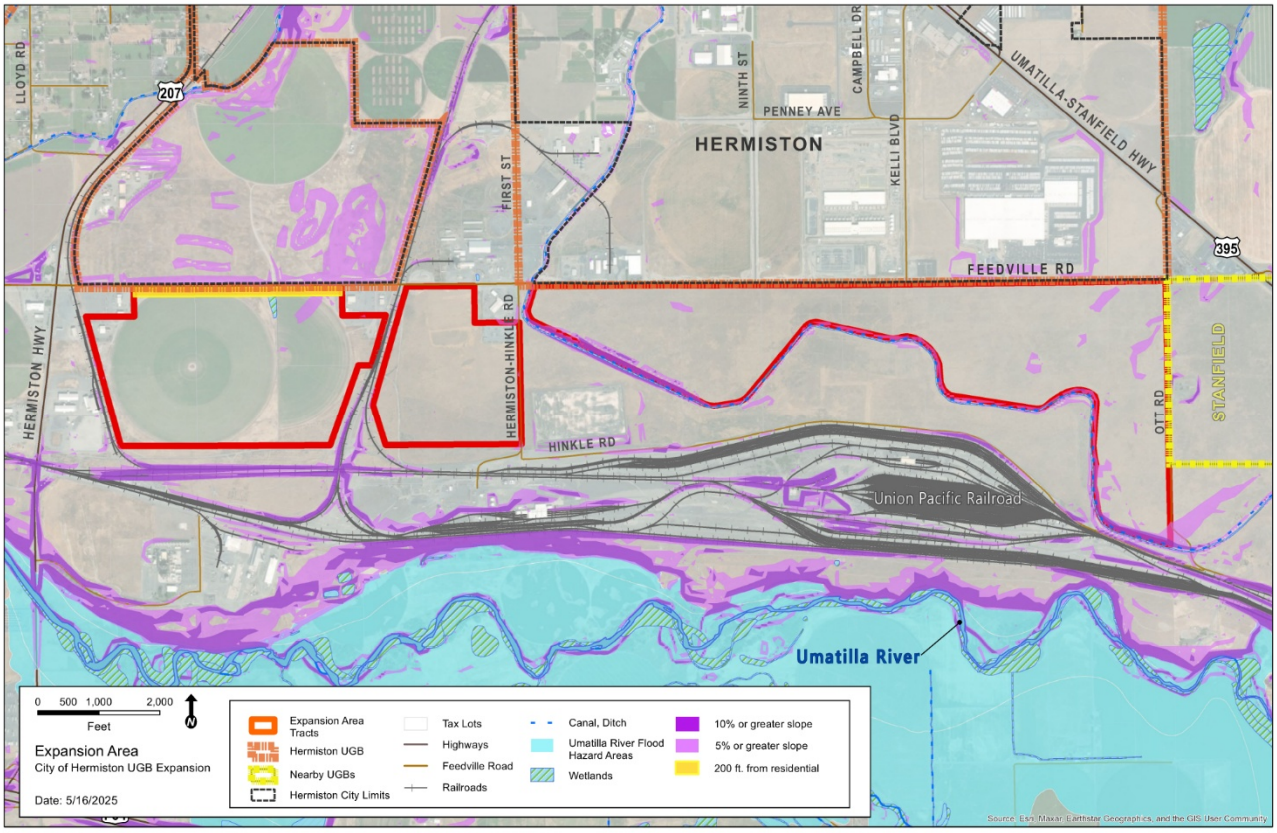
# OVERVIEW/EXECUTIVE SUMMARY

The City of Hermiston is proposing to expand its urban growth boundary (UGB) by approximately 765 acres on the south side of the city to allow for zoning that will support the exclusive development of hyper-scale data centers. The proposed UGB expansion areas are shown in Exhibit 1 and are all located south of the Feedville Road corridor from approximately OR 207 to US 395.

**Exhibit 1. Study Area and UGB Expansion Map**




(Map Source: Winterbrook Planning)

This report documents the following:

1. **Urban Growth Boundary (UGB) Amendment – Transportation Analysis.** The City of Hermiston is amending its UGB to meet its employment land needs. In compliance with OAR 660-012-0060 (Plan and Land Use Regulation Amendments section of the Transportation Planning Rule or TPR), this report examines the potential transportation impacts of the expansion. The City proposes to zone this land as Heavy Industrial, but will limit allowed uses with an overlay designation that restricts development to hyper-scale data centers. This Transportation Analysis focuses on the identification of significant transportation impacts associated with future urbanization of the expansion tracts as data centers.

This study address the applicable City of Hermiston, Oregon Department of Transportation (ODOT), and Umatilla County transportation-based standards for transportation operations. Potential mitigation measures are provided in this report.

It should be noted that the City of Hermiston is just beginning the process of updating its Transportation System Plan (TSP). The results of the UGB expansion and sub-area plan will be incorporated into the larger TSP update at the appropriate time.

# URBAN GROWTH BOUNDARY AMENDMENT – TRANSPORTATION ANALYSIS

The long-term future transportation impacts of the proposed UGB expansion and subsequent comprehensive plan/zone change amendment were analyzed to demonstrate compliance with Oregon Administrative Rule 660-012-0060 (TPR). Fundamentally, the purpose of the TPR analysis is to determine what additional transportation infrastructure, if any, is required to support the urbanization and subsequent development potential associated with the UGB expansion.

The UGB Amendment Transportation Analysis focuses on the future year 2045 horizon year (in alignment with the expected planning year to be used in the upcoming Hermiston TSP update) and assumes:

1) Reasonable future land development along the Feedville Road corridor for those undeveloped and outright zoned parcels that exist within Hermiston's current UGB or an industrial zoned area by Umatilla County, and that are likely to develop over the next 20 years.
2) Under the existing land use scenario (no UGB expansion), all sites (except for the site herein referred to as S2) were assumed to experience no development or redevelopment considering their rural land use designation. Site S2 has an existing Umatilla County industrial zoning designation that currently allows for industrial development. Given this designation and a City of Hermiston expectation that it will redevelop on its own at some point in the next twenty years, the S2 parcel was assumed to experience some level of future industrial development.
3) Under the UGB expansion scenario, development of the three UGB expansion sites, assuming hyper-scale data centers.

# Summary Findings

The remainder of this Executive Summary provides an overview of key analysis topics and findings arranged by study period.

## Existing Transportation Conditions

- Traffic counts were collected in January 2025 at all study area intersections during the critical weekday AM and PM peak travel periods.
- Oregon Department of Transportation (ODOT) procedures were used to seasonally adjust the January counts and identify 30th Highest Hour Volumes (30HV) at applicable state highway intersections. Application of these procedures resulted in increasing the measured weekday AM and PM peak hour traffic volumes by 18% to account for peak seasonal conditions.
- Operational analyses found that all key study intersections currently operate within acceptable ODOT mobility targets and local operating standards during both the weekday AM and PM peak hours.

## Urban Growth Boundary Amendment – Transportation Analysis

### FUTURE YEAR 2045 TRANSPORTATION CONDITIONS

- Under the existing land use scenario (no change to the UGB), no development is assumed on the two rurally zoned (S1 and S3) expansion sites considering the existing rural farm-based zoning designation. Therefore, the 2045 existing land use traffic conditions only reflect anticipated growth on the regional transportation network and infill development-related traffic from parcels that are reasonably likely to develop within the planning horizon.
  - Accounting for this growth, Table A provides a summary of the detailed intersection operations for all key study intersections. As shown, the following intersections and corridors are forecast to experience operational deficiencies:
    - The stop-controlled westbound approach at the OR 207/Feedville Road intersection is forecast to operate over capacity.
    - As a key study corridor, Feedville Road is a rural unimproved Major Collector roadway. Corridor improvements would be needed to bring the roadway up to urban design standards to support the levels of projected traffic growth.
- Under the proposed UGB expansion scenario, planned Hyperscale Data Center (HDC) overlay zoning will limit future urbanization on the expansion sites to large-scale data center campuses. Based on conversations with the project team, this could result in up to 3,800,000 square feet of cumulative data center buildings spread over the three UGB expansion tracts. Therefore, 2045 traffic conditions include all the growth from the 2045 existing land use scenario plus estimated site-generated trips from the individual data center campuses.
  - Accounting for this growth, Table A provides a summary of the detailed intersection operations for all key study intersections. As shown, the following intersections and corridors are forecast to experience operational deficiencies:
    - The stop-controlled westbound approach at the OR 207/Feedville Road intersection is forecast to operate increasingly over capacity when compared to the existing land use scenario operations.
    - The all-way stop-controlled Feedville Road/Hermiston-Hinkle Road intersection is forecast to operate at LOS C conditions, but with long vehicle queues on the single lane Feedville Road approaches.
    - The stop-controlled northbound and southbound approaches at the Feedville Road/Kelli Boulevard intersection are forecast to operate at LOS E conditions.

- While the stop-controlled eastbound approach to the US 395/Feedville Road intersection will still have capacity, it is forecast to operate right at ODOT's 0.90 V/C mobility target.

## INTERSECTION/ROADWAY MITIGATIONS

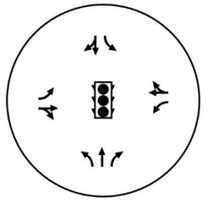
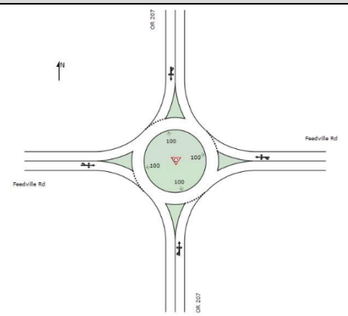
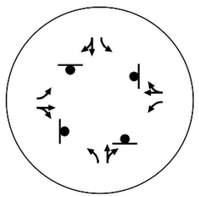
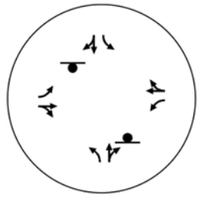
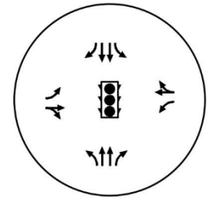
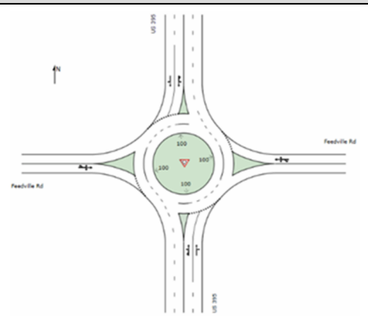
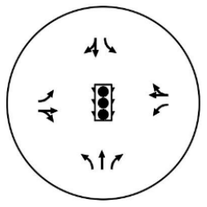
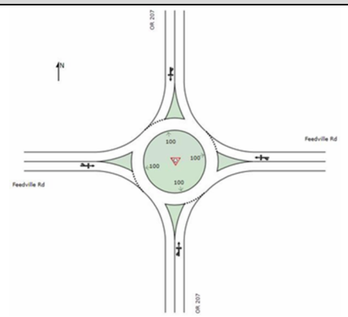
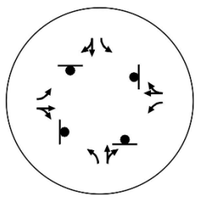
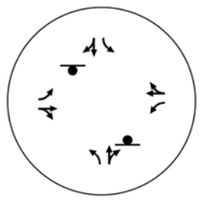
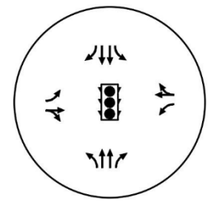
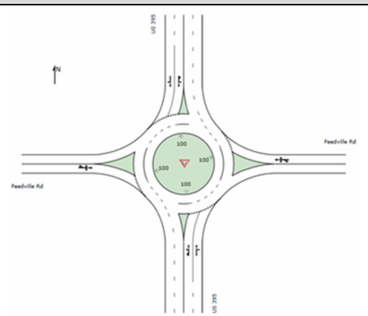
- The UGB amendment analysis identified operational deficiencies at OR 207/Feedville Road, Feedville Road/Kelli Boulevard, and US 395/Feedville Road intersections as well as the Feedville Road corridor itself. To address the noted deficiencies, mitigation scenarios were investigated as summarized in Table B. As shown in the table:
  - The capacity limitations at the OR 207/Feedville Road intersection can be mitigated with traffic control and travel lane/geometric improvements. Traffic control modifications could include either signalization with additional travel lanes on the westbound Feedville Road approach or conversion of the overall intersection to a single lane roundabout.
  - The Feedville Road/Hermiston-Hinkle Road intersection can be mitigated with urban upgrades and widening that would include separate left and through/right-turn lanes on all intersection approaches.
  - The Feedville Road/Kelli Boulevard intersection can be mitigated with urban upgrades and widening that would include separate left and through-right-turn lanes on all intersection approaches.
  - The US 395/Feedville Road intersection can be improved with either signalization or a single lane roundabout.
  - Corridor improvements would be needed to bring Feedville Road up to urban design standards.

**Table A – Intersection Operations Findings Summary**

| Study Intersections | Mobility Target/ Operating Standard | 2025 Existing Traffic Conditions | | 2045 Existing Land Use Traffic Conditions | | 2045 Proposed UGB Expansion Traffic Conditions | |
|---|---|---|---|---|---|---|---|
| | | Weekday AM Peak Hour | Weekday PM Peak Hour | Weekday AM Peak Hour | Weekday PM Peak Hour | Weekday AM Peak Hour | Weekday PM Peak Hour |
| 1. OR 207/ Feedville Road | v/c ≤ 0.75 major approach v/c ≤ 0.80 minor approach | SB LT V/C = 0.01 WB V/C = 0.15 | SB LT V/C = 0.01 WB V/C = 0.25 | SB LT V/C = 0.09 WB V/C = 1.01 | SB LT V/C=0.18 WB V/C=1.2 | SB LT V/C=0.12 WB V/C=1.21 | SB LT V/C=0.20 WB V/C=1.43 |
| 2. Hermiston-Hinkle Road/ Feedville Road | LOS D | LOS A | LOS A | LOS B | LOS C | LOS C | LOS C |
| 3. Kelli Road/ Feedville Road/Assumed Future Access | LOS D | SB Approach = LOS A | SB Approach = LOS B | SB Approach = LOS B | SB Approach = LOS C | NB Approach = LOS C | NB Approach = LOS E |
| 4. Ott Road/ Feedville Road | LOS D | SB Approach = LOS A | SB Approach = LOS A | SB Approach = LOS B | SB Approach = LOS B | SB Approach = LOS B | SB Approach = LOS B |
| 5. US 395/ Feedville Road | v/c ≤ 0.80 major approach v/c ≤ 0.90 minor approach | NB LT V/C=0.04 WB V/C=0.12 | SB LT V/C = 0.03 EB V/C = 0.26 | NB LT V/C=0.09 WB V/C=0.31 | NB LT V/C=0.05 EB V/C=0.78 | NB LT V/C=0.12 WB V/C=0.39 | NB LT V/C=0.08 EB V/C=0.90 |

[1] For the 2045 Expanded UGB, the OR 207/Feedville Road intersection would be inside the Hermiston UGB. Therefore, the mobility targets would change to v/c ≤ 0.85 major approach and v/c ≤ 0.90 minor approach

**Table A - TPR Analysis Intersection Mitigation Operations Findings**

| | OR 207 / Feedville Road | | Feedville Road / Hermiston-Hinkle Road | Feedville Road / Kelli Boulevard | US 395 / Feedville Road | |
|---|---|---|---|---|---|---|
| **2045 Forecast Traffic Conditions Under Existing Land Use Scenario** | | | | | | |
| | (1) Signalized Intersection Option | (2) Conceptual Single Lane Roundabout Option | Intersection Approach Widening | Intersection Approach Widening | (1) Signalized Intersection Option | (2) Conceptual Multilane Roundabout Option |
| Assumed Lane Geometry/Traffic Control |  |  |  |  |  |  |
| Weekday AM Peak Hour Operations | V/C = 0.49[1] | Critical Approach: Eastbound V/C = 0.47 | LOS A | LOS B (SB Approach) | V/C = 0.49[1] | Critical Approach: Northbound V/C = 0.33 |
| Weekday PM Peak Hour Operations | V/C = 0.60[1] | Critical Approach: Northbound V/C = 0.51 | LOS B | LOS B (SB Approach) | V/C = 0.51[1] | Critical Approach: Southbound V/C = 0.34 |
| **2045 Forecast Traffic Conditions Under Proposed UGB Expansion Scenario** | | | | | | |
| | **OR 207 / Feedville Road** | | **Feedville Road / Hermiston-Hinkle Road** | **Feedville Road / Kelli Boulevard** | **US 395 / Feedville Road** | |
| | (1) Signalized Intersection Option | (2) Conceptual Single Lane Roundabout Option | Intersection Approach Widening | Intersection Approach Widening | (1) Signalized Intersection Option | (2) Conceptual Multilane Roundabout Option |
| Assumed Lane Geometry/Traffic Control |  |  |  |  |  |  |
| Weekday AM Peak Hour Operations | V/C = 0.52[1] | Critical Approach: Westbound V/C = 0.53 | LOS B | LOS C (NB Approach) | V/C = 0.52[2] | Critical Approach: Northbound V/C = 0.35 |
| Weekday PM Peak Hour Operations | V/C = 0.63[1] | Critical Approach: Northbound V/C = 0.53 | LOS C | LOS D (NB Approach) | V/C = 0.57[2] | Critical Approach: Eastbound V/C = 0.35 |

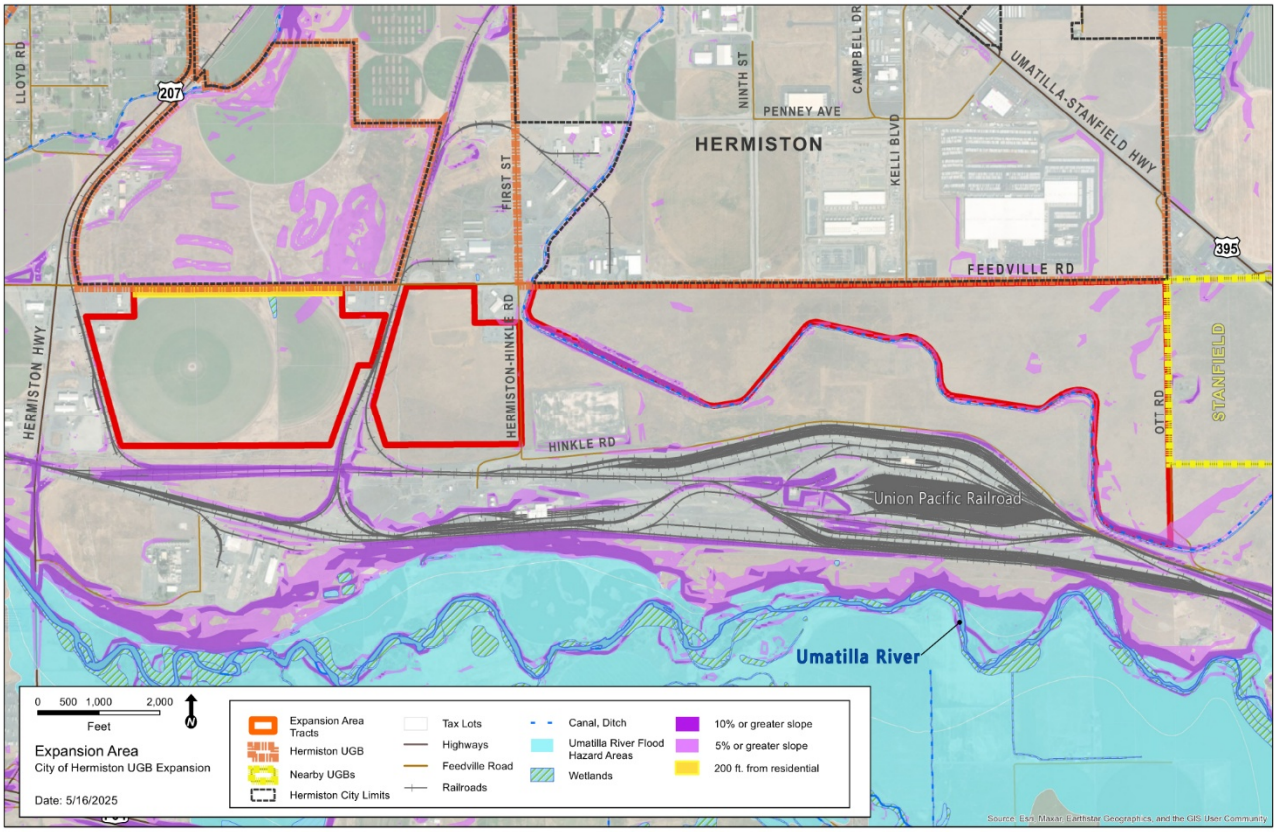
[1] The applicable *Oregon Highway Plan* mobility target is a v/c of 0.75. The applicable *Highway Design Manual* operating standard is a v/c of 0.70
[2] The applicable *Oregon Highway Plan* mobility target is a v/c of 0.80. The applicable *Highway Design Manual* operating standard is a v/c of 0.70

# PROJECT BACKGROUND

The City of Hermiston seeks to amend its urban growth boundary (UGB) to accommodate industrial opportunities identified in the 2023 Hermiston Economic Opportunities Analysis (EOA), in particular large parcels that would be suitable for the development of large-scale data centers.

The three tracts that make up the proposed UGB expansion are shown in Exhibit 2 and total 765 gross acres (of which 734 acres are suitable for development). All of the tracts currently accommodate farming/agricultural uses.

**Exhibit 2. UGB Expansion Area Sites**




## EXISTING AND PROPOSED ZONING

As shown in Exhibit 2, the expansion areas are adjacent to Hermiston's southern UGB. All proposed expansion sites abut Feedville Road and consist of relatively low-quality agricultural land.

Table 1 summarizes the existing and proposed land use designations for the three proposed expansion areas. All areas are currently in Umatilla County's Exclusive Farm Use (EFU) with a Heavy Industrial (HI) overlay zone and the Heavy Industrial (HI) zone on S2. With the UGB expansion and annexation into the City of Hermiston, all expansion areas are proposed to be rezoned under the City of Hermiston Heavy Industrial (M-21) zone with a Hyperscale Data Center (HDC) overlay.

**Table 1. Expansion Tract Overview**

| Tract ID | Gross Acres | Developable Acres | Existing County Zoning | Proposed City Zoning |
|---|---|---|---|---|
| S1 | 240 | 235 | EFU | M1/HDC |
| S2 | 120 | 120 | HI | M1/HDC |
| S3 | 404 | 379 | EFU | M1/HDC |
| Total | 764 | 734 | | |
| | | | | |

UGB expansions and their subsequent potential for urbanization are classified as plan amendments in Oregon Administrative Rule (OAR) 660-012-0060, also known as the Transportation Planning Rule (TPR). This assessment focuses on the identification of significant transportation-impacts associated with future urbanization of the tracts as data centers. This analysis does not apply to an actual development plan. Rather, it provides a long-range transportation operations comparison at key intersections and roadway corridors that could be generated between the existing study area land uses and the proposed UGB expansion land uses.

The remainder of this report documents the TPR analysis scope, methodology, findings and recommendations.

# STUDY SCOPE & ANALYSIS METHODOLOGY

This analysis identifies the transportation-related impacts associated with the proposed UGB expansion.

### URBAN GROWTH BOUNDARY EXPANSION

- Existing land use and transportation system conditions within the site vicinity;
- Review of regional traffic growth, seasonal traffic patterns and planned transportation improvements identified in the Umatilla County and City of Hermiston *Transportation System Plans (TSP)*;
- Planning horizon year 2045 traffic operations under the existing land use conditions and the UGB expansion land use conditions;
- Identification of traffic system deficiencies and potential mitigation measures; and

## STUDY INTERSECTIONS

The study intersections were identified in collaboration with City of Hermiston staff and a review of local and regional transportation infrastructure that could potentially be impacted by the UGB expansion and data center development. Figure 1 illustrates the location of the study intersections that are listed below. For ease of review, each intersection is referenced within this report using the same numerical ID.

1. OR 207/Feedville Road
2. Hermiston Hinkle Road/Feedville Road
3. Kelli Boulevard/Feedville Road
4. Ott Road/Feedville Road
5. US 395/Feedville Road

## TRAFFIC ANALYSIS TIME PERIODS

Study intersection operations were analyzed during the weekday morning (intersection peak hour between 7:00-9:00 AM) and evening (intersection peak hour between 3:00-6:00 PM) peak hours.

## ANALYSIS METHODOLOGY

The unsignalized and signalized intersection operational analyses presented in this report were prepared following *Highway Capacity Manual 7th Edition* analysis procedures using PTV Vistro software and Sidra software.

## APPLICABLE MOBILITY STANDARDS

All study intersections are under the jurisdiction of ODOT except for Hermiston Hinkle Road/Feedville Road, Kelli Boulevard/Feedville Road, and Ott Road/Feedville Road intersections which are under either City of Hermiston or Umatilla County jurisdiction[1]. The specific intersection operating targets/standards adopted by ODOT, City of Hermiston, and Umatilla County are summarized below.

[1] City of Hermiston anticipates jurisdictional transfer of Feedville Road from Umatilla County to the City of Hermiston in conjunction with the proposed UGB expansion.

## ODOT MOBILITY TARGETS

ODOT uses volume-to-capacity (v/c) ratios to assess intersection operations. *Table 6* of the *Oregon Highway Plan* (OHP) provides maximum v/c ratio mobility targets for all signalized/roundabout and unsignalized intersections located outside the major metropolitan areas. Table 2 summarizes the v/c ratio that will be used to identify the existing and potential future operational issues at the ODOT owned/maintained intersections.

**Table 2 – ODOT Mobility Targets**

| | Intersection | OHP Mobility Target |
|---|---|---|
| 1 | OR 207[1]/<br>Feedville Road | v/c ≤ 0.70 major approach<br>v/c ≤ 0.75 minor approach |
| 5 | US 395[2]/<br>Feedville Road | v/c ≤ 0.80 major approach<br>v/v ≤ 0.90 minor approach |

[1] Regional Highway (not a Freight Route), 50 mph
[2] Statewide Highway (Freight Route), 55 mph

## UMATILLA COUNTY OPERATING STANDARDS

Umatilla County currently maintains Feedville Road and Hermiston Hinkle Road. The acceptable county operating standard for intersections along these roadways is LOS D or better.

## CITY OF HERMISTON OPERATING STANDARDS

The City of Hermiston currently maintains Kelli Boulevard. The acceptable standard for signalized and unsignalized intersections along this roadway is LOS D or better.

# EXISTING CONDITIONS TRAFFIC ANALYSIS

The existing conditions analysis identifies field conditions and the current operational, traffic control, and geometric characteristics of the roadways and other transportation facilities within the study vicinity. These conditions will be compared with future year conditions later in this report. Kittelson used local knowledge combined with a desktop review of the study area and inventoried the existing transportation system to identify lane configurations, traffic control devices, bicycle and pedestrian facilities, and transit stops.

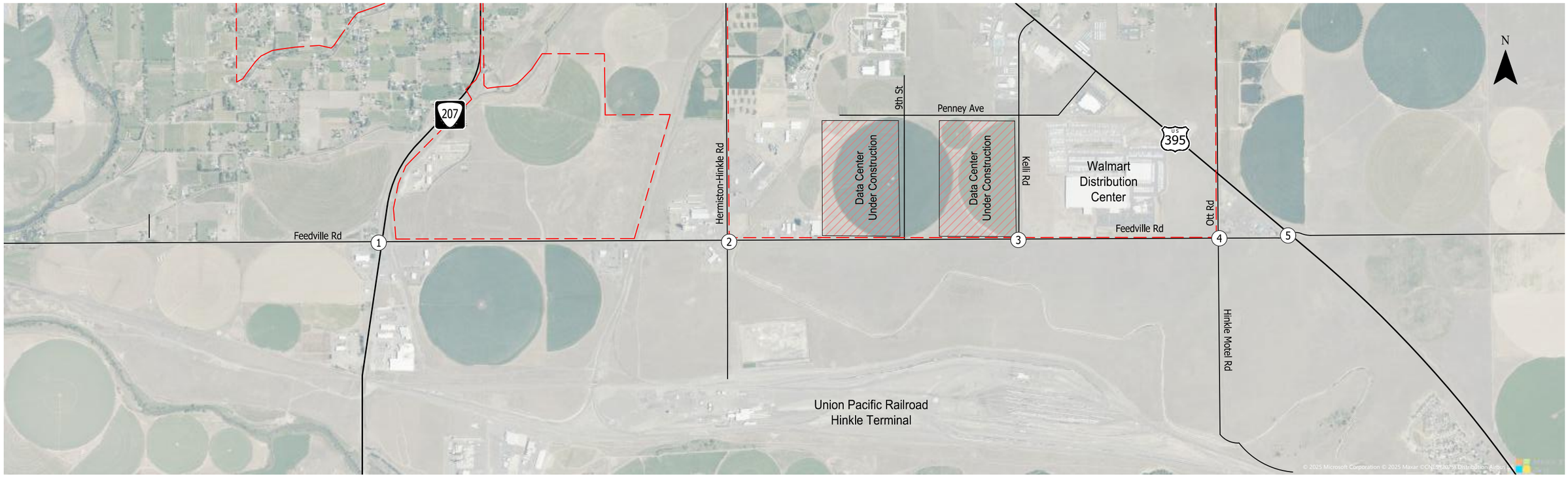
## TRANSPORTATION FACILITIES

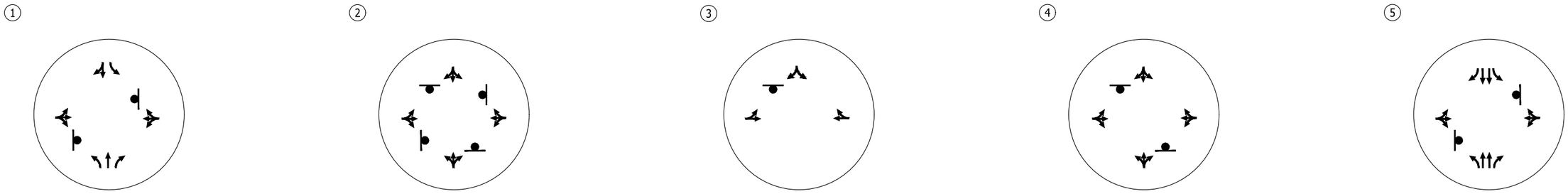
Table 3 summarizes the attributes of the key roadways in the site vicinity. Figure 1 illustrates the existing lane configurations and traffic control devices at the study intersections.

**Table 3 – Existing Transportation Facilities**

| Roadway | Ownership | Functional Classification[1] (ownership in bold) | Number of Auto Lanes | Posted Speed (mph) | Sidewalks Present? | Bike Lanes Present? |
|---|---|---|---|---|---|---|
| OR 207 | ODOT | **Regional Highway: ODOT**<br>Rural Arterial: City of Hermiston<br>State Highway: Umatilla County | 2-3 | 45 | No | No |
| Feedville Road | Umatilla County | Rural Collector Street: City of Hermiston<br>**Major Collector: Umatilla County** | 2 | 35 | No | No |
| Hermiston Hinkle Road | Umatilla County | **Major Collector: Umatilla County**<br>Rural Collector Street: City of Hermiston | 2 | 55 | No | No |
| Kelli Boulevard | City of Hermiston | **Rural Major Collector: City of Hermiston** | 2 | 35 | No | No |
| Ott Road | City of Hermiston | **Rural Collector Street: City of Hermiston** | 2 | Not Posted | No | No |
| US 395 | ODOT | **Statewide Highway: ODOT**<br>Rural Arterial: City of Hermiston<br>State Highway: Umatilla County | 4-5 | 55 | No | No |

[1]Source: *Oregon Highway Plan, Hermiston TSP, Umatilla County TSP*
[2]It is expected that the sections of Feedville Road that reside within the City of Hermiston UGB will be transferred to City of Hermiston jurisdiction in the future.




(##) - Existing Study Intersections
– – - Existing Urban Growth Boundary
- Existing Lane Configuration
- Stop Sign

Existing Lane Configurations and
Traffic Control Devices
Hermiston, Oregon

Figure
1



KITTELSON & ASSOCIATES

# INTERSECTION CRASH HISTORY

ODOT provided crash records for the study intersections for the five-year period from January 1, 2018 through December 31, 2022. Table 4 summarizes the ODOT crash data. *Appendix A contains the crash data summary sheets which provides more details on the reported crashes.*

**Table 4 – Reported Crash History (January 1, 2018 – December 31, 2022)**

| Study Intersection | Crash Type | | | | | Severity | | | Total |
|---|---|---|---|---|---|---|---|---|---|
| | Rear End | Turning | Angle | Fixed Object | Other | PDO | Injury | Fatal | |
| OR 207/ Feedville Road | 0 | 3 | 3 | 0 | 0 | 2 | 4 | 0 | 6 |
| Hermiston-Hinkle Road/ Feedville Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kelli Boulevard/ Feedville Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ott Road/ Feedville Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| US 395/ Feedville Road | 1 | 1 | 2 | 1 | 0 | 1 | 4 | 0 | 5 |

Intersection crash rates were calculated and compared to statewide crash rate performance thresholds following the analysis methodology presented in the ODOT *Analysis Procedures Manual (APM)*. Per the APM, intersections with crash rates that exceed the 90$^{th}$ percentile values shown in APM Exhibit 4-1 or with a crash rate that exceeds its critical crash rate should be flagged for further analysis. For this analysis, the observed crash rate was calculated and compared to the 90$^{th}$ percentile crash rates for the applicable (urban vs rural) intersections by traffic control and 3- versus 4-legged configurations (as appropriate). This is shown in Table 5.

**Table 5 – Intersection Crash Rate Assessment**

| Study Intersection | Total Crashes | Observed Crash Rate | 90$^{th}$ Percentile Crash Rate by Lane Type and Traffic Control | Observed Crash Rate >90$^{th}$ Percentile Crash Rate? |
|---|---|---|---|---|
| OR 207/ Feedville Road | 6 | 0.55 | 0.41 | Yes |
| Hermiston-Hinkle Road/ Feedville Road | 0 | 0.00 | 0.41 | No |
| Kelli Boulevard/ Feedville Road | 0 | 0.00 | 0.29 | No |
| Ott Road/ Feedville Road | 0 | 0.00 | 0.29 | No |
| US 395/ Feedville Road | 5 | 0.27 | 0.41 | No |

## CRASH DATA CONSIDERATIONS

As shown in Table 5, the observed crash rate at the OR 207/Feedville Road intersection exceeds the 90th percentile crash rate based on intersection type. A detailed review of the intersection crash data revealed the following:

- The reported crashes involved three angle and three turn crashes. Of these crashes, they were all attributed to driver inattention, disregarding the intersection's traffic control, or failing to yield the right-of-way. With the exception of one crash, all involved westbound approaching vehicles on Feedville Road. As will be discussed later in this report, the intersection will need traffic control improvements.

## ODOT SPIS LIST

ODOT also maintains a SPIS list to identify existing hazardous intersections for potential safety improvements. The SPIS lists consider the crash data for the 3 prior years. The 2023 ODOT SPIS list was reviewed to determine if any study intersections were identified as having a SPIS score in the top 15 percent and ranking amongst other projects. The SPIS score is calculated based on three factors:

- Frequency of crashes (25% of the SPIS score)
- Rate of crashes (25% of the SPIS score)
- Severity of crashes (50% of the SPIS score)

Of the study intersections, the US 395/Feedville Road intersection is listed in the Top 15% of the 2023 ODOT Region 5 SPIS list.

Based on a combination of the crash data, field reviews, and previous safety-based assessments documented at the study area intersections, both the OR 207/Feedville Road and US 395/Feedville Road intersections have existing safety-based considerations.

# EXISTING TRAFFIC CONDITIONS

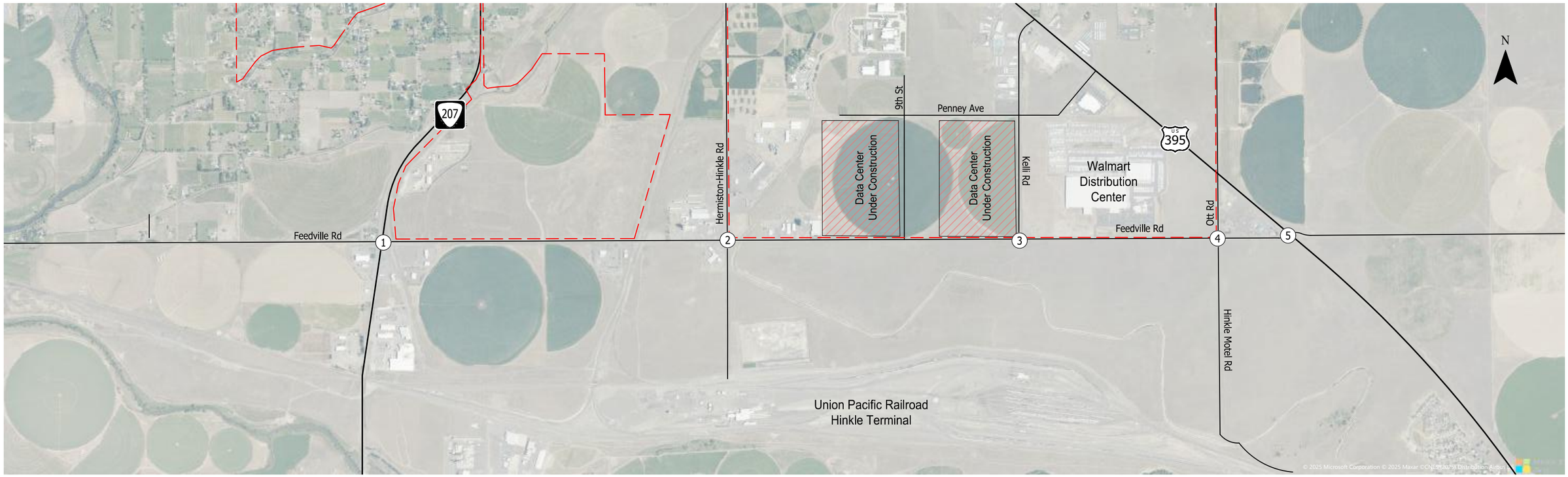
Turning movement counts at the study intersections were conducted on a typical mid-week day in January 2025 when there were no adverse weather conditions. *Appendix B contains the intersection turning movement count sheets*.

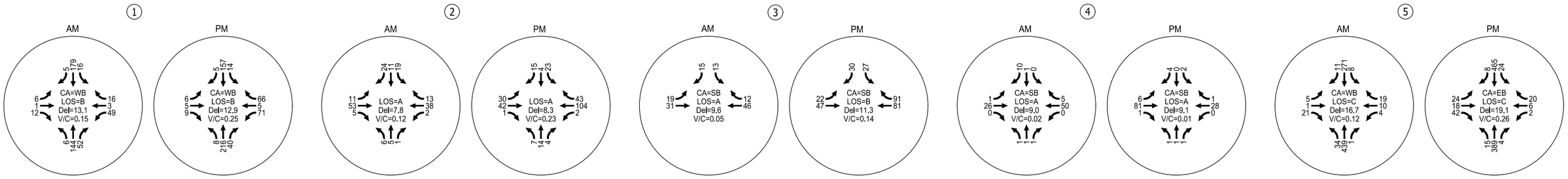
## SEASONAL ADJUSTMENT

To determine an appropriate seasonal factor, the three seasonal adjustment calculation methodologies outlined in ODOT's *Analysis Procedures Manual* (APM) were investigated. *Appendix B* contains a detailed write up and summary of these methodologies. As summarized in the appendix, a seasonal adjustment factor of 1.18 was applied to the measured January traffic volumes at the US 395/Feedville Road and OR 207/Feedville Road study intersections to approximate 30$^{th}$ highest hour travel conditions. No seasonal adjustment calculations were applied to the Feedville Road intersections given the corridor's lack of regional through traffic accommodation, however traffic volumes were balanced from the OR 207 and US 395 intersections.

## EXISTING INTERSECTION OPERATIONS

Figure 2 illustrates the seasonally adjusted 2025 existing traffic volumes and operations at the study intersections during the weekday AM and PM peak hours. As shown and detailed in *Appendix C* (which includes the existing conditions operations analysis worksheets), the study intersection operations currently satisfy the applicable ODOT mobility targets and City of Hermiston/Umatilla County LOS standards during the AM and PM peak hours.




(##)- Existing Study Intersections

– –- Existing Urban Growth Boundary

CA = Critical Approach
LOS = Level of Service
Del = Intersection Average Control Delay (AWSC) / Intersection Movement Control Delay (TWSC)
V/C = Intersection Volume-to-Capacity Ratio

# Existing Traffic Conditions
## Weekday AM & PM Peak Hours
## Hermiston, Oregon

Figure
2

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# UGB EXPANSION – TRANSPORTATION ANALYSIS

This section of the report contains a detailed assessment of the long-term traffic impacts associated without and with the proposed UGB expansion. The analysis of long-term traffic conditions is required by the Transportation Planning Rule (TPR, OAR Section 660-12-0060), given that the proposed UGB expansion would require a Comprehensive Plan amendment and may have the potential to significantly affect a transportation facility.

To test for UGB amendment-related impacts, an analysis of traffic conditions was conducted under 2045 existing land use conditions (no UGB expansion) and the proposed UGB Expansion land use conditions with a Heavy Industrial (M-2) zone and Hyperscale Data Center (HDC) overlay. This was accomplished in the following steps:

- For the existing land use scenario (no change to the UGB), anticipated future traffic growth patterns were identified for the weekday AM and PM peak hour under the 2045 planning horizon year. The traffic growth patterns under this scenario assume regional growth along the OR 207 and US 395 corridors, development on outright zoned parcels within the study area that can and are likely to urbanize, but no development or redevelopment on two of the proposed UGB expansion parcels.
- For the proposed UGB expansion land use scenario, anticipated future traffic growth patterns assume regional growth along the OR 207 and US 395 corridors, development on outright zoned parcels within the study area that can and are likely to urbanize, and the inclusion of hyper-scale data center campuses on all of the proposed UGB expansion parcels.
  - Estimates of average daily, weekday AM, and weekday PM peak hour site trips were prepared for the proposed Light Industrial zone using data center land uses.
  - A site trip distribution pattern was derived through a review of existing traffic volumes and each site's proximity to the regional transportation network.
  - Weekday AM and PM peak hour site-generated trips from the proposed data center campuses were assigned to the surrounding roadway corridors and study intersections.
- Planning horizon year 2045 traffic volumes and operations were analyzed for the weekday AM and PM peak hour under the existing land use scenario and proposed UGB Expansion scenario.
- Operational deficiencies were identified and mitigation measures were evaluated.

## YEAR 2045 BACKGROUND TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

In long-range transportation assessments, future roadway or intersection improvement projects can be included in the future year analysis if they are in a local Capital Improvement Plan with secured funding, are on a "financially constrained" project list in a locally adopted TSP, or alternatively, are deemed by the local agency to be "reasonably likely to occur" within the planning horizon. After a review of the current Hermiston and Umatilla County TSPs, the following relevant long-term transportation improvements have been identified:

- Feedville Road from OR 207 to approximately US 395 has been identified in the Umatilla County TSP as needing to be upgraded to urban standards with alignment improvements, shoulders, and repaving.
- Hermiston-Hinkle Road from Feedville Rd to Highland Ave has been identified in the Umatilla County TSP as needing to be upgraded to urban standards with alignment improvements, shoulders, and repaving.
- The US 395/Feedville Road intersection has been identified in both the Umatilla County TSP and Hermiston TSP as needing alignment modifications and signalization.

While all noted improvements are listed in adopted TSPs, none are funded or have been deemed to be reasonably likely to be constructed within the 2045 planning horizon. Therefore, all future year analyses are assuming the existing transportation infrastructure remains.

# YEAR 2045 EXISTING LAND USE SCENARIO TRAFFIC FORECAST

The 2045 existing land use scenario (no UGB expansion) traffic volumes are assumed to consist of the following:

- Forecast regional through traffic growth (2% per year) on the OR 207 and US 395 corridors. This growth rate is consistent with other recent traffic studies performed in the area.
- Trips from other in-process developments within the site vicinity[2].
- Trips from other outright zoned vacant/underdeveloped properties in the study area that are deemed reasonably likely to develop over the next 20 years[3] [4].

The resulting year 2045 existing land use scenario traffic volumes forecast for the weekday AM and PM peak hour are illustrated in Figure 3 for all study intersections.

## Year 2045 Existing Land Use Scenario Intersection Operations

Operations of the study intersections under 2045 existing land use scenario were assessed to understand the base future year operations assuming no changes are made to the UGB and the individual parcels in question continue to be used for farming/agricultural purposes. Figure 3 also summarizes the forecast intersection operations. As shown, all study intersections are forecast to continue to operate acceptably during both the weekday AM and PM hours with the exception of the OR 207/Feedville Road intersection. *Appendix D includes the 2045 existing land use intersection operations analysis worksheets.*

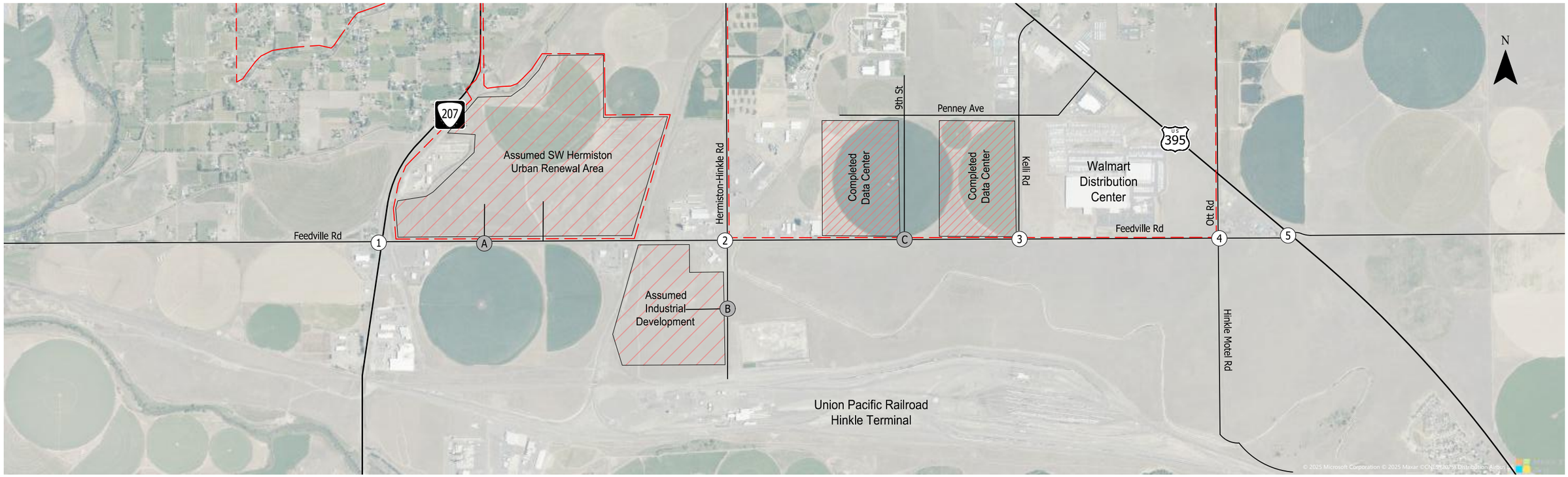
### OR 207/FEEDVILLE ROAD INTERSECTION

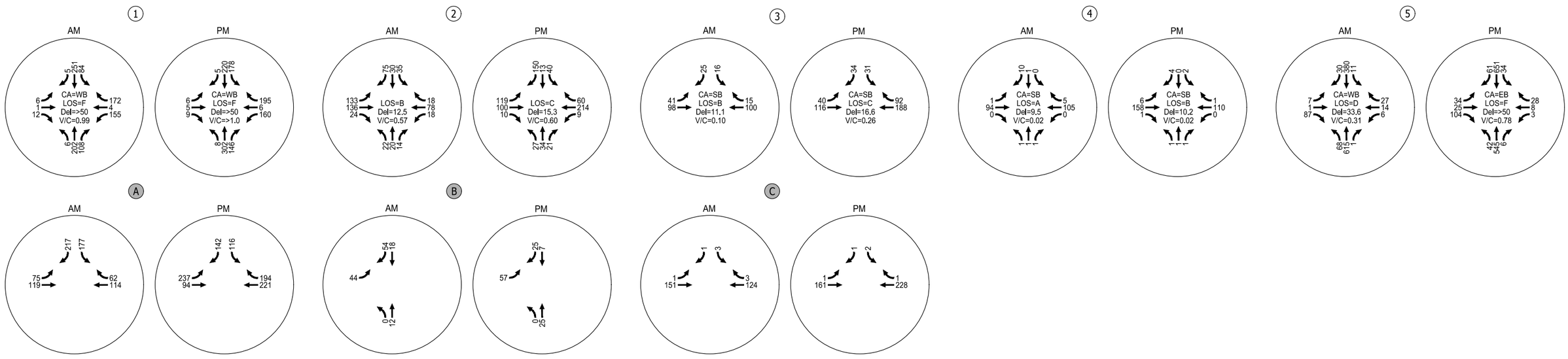
During both the weekday AM and PM peak hours, traffic demand to/from the Feedville Road corridor is forecast to increase significantly over existing conditions. This is primarily due to assumed/anticipated growth, particularly from the Southwest Urban Renewal Area housing growth assumptions and other assumed developments. This increased demand, coupled with forecast local and regional growth along the OR 207 corridor, is forecast to cause the critical WB Feedville Road approach to operate over capacity during the weekday PM peak hour. As such, traffic control measures have been investigated in the following section.

[2] At the time this study was being completed, two data center campuses were under construction along the north side of Feedville Road and west of Kelli Boulevard. The traffic impact studies produced for these two development projects were reviewed and the applicable site-generated trips were extracted and added to the study intersections.

[3] Based on conversations with City of Hermiston planning staff, it was determined that the 393-acre Southwest Hermiston Urban Renewal Area is likely to develop over the next 20 years. This area is located north of Feedville Road, roughly between the OR 207 and Hermiston-Hinkle Road corridors. While there is no active development proposal for the site, it has been assumed for the purposes of this analysis that future development will include up to 893 housing units consisting of single family detached, single family attached, and multi-family housing units. This mix of units is consistent with past development proposals for the site. Access to/from this development was assumed via multiple site access driveways along its Feedville Road frontage.

[4] The S2 UGB expansion site is currently zoned Heavy Industrial (HI) by Umatilla County despite not being in the Hermiston UGB. As such, this parcel does not technically require that it be brought into the Hermiston UGB before it can accommodate more intensive development like the proposed data center campuses. Based on a conversation with City of Hermiston planning staff, it was determined that the site would reasonably develop on its own within the 20-year planning horizon and that a data center was a reasonable land use assumption. For ease of incorporation with the UGB expansion analysis, it was assumed that the site would develop as an 800,000 square foot data center campus under the existing land use scenario. Access to/from this development was assumed via a single site access driveway along its Hermiston-Hinkle Road frontage.




(##) - Existing Study Intersections
– – - Existing Urban Growth Boundary
(##) - Assumed Site Access

CA = Critical Approach
LOS = Level of Service
Del = Intersection Average Control Delay (AWSC) / Intersection Movement Control Delay (TWSC)
V/C = Intersection Volume-to-Capacity Ratio

# 2045 Existing Land Use Traffic Conditions
## Weekday AM & PM Peak Hours
## Hermiston, Oregon

Figure
3

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# YEAR 2045 UGB EXPANSION SCENARIO TRAFFIC FORECAST

Under the proposed UGB Expansion scenario, the intended Heavy Industrial (M-2) zone and Hyperscale Data Center (HDC) overlay will limit future development scenarios to large-scale data center campuses. Based on discussions with the project team, the anticipated size of the data center campuses (in square feet) for each of the three UGB expansion parcels are summarized in Table 6 along with their daily and peak hour trip generation estimates. As shown in the table, the UGB Expansion scenario has the potential to generate a significant number of new daily and peak hour trips on the surrounding transportation network.

**Table 6 – UGB Expansion Trip Generation Estimate**

| Land Use | ITE Code | Size (Gross Floor Area) | Daily Trips | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | In | Out | Total | In | Out |
| S1 - Data Center | 160 | 1,200,00 | 1,188 | 150 | 83 | 67 | 126 | 38 | 88 |
| S2 - Data Center[1] | 160 | 800,000 | 792 | 98 | 54 | 44 | 82 | 25 | 57 |
| S3 - Data Center | 160 | 1,800,000 | 1,782 | 228 | 125 | 103 | 192 | 58 | 134 |
| | | **Total Trips** | **3,762** | **476** | **262** | **214** | **400** | **120** | **280** |

Source: Trip Generation Manual, 11th Edition

[1] As previously noted, the S2 site was assumed to be developed in the 2045 Existing Land Use Scenario. For documentation purposes, the trips from this site are calculated for documentation purposes in Table 6, but they are included as part of the background growth volumes in the Existing Land Use scenario.

## UGB Expansion Site Trip Distribution and Assignment

The distribution of data center campus trips onto the study area roadway system was estimated based on an examination of existing travel patterns, the surrounding roadway network, the available travel routes to local and regional destinations, and additional direction from City of Hermiston staff. The assumed trip distribution pattern and site trip assignments at the site access driveways[5] and study intersections are illustrated in Figure 4.

## Year 2045 UGB Expansion Scenario Intersection Operations

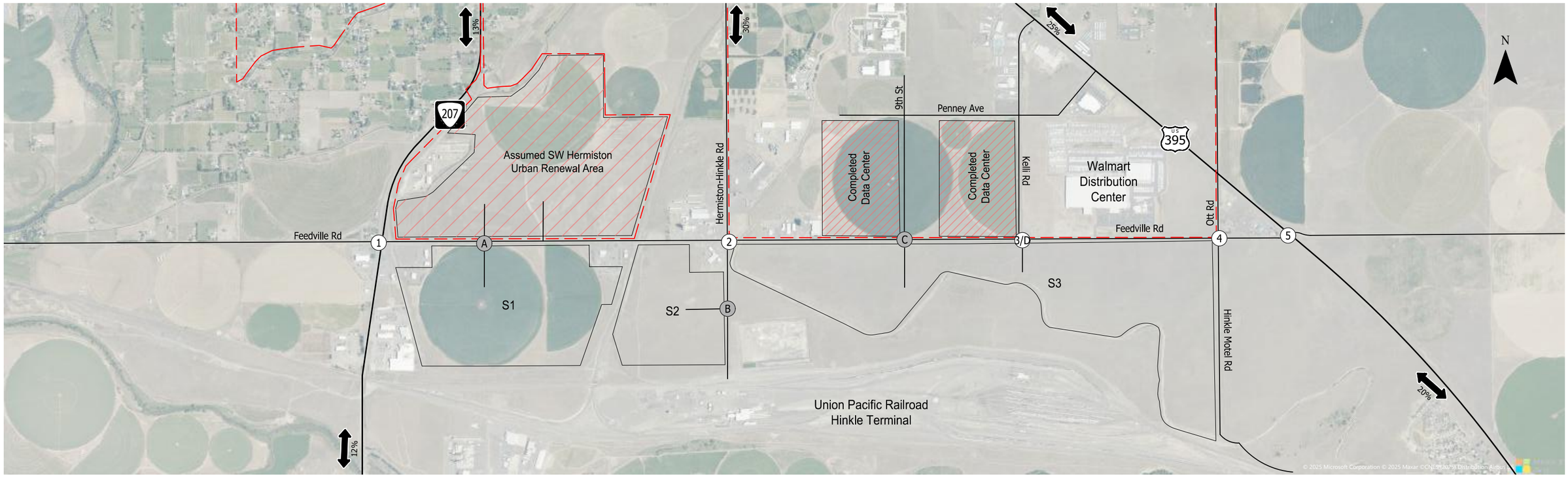
To reflect conditions anticipated under the UGB Expansion scenario, the weekday AM and PM peak hour site generated traffic volumes shown in Figure 4 were added to the existing land use scenario traffic volumes shown in Figure 3 to arrive at the cumulative 2045 traffic volumes shown in Figure 5.

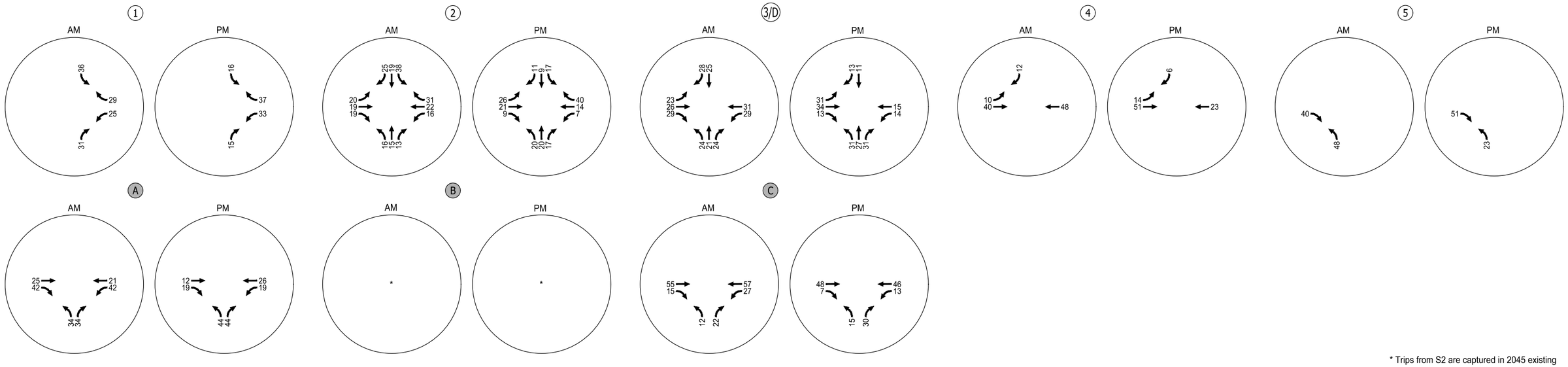
Operations of the study intersections under 2045 UGB Expansion scenario (with the UGB expansion sites converted to data centers) are also summarized in Figure 5. *Appendix E includes the 2045 intersection operations analysis worksheets*. From this analysis, the following findings were generated:

- Similar to the findings under the existing land use scenario, the stop-controlled westbound Feedville Road approach to the OR 207/Feedville Road intersection is forecast to continue to operate over capacity. This is a further degradation of the intersection operations compared to the existing land use scenario.

[5] Data center trips to/from the S1 UGB expansion area were assumed to access Feedville Road via a new site driveway that would be located opposite a future site driveway serving the assumed Southwest Hermiston Urban Renewal Area residential development. Data center trips to/from the S2 UGB expansion area were assumed to access Hermiston-Hinkle Road via a single site driveway. Data center trips to/from the S3 UGB expansion area were assumed via two separate site driveways along Feedville Road. One driveway was assumed to align opposite the 9th Street intersection and one driveway was assumed to align opposite the Kelli Boulevard intersection.

- The all-way stop-controlled Feedville Road/Hermiston-Hinkle Road intersection is forecast to operate at LOS C conditions, but the single lane approaches on Feedville Road are forecast to result in 150-200' vehicle queues on the eastbound and westbound approaches during the peak periods.
- The stop-controlled northbound and southbound approaches at the Feedville Road/Kelli Boulevard intersection are forecast to operate at LOS E conditions.
- While not technically exceeding the mobility target, the US 395/Feedville Road intersection is forecast to operate right at the 0.90 mobility target. The Umatilla County TSP has identified the need for long-term realignment and signalization of this intersection. The Hermiston TSP also identifies the need for future signalization of the intersection.
- As a key study corridor, Feedville Road is a rural unimproved Major Collector roadway. Corridor improvements would be needed to bring the roadway up to urban design standards given the levels of projected traffic growth




* Trips from S2 are captured in 2045 existing land use traffic conditions (see Figure 3)

(##) - Existing Study Intersections

– – - Existing Urban Growth Boundary

(##) - Assumed Site Access

# 2045 UGB Expansion Study Area Generated Trips and Trip Distribution
## Weekday AM & PM Peak Hours
## Hermiston, Oregon

Figure 4

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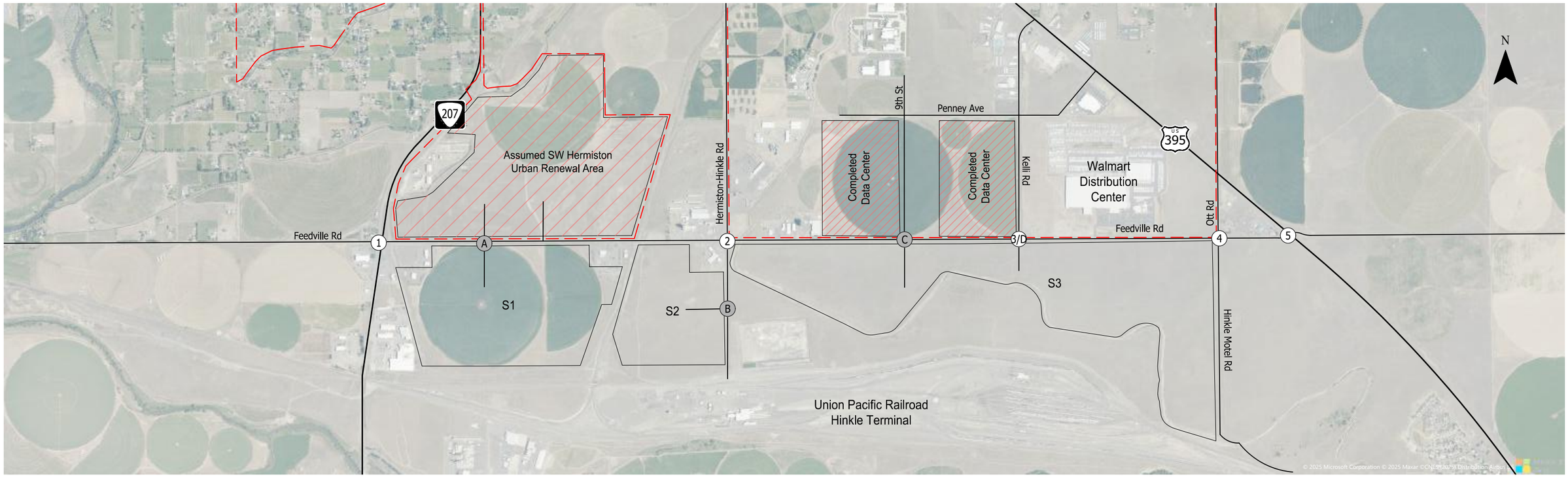


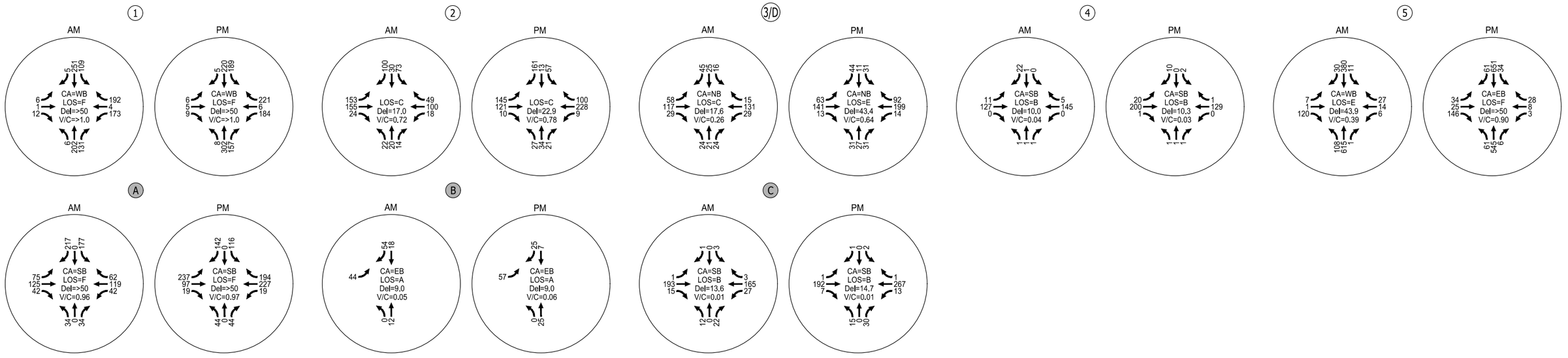


(##) - Existing Study Intersections
– – - Existing Urban Growth Boundary
(##) - Assumed Site Access

CA = Critical Approach
LOS = Level of Service
Del = Intersection Average Control Delay (AWSC) / Intersection Movement Control Delay (TWSC)
V/C = Intersection Volume-to-Capacity Ratio

# 2045 UGB Expansion Traffic Conditions
## Weekday AM & PM Peak Hours
## Hermiston, Oregon

Figure 5

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## OR 207 / FEEDVILLE ROAD INTERSECTION MITIGATION

The OR 207/Feedville Road intersection is forecast to operate over capacity under the existing land use scenario and the proposed UGB Expansion scenario. In recognition that there are no previously planned or adopted improvement projects for the intersection, the following investigations were performed:

- A planning-level signal warrant analysis was conducted at the intersection in accordance with ODOT's preliminary traffic signal warrant analysis procedures. From this analysis, it was found that the intersection is forecast to meet the volume-based warrants for a traffic signal.
- Given the high levels of projected delay for the westbound approach, an operations analysis was performed assuming a standard signalization scenario, and for comparison purposes, a single-lane roundabout. Table 7 presents a comparison of the intersection performance under both mitigation options, with the following conclusions:
  - Signalization[6] of the OR 207/Feedville Road intersection will restore the intersection operations to acceptable capacity levels under both the existing land use conditions and the UGB Expansion conditions.
  - A single lane roundabout at the OR 207/Feedville Road intersection will restore the intersection operations to acceptable levels under both the existing land use conditions and the UGB Expansion conditions. While operationally possible, it is recognized that there are right-of-way constraints and a nearby railroad crossing that would make a roundabout difficult and more costly to implement compared to a standard traffic signal design.

## FEEDVILLE ROAD/HERMISTON-HINKLE ROAD MITIGATION

The all-way stop-controlled Feedville Road/Hermiston-Hinkle Road intersection is forecast to operate at LOS C conditions under the proposed UGB Expansion scenario. While this is an acceptable LOS, the single lane approaches on Feedville Road are forecast to result in 150-200' vehicle queues during the peak periods.

In recognition that there are previously identified urban upgrades in the Umatilla County TSP for both Feedville Road and Hermiston-Hinkle Road, improvements were investigated that included widening of the four intersection approaches with include separate left and through/right-turn lanes. These intersection improvements will restore the intersection operations to acceptable LOS standards.

## FEEDVILLE ROAD/KELLI BOULEVARD MITIGATION

The critical northbound and southbound approaches at the Feedville Road/Kelli Boulevard intersection are forecast to operate at LOS E conditions. In recognition that there are previously identified urban upgrades in the Umatilla County TSP for Feedville Road, improvements were investigated that included widening of the four intersection approaches with separate left and through/right-turn lanes. These intersection improvements will restore the intersection operations to acceptable LOS standards.

## US 395 / FEEDVILLE ROAD INTERSECTION MITIGATION

The US 395/Feedville Road intersection is forecast to operate right at ODOT's mobility target under the proposed UGB Expansion scenario. As previously stated, both the Umatilla County and Hermiston TSPs have identified the need for signalization of the intersection. In recognition of this finding, the following investigations were performed:

[6] The signalization mitigation assumes protected-permissive phasing for the northbound and southbound left-turn movements on OR 207 and permissive phasing for east and west Feedville Road approaches. In addition, the signalized intersection operations assume widening on the east and west Feedville Road approaches that include a separate left-turn lane and a shared through/right-turn lane.

- A planning-level signal warrant analysis was conducted at the intersection in accordance with ODOT's preliminary traffic signal warrant analysis procedures. From this analysis, it was found that the intersection is not forecast to meet the volume-based warrants for a traffic signal.
- Despite not meeting the planning-level signal warrant, an operations analysis was performed assuming a standard signalization scenario, and for comparison purposes, a multi-lane roundabout. Table 7 presents a comparison of the intersection performance under both mitigation options, with the following conclusions:
  - Signalization[7] of the US 395/Feedville Road intersection will restore the intersection operations to acceptable levels under the UGB Expansion conditions.
  - As shown, a single lane roundabout at the US 395/Feedville Road intersection will restore the intersection operations to acceptable levels under the UGB Expansion conditions.

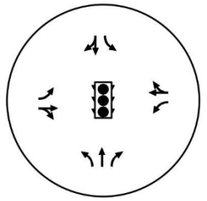
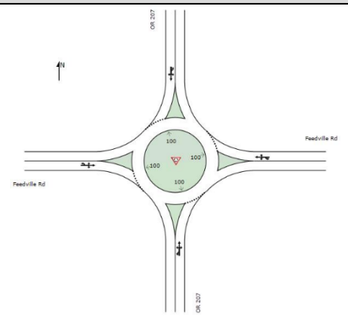
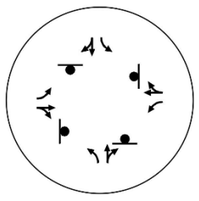
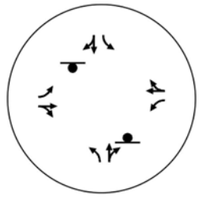
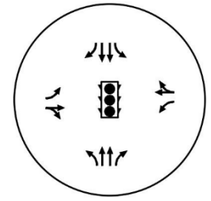
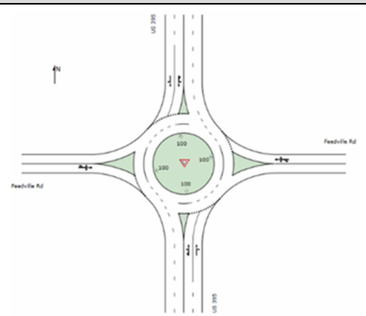
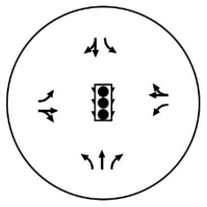
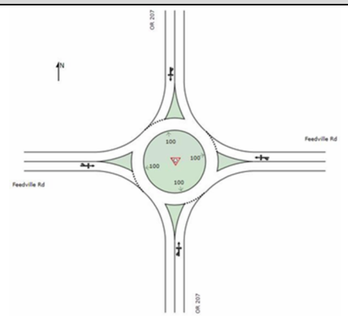
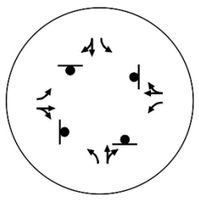
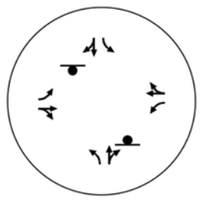
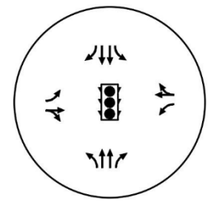
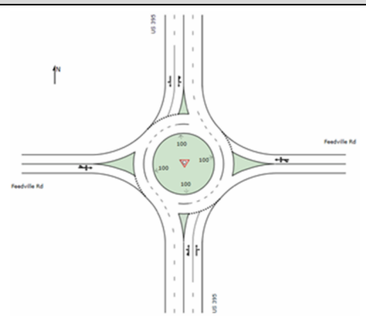
# UGB Expansion TPR Compliance Recommendations

The UGB expansion analysis identifies the need for additional transportation infrastructure improvements. Consequently, this study recommends the following to comply with the TPR.

- The City of Hermiston and Umatilla County should amend their respective TSPs to include signalized traffic control improvements (when warranted) at the OR 207/Feedville Road intersection. In addition to signalization, the westbound Feedville Road approach should be widened to include separate left- and through/right-turn lanes. While likely to be harder to implement due to right-of-way constraints, the TSP amendment could also include to option of converting the intersection to a single lane roundabout.
- The City of Hermiston should amend its TSP to reclassify Feedville Road from OR 207 to US 395 as an Urban Major Collector. Such an upgrade would provide the ability to widen the Feedville Road approaches at the Hermiston-Hinkle and Kelli Road with separate left and shared through/right-turn lanes.
- The City of Hermiston and Umatilla County should amend their respective TSPs to include the potential need for long-term traffic control improvements at the US-395/Feedville Road intersection that would include either signalization or a multi-lane roundabout.

[7] The signalization mitigation assumes protected phasing for the northbound and southbound left-turn movements on US 395 and permissive phasing for east and west Feedville Road approaches. In addition, the signalized intersection operations assume widening on the east and west Feedville Road approaches that include a separate left-turn lane and a shared through/right-turn lane.

**Table 7 – TPR Analysis Intersection Mitigation Operations Findings**

| | OR 207 / Feedville Road | | Feedville Road / Hermiston-Hinkle Road | Feedville Road / Kelli Boulevard | US 395 / Feedville Road | |
|---|---|---|---|---|---|---|
| **2045 Forecast Traffic Conditions Under Existing Land Use Scenario** | | | | | | |
| | (1) Signalized Intersection Option | (2) Conceptual Single Lane Roundabout Option | Intersection Approach Widening | Intersection Approach Widening | (1) Signalized Intersection Option | (2) Conceptual Multilane Roundabout Option |
| Assumed Lane Geometry/Traffic Control |  |  |  |  |  |  |
| Weekday AM Peak Hour Operations | V/C = 0.49[1] | Critical Approach: Eastbound V/C = 0.47 | LOS A | LOS B (SB Approach) | V/C = 0.49[1] | Critical Approach: Northbound V/C = 0.33 |
| Weekday PM Peak Hour Operations | V/C = 0.60[1] | Critical Approach: Northbound V/C = 0.51 | LOS B | LOS B (SB Approach) | V/C = 0.51[1] | Critical Approach: Southbound V/C = 0.34 |
| **2045 Forecast Traffic Conditions Under Proposed UGB Expansion Scenario** | | | | | | |
| | **OR 207 / Feedville Road** | | **Feedville Road / Hermiston-Hinkle Road** | **Feedville Road / Kelli Boulevard** | **US 395 / Feedville Road** | |
| | (1) Signalized Intersection Option | (2) Conceptual Single Lane Roundabout Option | Intersection Approach Widening | Intersection Approach Widening | (1) Signalized Intersection Option | (2) Conceptual Multilane Roundabout Option |
| Assumed Lane Geometry/Traffic Control |  |  |  |  |  |  |
| Weekday AM Peak Hour Operations | V/C = 0.52[1] | Critical Approach: Westbound V/C = 0.53 | LOS B | LOS C (NB Approach) | V/C = 0.52[2] | Critical Approach: Northbound V/C = 0.35 |
| Weekday PM Peak Hour Operations | V/C = 0.63[1] | Critical Approach: Northbound V/C = 0.53 | LOS C | LOS D (NB Approach) | V/C = 0.57[2] | Critical Approach: Eastbound V/C = 0.35 |

[1] The applicable *Oregon Highway Plan* mobility target is a v/c of 0.75. The applicable *Highway Design Manual* operating standard is a v/c of 0.70
[2] The applicable *Oregon Highway Plan* mobility target is a v/c of 0.80. The applicable *Highway Design Manual* operating standard is a v/c of 0.70

# TRANSPORTATION PLANNING RULE COMPLIANCE

OAR Section 660-12-0060 of the TPR sets forth the criteria for evaluating effects of plan and land use regulation amendments on the transportation system. The TPR requires local governments to determine whether a plan or zone change will have a "significant effect" on the transportation system. If a significant effect is identified, then the TPR establishes the means for achieving compliance. The relevant portions of the TPR are reproduced below in italics followed by the response for this project in standard text.

***660-12-0060 Plan and Land Use Regulation Amendments***

*(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*

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

**Response:** It has been recommended in this UGB Expansion analysis that the functional classification of Feedville Road be changed to an Urban Minor Collector to better address the needs urban traffic demands expected by future growth in the local region and growth from future data center focused overlay zoning. Therefore, a significant affect occurs as defined in OAR 660-012-0060(1)(a).

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

**Response:** There are no requests to change the standards implementing the functional classification systems identified in the *Hermiston TSP*. Therefore, no significant affect occurs as defined in OAR 660-012-0060(1)(b).

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

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

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

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

**Response:** The proposed UGB Expansion was found to have a significant effect as described in subsection B because as shown in Table 7, the OR 207/Feedville Road, Feedville Road/Hermiston-Hinkle Road, and Feedville Road/Kelli Boulevard intersections are projected to degrade below the acceptable mobility targets and/or local performance measures with the proposed UGB Expansion.

*(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the performance standards of the facility measured or*

*projected at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in subsections (a) through (e) below, unless the amendment meets the balancing test in subsection (e) or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.*

*(a) Adopting measures that demonstrate allowed land uses are consistent with the performance standards of the transportation facility.*

*(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements, or services adequate to support the proposed land uses consistent with the requirements of this division. Such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.*

*(c) Amending the TSP to modify the performance standards of the transportation facility.*

*(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.*

**Response:** Section 2 can be addressed through the plan amendment option summarized under subsection (b). Based on the findings of the analysis in this report, the significant effects of the proposed UGB expansion can be mitigated to less than significant through the identification of new long-term improvement plans at the OR 207/Feedville Road intersection and corridor upgrades on the Feedville Road corridor.

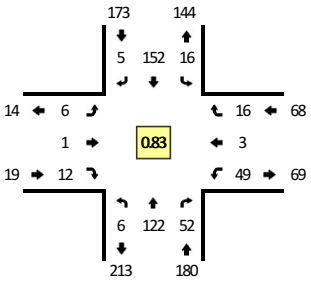
# Appendix A Crash Data

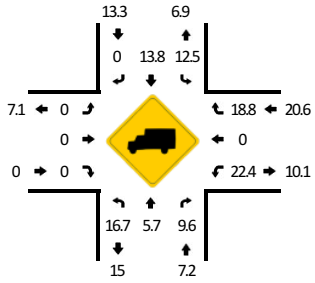
# Appendix B Traffic Count Summary Worksheets and Seasonal Adjustment Factor Calculations

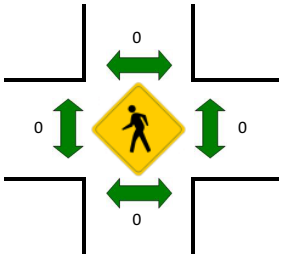
Type of peak hour being reported: User-Defined | Method for determining peak hour: Total Entering Volume

**LOCATION:** SR 207 -- Feedville Rd | **QC JOB #:** 16883201
**CITY/STATE:** Umatilla, OR | **DATE:** Tue, Jan 14 2025

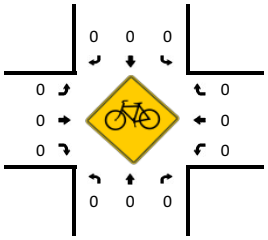
**Peak-Hour: 7:20 AM -- 8:20 AM**
**Peak 15-Min: 7:35 AM -- 7:50 AM**

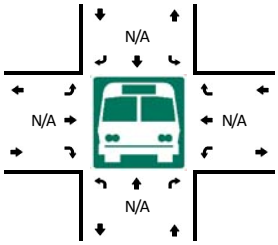


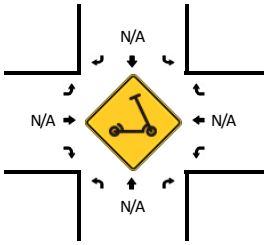












| 5-Min Count Period Beginning At | SR 207 (Northbound) | | | | SR 207 (Southbound) | | | | Feedville Rd (Eastbound) | | | | Feedville Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 1 | 5 | 5 | 0 | 2 | 16 | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 4 | 0 | 41 | |
| 7:05 AM | 0 | 5 | 2 | 0 | 2 | 14 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 29 | |
| 7:10 AM | 3 | 8 | 3 | 0 | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 29 | |
| 7:15 AM | 1 | 5 | 3 | 0 | 3 | 8 | 4 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 1 | 0 | 31 | |
| 7:20 AM | 0 | 5 | 2 | 0 | 2 | 17 | 1 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 37 | |
| 7:25 AM | 0 | 9 | 3 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 30 | |
| 7:30 AM | 0 | 13 | 3 | 0 | 2 | 16 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 41 | |
| 7:35 AM | 2 | 9 | 4 | 0 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 40 | |
| 7:40 AM | 1 | 13 | 7 | 0 | 5 | 11 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 41 | |
| 7:45 AM | 0 | 13 | 8 | 0 | 0 | 15 | 0 | 0 | 2 | 0 | 1 | 0 | 8 | 1 | 3 | 0 | 51 | |
| 7:50 AM | 0 | 13 | 4 | 0 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 34 | |
| 7:55 AM | 0 | 12 | 6 | 0 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 38 | 442 |
| 8:00 AM | 0 | 9 | 4 | 0 | 3 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 29 | 430 |
| 8:05 AM | 1 | 7 | 3 | 0 | 1 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 29 | 430 |
| 8:10 AM | 2 | 13 | 3 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 39 | 440 |
| 8:15 AM | 0 | 6 | 5 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 31 | 440 |
| 8:20 AM | 0 | 8 | 4 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 29 | 432 |
| 8:25 AM | 1 | 9 | 4 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 24 | 426 |
| 8:30 AM | 1 | 10 | 3 | 0 | 10 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 41 | 426 |
| 8:35 AM | 0 | 8 | 9 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 37 | 423 |
| 8:40 AM | 1 | 12 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 2 | 0 | 33 | 415 |
| 8:45 AM | 0 | 10 | 2 | 0 | 1 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 27 | 391 |
| 8:50 AM | 0 | 8 | 4 | 0 | 2 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 27 | 384 |
| 8:55 AM | 0 | 11 | 2 | 0 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 24 | 370 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 12 | 140 | 76 | 0 | 20 | 168 | 0 | 0 | 12 | 0 | 12 | 0 | 60 | 4 | 24 | 0 | 528 |
| Heavy Trucks | 4 | 16 | 4 | | 4 | 8 | 0 | | 0 | 0 | 0 | | 24 | 0 | 8 | | 68 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 7/3/2025 11:19 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

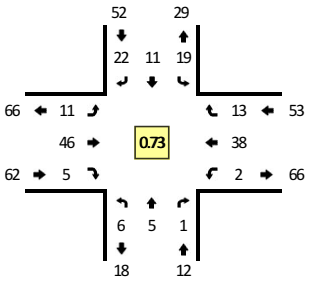
Type of peak hour being reported: User-Defined

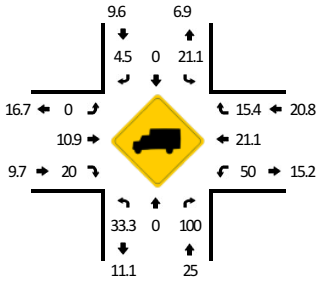
Method for determining peak hour: Total Entering Volume

**LOCATION:** Hermiston-Hinkle Rd -- Feedville Rd
**CITY/STATE:** Umatilla, OR

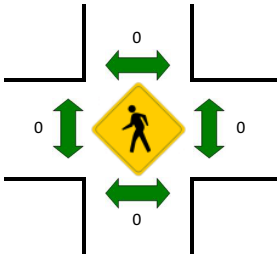
**QC JOB #:** 16883203
**DATE:** Tue, Jan 14 2025

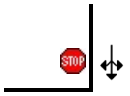
**Peak-Hour: 7:20 AM -- 8:20 AM**
**Peak 15-Min: 7:40 AM -- 7:55 AM**

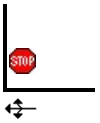


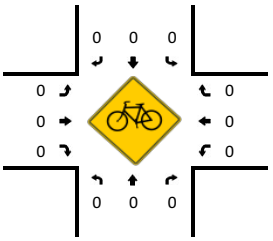



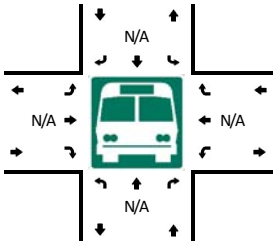

TRUE DATA TO IMPROVE MOBILITY

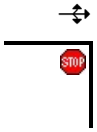


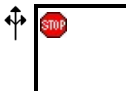



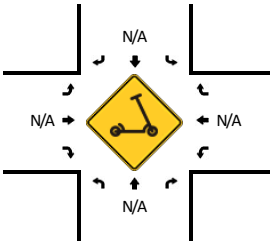




| 5-Min Count Period Beginning At | Hermiston-Hinkle Rd (Northbound) | | | | Hermiston-Hinkle Rd (Southbound) | | | | Feedville Rd (Eastbound) | | | | Feedville Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 2 | 1 | 0 | 0 | 3 | 1 | 1 | 0 | 2 | 5 | 2 | 0 | 0 | 4 | 1 | 0 | 22 | |
| 7:05 AM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 10 | |
| 7:10 AM | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | |
| 7:15 AM | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 11 | |
| 7:20 AM | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 14 | |
| 7:25 AM | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 12 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 12 | |
| 7:35 AM | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 10 | |
| 7:40 AM | 1 | 0 | 1 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 16 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 15 | 3 | 0 | 0 | 5 | 1 | 0 | 30 | |
| 7:50 AM | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 15 | |
| 7:55 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 171 |
| 8:00 AM | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 2 | 0 | 18 | 167 |
| 8:05 AM | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 2 | 0 | 13 | 170 |
| 8:10 AM | 2 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 14 | 174 |
| 8:15 AM | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 1 | 4 | 1 | 0 | 16 | 179 |
| 8:20 AM | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 5 | 0 | 0 | 1 | 2 | 0 | 0 | 14 | 179 |
| 8:25 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 3 | 0 | 0 | 10 | 177 |
| 8:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 3 | 0 | 0 | 18 | 183 |
| 8:35 AM | 0 | 1 | 0 | 0 | 2 | 1 | 5 | 0 | 5 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 20 | 193 |
| 8:40 AM | 0 | 2 | 0 | 0 | 1 | 1 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 19 | 196 |
| 8:45 AM | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 12 | 178 |
| 8:50 AM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 12 | 175 |
| 8:55 AM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 174 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 4 | 8 | 4 | 0 | 12 | 20 | 36 | 0 | 4 | 76 | 16 | 0 | 4 | 44 | 16 | 0 | 244 |
| Heavy Trucks | 4 | 0 | 4 | | 0 | 0 | 0 | | 0 | 4 | 4 | | 0 | 12 | 4 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 7/3/2025 11:19 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

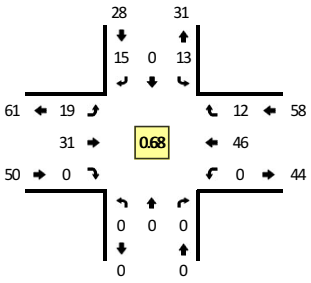
Type of peak hour being reported: User-Defined

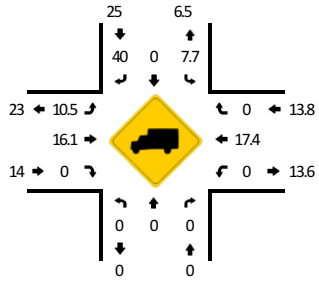
Method for determining peak hour: Total Entering Volume

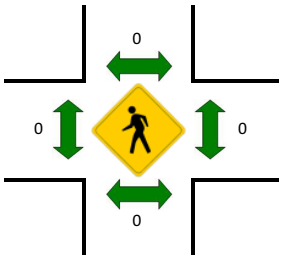
**LOCATION:** SE Kelli Blvd -- Feedville Rd
**CITY/STATE:** Hermiston, OR

**QC JOB #:** 16883205
**DATE:** Tue, Jan 14 2025

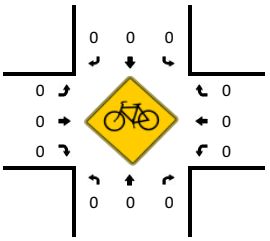
**Peak-Hour: 7:20 AM -- 8:20 AM**
**Peak 15-Min: 7:35 AM -- 7:50 AM**

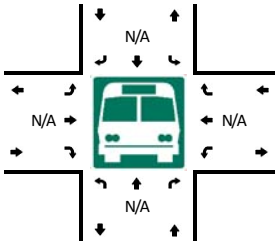


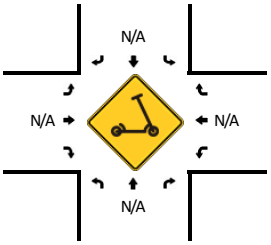












| 5-Min Count Period Beginning At | SE Kelli Blvd (Northbound) | | | | SE Kelli Blvd (Southbound) | | | | Feedville Rd (Eastbound) | | | | Feedville Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 15 | |
| 7:05 AM | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 15 | |
| 7:10 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 11 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 6 | |
| 7:20 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 4 | 0 | 0 | 0 | 1 | 2 | 0 | 14 | |
| 7:25 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 8 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 9 | |
| 7:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 14 | |
| 7:40 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 15 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 5 | 3 | 0 | 0 | 0 | 7 | 2 | 0 | 21 | |
| 7:50 AM | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 12 | |
| 7:55 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 142 |
| 8:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 6 | 0 | 0 | 0 | 4 | 1 | 0 | 16 | 143 |
| 8:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 8 | 136 |
| 8:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 10 | 135 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 136 |
| 8:20 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 8 | 130 |
| 8:25 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 13 | 135 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 8 | 134 |
| 8:35 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 125 |
| 8:40 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 9 | 119 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 102 |
| 8:50 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 10 | 100 |
| 8:55 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 105 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 8 | 0 | 20 | 0 | 28 | 40 | 0 | 0 | 0 | 96 | 8 | 0 | 200 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 12 | | 0 | 8 | 0 | | 0 | 8 | 0 | | 28 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 7/3/2025 11:19 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

**LOCATION:** S Ott Rd/Hinkle Motel Rd -- Feedville Rd

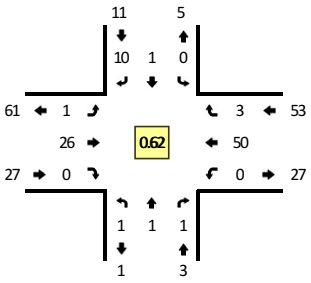
**CITY/STATE:** Umatilla, OR

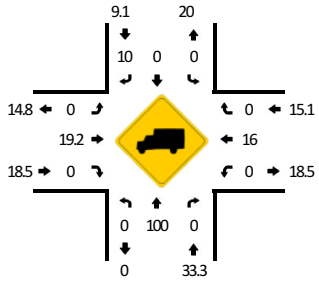
**QC JOB #:** 16883207

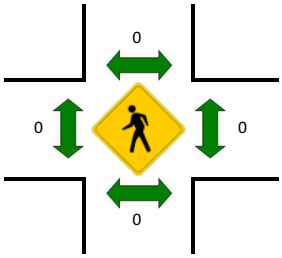
**DATE:** Tue, Jan 14 2025

**Peak-Hour: 7:20 AM -- 8:20 AM**

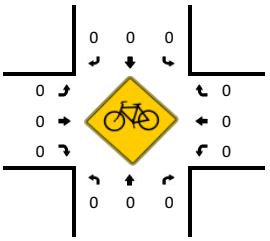
**Peak 15-Min: 7:35 AM -- 7:50 AM**

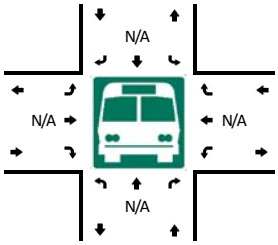


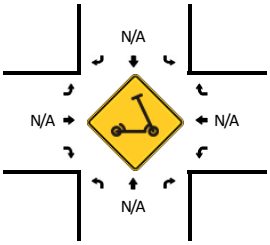












| 5-Min Count Period Beginning At | S Ott Rd/Hinkle Motel Rd (Northbound) | | | | S Ott Rd/Hinkle Motel Rd (Southbound) | | | | Feedville Rd (Eastbound) | | | | Feedville Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 11 | |
| 7:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 7 | |
| 7:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | |
| 7:20 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 8 | |
| 7:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 11 | |
| 7:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 1 | 0 | 10 | |
| 7:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 16 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 12 | |
| 7:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 7 | |
| 7:55 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 104 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 1 | 0 | 7 | 100 |
| 8:05 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 7 | 100 |
| 8:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 93 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 5 | 94 |
| 8:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 89 |
| 8:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 89 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 81 |
| 8:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 75 |
| 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 61 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 53 |
| 8:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 7 | 53 |
| 8:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 51 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 36 | 0 | 0 | 0 | 96 | 4 | 0 | 152 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 4 | | 0 | 8 | 0 | | 0 | 8 | 0 | | 20 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 7/3/2025 11:19 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

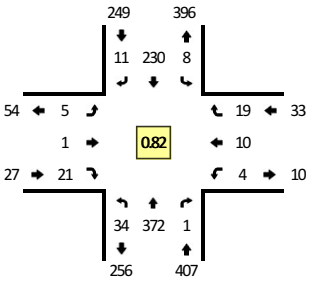
Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

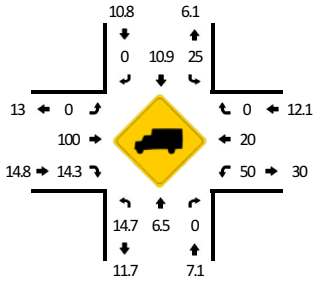
**LOCATION:** US 395 -- Feedville Rd
**CITY/STATE:** Umatilla, OR

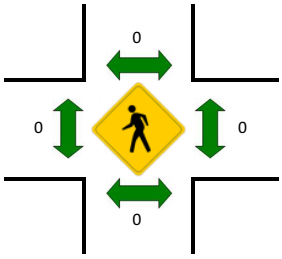
**QC JOB #:** 16883209
**DATE:** Tue, Jan 14 2025

**Peak-Hour: 7:20 AM -- 8:20 AM**
**Peak 15-Min: 7:35 AM -- 7:50 AM**

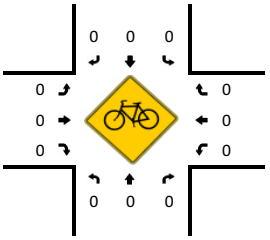


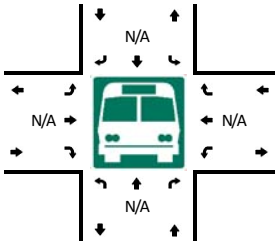

TRUE DATA TO IMPROVE MOBILITY



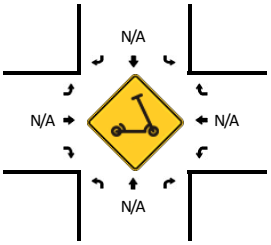












| 5-Min Count Period Beginning At | US 395 (Northbound) | | | | US 395 (Southbound) | | | | Feedville Rd (Eastbound) | | | | Feedville Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 3 | 12 | 0 | 0 | 0 | 17 | 3 | 0 | 1 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 43 | |
| 7:05 AM | 4 | 14 | 1 | 0 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 39 | |
| 7:10 AM | 2 | 25 | 0 | 0 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 59 | |
| 7:15 AM | 1 | 18 | 1 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 43 | |
| 7:20 AM | 1 | 20 | 0 | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 63 | |
| 7:25 AM | 2 | 23 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 54 | |
| 7:30 AM | 1 | 26 | 0 | 0 | 3 | 26 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 61 | |
| 7:35 AM | 4 | 35 | 0 | 0 | 1 | 17 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 4 | 0 | 69 | |
| 7:40 AM | 8 | 41 | 0 | 0 | 0 | 26 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 82 | |
| 7:45 AM | 5 | 41 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 67 | |
| 7:50 AM | 3 | 37 | 1 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 64 | |
| 7:55 AM | 0 | 34 | 0 | 0 | 2 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 56 | 700 |
| 8:00 AM | 2 | 28 | 0 | 1 | 0 | 10 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 49 | 706 |
| 8:05 AM | 2 | 33 | 0 | 0 | 1 | 16 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 58 | 725 |
| 8:10 AM | 3 | 20 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 39 | 705 |
| 8:15 AM | 2 | 34 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 54 | 716 |
| 8:20 AM | 2 | 19 | 0 | 0 | 3 | 16 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 45 | 698 |
| 8:25 AM | 0 | 15 | 0 | 0 | 1 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 39 | 683 |
| 8:30 AM | 1 | 16 | 0 | 0 | 3 | 12 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 35 | 657 |
| 8:35 AM | 1 | 14 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 34 | 622 |
| 8:40 AM | 0 | 28 | 0 | 0 | 1 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 50 | 590 |
| 8:45 AM | 2 | 16 | 0 | 0 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 31 | 554 |
| 8:50 AM | 4 | 14 | 0 | 0 | 3 | 19 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 45 | 535 |
| 8:55 AM | 0 | 25 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 48 | 527 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 68 | 468 | 0 | 0 | 8 | 236 | 20 | 0 | 0 | 0 | 36 | 0 | 4 | 16 | 16 | 0 | 872 |
| Heavy Trucks | 4 | 16 | 0 | | 4 | 16 | 0 | | 0 | 0 | 8 | | 4 | 4 | 0 | | 56 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 7/3/2025 11:19 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

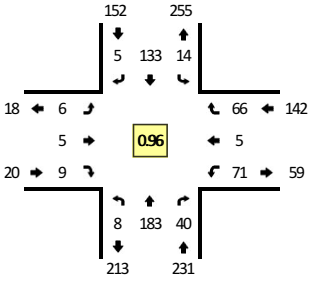
Type of peak hour being reported: User-Defined

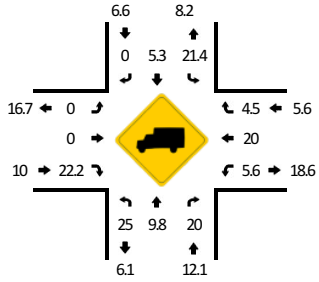
Method for determining peak hour: Total Entering Volume

**LOCATION:** SR 207 -- Feedville Rd
**CITY/STATE:** Umatilla, OR

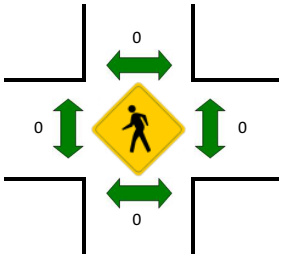
**QC JOB #:** 16883202
**DATE:** Tue, Jan 14 2025

**Peak-Hour: 3:25 PM -- 4:25 PM**
**Peak 15-Min: 3:40 PM -- 3:55 PM**

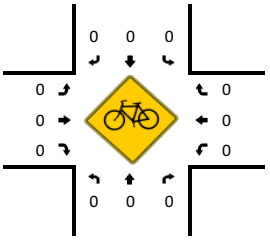


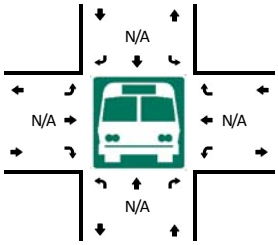




TRUE DATA TO IMPROVE MOBILITY

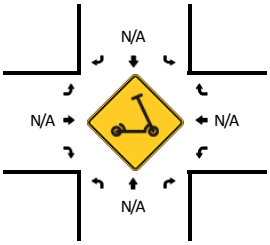











| 5-Min Count Period Beginning At | SR 207 (Northbound) | | | | SR 207 (Southbound) | | | | Feedville Rd (Eastbound) | | | | Feedville Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:00 PM | 0 | 11 | 2 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 33 | |
| 3:05 PM | 0 | 18 | 6 | 0 | 2 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 46 | |
| 3:10 PM | 0 | 11 | 2 | 0 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 34 | |
| 3:15 PM | 0 | 16 | 4 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 37 | |
| 3:20 PM | 1 | 14 | 6 | 0 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | 48 | |
| 3:25 PM | 0 | 15 | 6 | 0 | 1 | 14 | 1 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 5 | 0 | 47 | |
| 3:30 PM | 0 | 14 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 2 | 5 | 0 | 39 | |
| 3:35 PM | 1 | 13 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 48 | |
| 3:40 PM | 0 | 20 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 | 0 | 50 | |
| 3:45 PM | 1 | 10 | 2 | 0 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 42 | |
| 3:50 PM | 1 | 19 | 0 | 0 | 4 | 11 | 1 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 6 | 0 | 50 | |
| 3:55 PM | 1 | 25 | 3 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 46 | 520 |
| 4:00 PM | 1 | 8 | 1 | 0 | 0 | 13 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 2 | 0 | 33 | 520 |
| 4:05 PM | 2 | 21 | 1 | 0 | 3 | 17 | 0 | 0 | 1 | 2 | 1 | 0 | 4 | 1 | 7 | 0 | 60 | 534 |
| 4:10 PM | 0 | 12 | 8 | 0 | 1 | 9 | 1 | 0 | 1 | 0 | 1 | 0 | 6 | 1 | 5 | 0 | 45 | 545 |
| 4:15 PM | 1 | 10 | 4 | 0 | 3 | 7 | 0 | 0 | 2 | 1 | 2 | 0 | 5 | 0 | 2 | 0 | 37 | 545 |
| 4:20 PM | 0 | 16 | 5 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 4 | 0 | 48 | 545 |
| 4:25 PM | 1 | 18 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 6 | 0 | 55 | 553 |
| 4:30 PM | 1 | 25 | 4 | 0 | 0 | 3 | 1 | 0 | 2 | 1 | 1 | 0 | 16 | 0 | 4 | 0 | 58 | 572 |
| 4:35 PM | 2 | 22 | 5 | 0 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 52 | 576 |
| 4:40 PM | 1 | 25 | 6 | 0 | 1 | 14 | 1 | 0 | 0 | 1 | 1 | 0 | 8 | 3 | 3 | 0 | 64 | 590 |
| 4:45 PM | 1 | 14 | 2 | 0 | 0 | 13 | 1 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 2 | 0 | 39 | 587 |
| 4:50 PM | 0 | 20 | 2 | 0 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 0 | 44 | 581 |
| 4:55 PM | 0 | 14 | 2 | 0 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 34 | 569 |
| 5:00 PM | 5 | 19 | 1 | 0 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 46 | 582 |
| 5:05 PM | 1 | 17 | 1 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 1 | 1 | 0 | 41 | 563 |
| 5:10 PM | 0 | 12 | 1 | 0 | 0 | 14 | 2 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 35 | 553 |
| 5:15 PM | 0 | 16 | 1 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 34 | 550 |
| 5:20 PM | 0 | 23 | 2 | 0 | 1 | 10 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 1 | 2 | 0 | 47 | 549 |
| 5:25 PM | 0 | 21 | 5 | 0 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 41 | 535 |
| 5:30 PM | 1 | 21 | 4 | 0 | 2 | 10 | 2 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 2 | 0 | 48 | 525 |
| 5:35 PM | 1 | 10 | 3 | 0 | 2 | 8 | 0 | 0 | 3 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 34 | 507 |
| 5:40 PM | 0 | 22 | 1 | 0 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 43 | 486 |
| 5:45 PM | 0 | 22 | 4 | 0 | 1 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 39 | 486 |
| 5:50 PM | 1 | 8 | 1 | 0 | 1 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 27 | 469 |
| 5:55 PM | 4 | 6 | 3 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 27 | 462 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 8 | 196 | 24 | 0 | 20 | 140 | 8 | 0 | 0 | 0 | 8 | 0 | 72 | 4 | 88 | 0 | 568 |
| Heavy Trucks | 0 | 20 | 0 | | 4 | 4 | 0 | | 0 | 0 | 4 | | 0 | 4 | 0 | | 36 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 7/3/2025 11:22 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

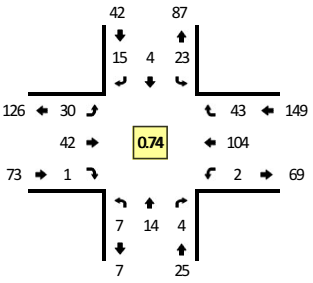
Type of peak hour being reported: User-Defined

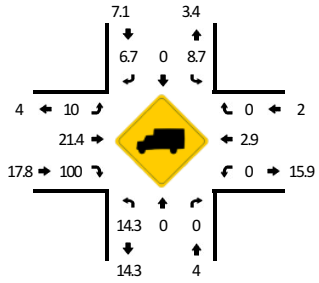
Method for determining peak hour: Total Entering Volume

**LOCATION:** Hermiston-Hinkle Rd -- Feedville Rd
**CITY/STATE:** Umatilla, OR

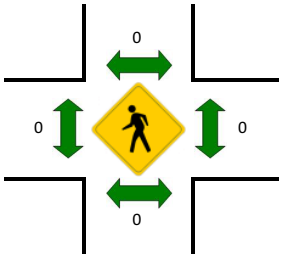
**QC JOB #:** 16883204
**DATE:** Tue, Jan 14 2025

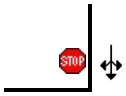
**Peak-Hour: 3:25 PM -- 4:25 PM**
**Peak 15-Min: 3:25 PM -- 3:40 PM**

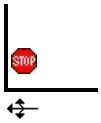


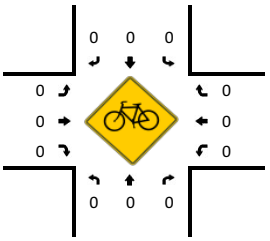



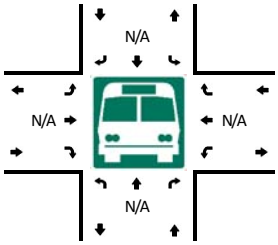

TRUE DATA TO IMPROVE MOBILITY

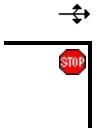


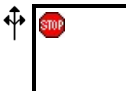



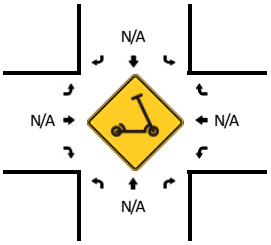




| 5-Min Count Period Beginning At | Hermiston-Hinkle Rd (Northbound) | | | | Hermiston-Hinkle Rd (Southbound) | | | | Feedville Rd (Eastbound) | | | | Feedville Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:00 PM | 1 | 7 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 1 | 2 | 0 | 23 | |
| 3:05 PM | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 3 | 3 | 0 | 19 | |
| 3:10 PM | 0 | 1 | 0 | 0 | 5 | 0 | 3 | 0 | 2 | 6 | 1 | 0 | 0 | 1 | 1 | 0 | 20 | |
| 3:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 6 | 0 | 0 | 0 | 3 | 2 | 0 | 18 | |
| 3:20 PM | 0 | 3 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 4 | 0 | 0 | 1 | 8 | 2 | 0 | 25 | |
| 3:25 PM | 2 | 2 | 0 | 0 | 7 | 1 | 0 | 0 | 4 | 5 | 0 | 0 | 1 | 6 | 4 | 0 | 32 | |
| 3:30 PM | 2 | 1 | 2 | 0 | 1 | 0 | 4 | 0 | 2 | 4 | 0 | 0 | 0 | 9 | 8 | 0 | 33 | |
| 3:35 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 3 | 1 | 0 | 0 | 17 | 5 | 0 | 32 | |
| 3:40 PM | 0 | 3 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 10 | 9 | 0 | 29 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 9 | 2 | 0 | 17 | |
| 3:50 PM | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 10 | 4 | 0 | 24 | |
| 3:55 PM | 1 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 15 | 287 |
| 4:00 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 9 | 273 |
| 4:05 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 3 | 0 | 0 | 0 | 9 | 2 | 0 | 23 | 277 |
| 4:10 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 8 | 5 | 0 | 24 | 281 |
| 4:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 19 | 282 |
| 4:20 PM | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 3 | 6 | 0 | 0 | 1 | 13 | 2 | 0 | 32 | 289 |
| 4:25 PM | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 14 | 2 | 0 | 26 | 283 |
| 4:30 PM | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 8 | 2 | 0 | 21 | 271 |
| 4:35 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 6 | 0 | 0 | 0 | 14 | 5 | 0 | 30 | 269 |
| 4:40 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 6 | 4 | 0 | 20 | 260 |
| 4:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 4 | 0 | 0 | 0 | 3 | 4 | 0 | 18 | 261 |
| 4:50 PM | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 6 | 2 | 0 | 19 | 256 |
| 4:55 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 1 | 0 | 11 | 252 |
| 5:00 PM | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 3 | 0 | 15 | 258 |
| 5:05 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 6 | 2 | 0 | 16 | 251 |
| 5:10 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 9 | 236 |
| 5:15 PM | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 226 |
| 5:20 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 12 | 206 |
| 5:25 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 185 |
| 5:30 PM | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 5 | 4 | 1 | 0 | 0 | 5 | 2 | 0 | 22 | 186 |
| 5:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 4 | 1 | 0 | 0 | 2 | 2 | 0 | 15 | 171 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 158 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 145 |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 1 | 0 | 1 | 2 | 2 | 0 | 14 | 140 |
| 5:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 134 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 16 | 16 | 8 | 0 | 36 | 4 | 24 | 0 | 32 | 48 | 4 | 0 | 4 | 128 | 68 | 0 | 388 |
| Heavy Trucks | 0 | 0 | 0 | | 4 | 0 | 0 | | 4 | 12 | 4 | | 0 | 8 | 0 | | 32 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 7/3/2025 11:22 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

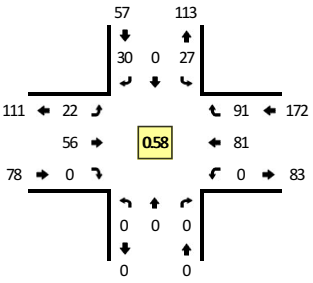
Type of peak hour being reported: User-Defined

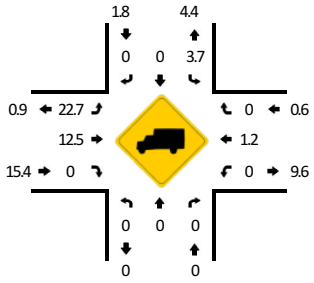
Method for determining peak hour: Total Entering Volume

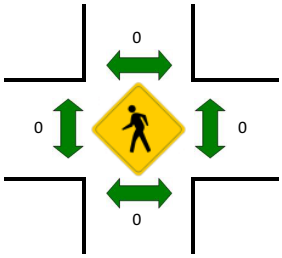
**LOCATION:** SE Kelli Blvd -- Feedville Rd
**CITY/STATE:** Hermiston, OR

**QC JOB #:** 16883206
**DATE:** Tue, Jan 14 2025

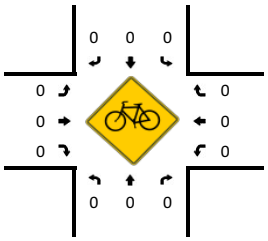
**Peak-Hour: 3:25 PM -- 4:25 PM**
**Peak 15-Min: 3:25 PM -- 3:40 PM**

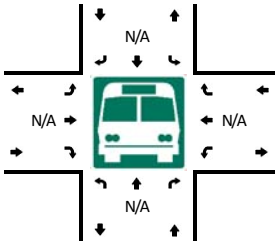


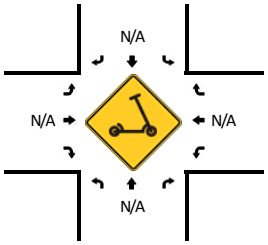












| 5-Min Count Period Beginning At | SE Kelli Blvd (Northbound) | | | | SE Kelli Blvd (Southbound) | | | | Feedville Rd (Eastbound) | | | | Feedville Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 6 | 0 | 21 | |
| 3:05 PM | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 2 | 5 | 0 | 23 | |
| 3:10 PM | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 1 | 3 | 0 | 20 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 4 | 5 | 0 | 33 | |
| 3:20 PM | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 6 | 5 | 0 | 28 | |
| 3:25 PM | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 3 | 7 | 0 | 0 | 0 | 10 | 7 | 0 | 41 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 2 | 8 | 0 | 0 | 0 | 14 | 19 | 0 | 49 | |
| 3:35 PM | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 17 | 16 | 0 | 43 | |
| 3:40 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 12 | 19 | 0 | 40 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 10 | 9 | 0 | 27 | |
| 3:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 16 | |
| 3:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 3 | 0 | 10 | 351 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 2 | 2 | 0 | 11 | 341 |
| 4:05 PM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 5 | 0 | 0 | 0 | 4 | 1 | 0 | 16 | 334 |
| 4:10 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 8 | 322 |
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| 4:20 PM | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 3 | 6 | 0 | 0 | 0 | 2 | 2 | 0 | 24 | 307 |
| 4:25 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 5 | 0 | 0 | 0 | 2 | 4 | 0 | 18 | 284 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 6 | 1 | 0 | 13 | 248 |
| 4:35 PM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 8 | 0 | 0 | 0 | 6 | 9 | 0 | 30 | 235 |
| 4:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 12 | 207 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 11 | 191 |
| 4:50 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 9 | 184 |
| 4:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 13 | 0 | 19 | 193 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 4 | 5 | 0 | 13 | 195 |
| 5:05 PM | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 4 | 0 | 15 | 194 |
| 5:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 2 | 2 | 0 | 8 | 194 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 1 | 0 | 8 | 180 |
| 5:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 5 | 0 | 0 | 0 | 1 | 3 | 0 | 13 | 169 |
| 5:25 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 3 | 0 | 10 | 161 |
| 5:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 4 | 3 | 0 | 14 | 162 |
| 5:35 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 8 | 140 |
| 5:40 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 135 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 4 | 0 | 9 | 133 |
| 5:50 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 5 | 0 | 13 | 137 |
| 5:55 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 6 | 124 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 84 | 0 | 20 | 0 | 24 | 72 | 0 | 0 | 0 | 164 | 168 | 0 | 532 |
| Heavy Trucks | 0 | 0 | 0 | | 4 | 0 | 0 | | 4 | 16 | 0 | | 0 | 4 | 0 | | 28 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 7/3/2025 11:22 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

**LOCATION:** S Ott Rd/Hinkle Motel Rd -- Feedville Rd

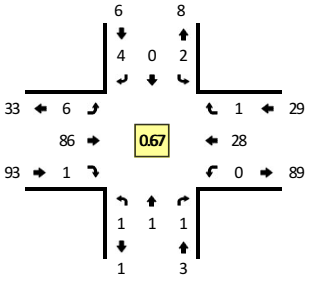
**CITY/STATE:** Umatilla, OR

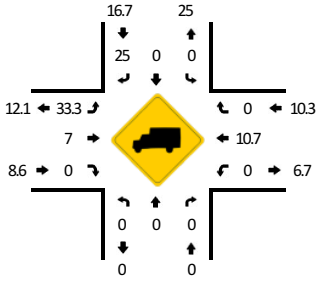
**QC JOB #:** 16883208

**DATE:** Tue, Jan 14 2025

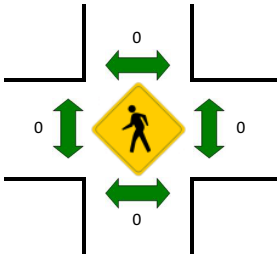
**Peak-Hour: 3:25 PM -- 4:25 PM**

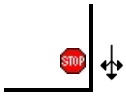
**Peak 15-Min: 3:30 PM -- 3:45 PM**

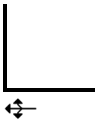


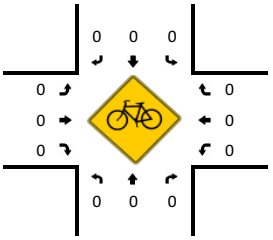



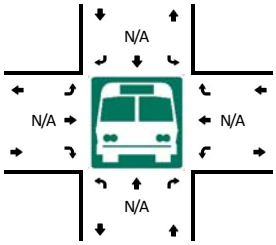

TRUE DATA TO IMPROVE MOBILITY

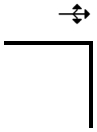


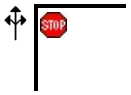



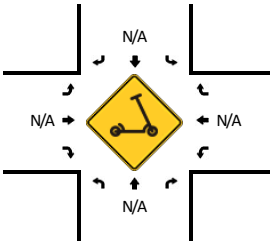








| 5-Min Count Period Beginning At | S Ott Rd/Hinkle Motel Rd (Northbound) | | | | S Ott Rd/Hinkle Motel Rd (Southbound) | | | | Feedville Rd (Eastbound) | | | | Feedville Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 4 | 1 | 0 | 16 | |
| 3:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 6 | 0 | 0 | 13 | |
| 3:10 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 4 | 0 | 0 | 11 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 13 | |
| 3:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 12 | |
| 3:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 6 | 1 | 0 | 15 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 0 | 0 | 0 | 3 | 0 | 0 | 15 | |
| 3:35 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 4 | 0 | 0 | 18 | |
| 3:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 6 | 0 | 0 | 16 | |
| 3:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | |
| 3:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 6 | |
| 3:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 150 |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 11 | 145 |
| 4:05 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 138 |
| 4:10 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 137 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 134 |
| 4:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 131 |
| 4:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 3 | 0 | 0 | 14 | 130 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 123 |
| 4:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 13 | 118 |
| 4:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 107 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 109 |
| 4:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 110 |
| 4:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 112 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 107 |
| 5:05 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 108 |
| 5:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 105 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 10 | 105 |
| 5:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 101 |
| 5:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 91 |
| 5:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 89 |
| 5:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 82 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 80 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 77 |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 72 |
| 5:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 67 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 8 | 128 | 0 | 0 | 0 | 52 | 0 | 0 | 196 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 8 | 8 | 0 | | 0 | 0 | 0 | | 16 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 7/3/2025 11:22 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

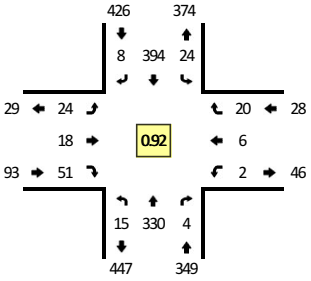
Type of peak hour being reported: User-Defined

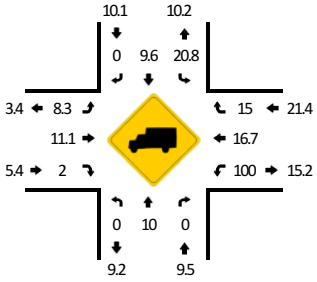
Method for determining peak hour: Total Entering Volume

**LOCATION:** US 395 -- Feedville Rd
**CITY/STATE:** Umatilla, OR

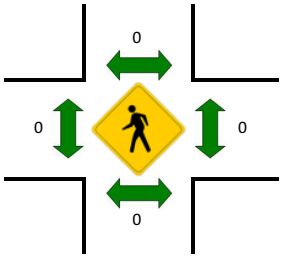
**QC JOB #:** 16883210
**DATE:** Tue, Jan 14 2025

**Peak-Hour: 3:25 PM -- 4:25 PM**
**Peak 15-Min: 4:10 PM -- 4:25 PM**

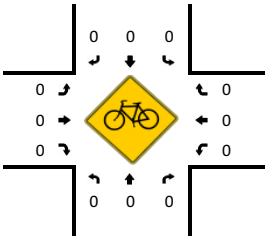


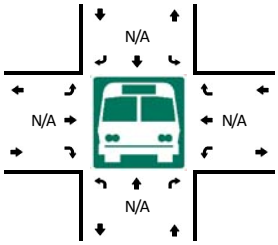




TRUE DATA TO IMPROVE MOBILITY

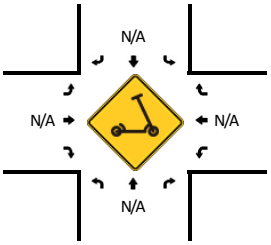











| 5-Min Count Period Beginning At | US 395 (Northbound) | | | | US 395 (Southbound) | | | | Feedville Rd (Eastbound) | | | | Feedville Rd (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 3:00 PM | 2 | 20 | 0 | 1 | 3 | 34 | 2 | 0 | 6 | 2 | 4 | 0 | 0 | 1 | 2 | 0 | 77 | |
| 3:05 PM | 4 | 22 | 0 | 0 | 0 | 29 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 61 | |
| 3:10 PM | 2 | 19 | 0 | 0 | 2 | 32 | 3 | 0 | 1 | 2 | 5 | 0 | 0 | 1 | 2 | 0 | 69 | |
| 3:15 PM | 2 | 16 | 0 | 0 | 2 | 27 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 60 | |
| 3:20 PM | 2 | 22 | 0 | 0 | 0 | 35 | 1 | 0 | 5 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 71 | |
| 3:25 PM | 4 | 16 | 0 | 0 | 3 | 43 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 2 | 1 | 0 | 75 | |
| 3:30 PM | 2 | 21 | 0 | 0 | 2 | 25 | 2 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 61 | |
| 3:35 PM | 3 | 27 | 0 | 0 | 0 | 31 | 0 | 0 | 5 | 3 | 8 | 0 | 1 | 0 | 5 | 0 | 83 | |
| 3:40 PM | 5 | 31 | 1 | 0 | 2 | 20 | 1 | 0 | 1 | 2 | 6 | 0 | 0 | 0 | 2 | 0 | 71 | |
| 3:45 PM | 0 | 27 | 0 | 0 | 2 | 25 | 1 | 0 | 4 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 65 | |
| 3:50 PM | 1 | 38 | 0 | 0 | 2 | 39 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 85 | |
| 3:55 PM | 0 | 29 | 0 | 0 | 0 | 21 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 62 | 840 |
| 4:00 PM | 0 | 28 | 0 | 0 | 2 | 32 | 1 | 0 | 2 | 2 | 5 | 0 | 0 | 2 | 2 | 0 | 76 | 839 |
| 4:05 PM | 0 | 31 | 2 | 0 | 5 | 33 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 75 | 853 |
| 4:10 PM | 0 | 32 | 1 | 0 | 2 | 38 | 2 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 82 | 866 |
| 4:15 PM | 0 | 25 | 0 | 0 | 2 | 38 | 0 | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 75 | 881 |
| 4:20 PM | 0 | 25 | 0 | 0 | 2 | 49 | 0 | 0 | 1 | 2 | 5 | 0 | 0 | 1 | 1 | 0 | 86 | 896 |
| 4:25 PM | 0 | 17 | 0 | 0 | 2 | 33 | 3 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 66 | 887 |
| 4:30 PM | 0 | 26 | 0 | 0 | 5 | 35 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 75 | 901 |
| 4:35 PM | 2 | 23 | 1 | 0 | 5 | 41 | 1 | 0 | 3 | 2 | 4 | 0 | 0 | 2 | 0 | 0 | 84 | 902 |
| 4:40 PM | 0 | 27 | 0 | 0 | 3 | 41 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 76 | 907 |
| 4:45 PM | 2 | 18 | 0 | 0 | 8 | 39 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 76 | 918 |
| 4:50 PM | 1 | 22 | 0 | 0 | 1 | 25 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 58 | 891 |
| 4:55 PM | 0 | 12 | 0 | 0 | 3 | 17 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 39 | 868 |
| 5:00 PM | 0 | 17 | 0 | 0 | 2 | 24 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 3 | 3 | 0 | 56 | 848 |
| 5:05 PM | 2 | 21 | 0 | 0 | 1 | 24 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 54 | 827 |
| 5:10 PM | 2 | 29 | 0 | 0 | 2 | 52 | 1 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 94 | 839 |
| 5:15 PM | 0 | 21 | 0 | 0 | 3 | 33 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 64 | 828 |
| 5:20 PM | 0 | 24 | 0 | 0 | 3 | 30 | 1 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 3 | 0 | 69 | 811 |
| 5:25 PM | 1 | 19 | 0 | 0 | 2 | 27 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 56 | 801 |
| 5:30 PM | 1 | 25 | 1 | 0 | 2 | 35 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 69 | 795 |
| 5:35 PM | 1 | 28 | 0 | 0 | 1 | 17 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 54 | 765 |
| 5:40 PM | 0 | 30 | 0 | 0 | 1 | 26 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 63 | 752 |
| 5:45 PM | 0 | 18 | 0 | 0 | 0 | 28 | 1 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 57 | 733 |
| 5:50 PM | 2 | 11 | 0 | 0 | 1 | 25 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 43 | 718 |
| 5:55 PM | 0 | 23 | 1 | 0 | 0 | 14 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 42 | 721 |

| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | |
| All Vehicles | 0 | 328 | 4 | 0 | 24 | 500 | 8 | 0 | 16 | 20 | 52 | 0 | 4 | 4 | 12 | 0 | 972 |
| Heavy Trucks | 0 | 32 | 0 | | 8 | 28 | 0 | | 4 | 0 | 0 | | 4 | 0 | 0 | | 76 |
| Buses | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Scooters | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 7/3/2025 11:22 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

# Seasonal Adjustment

## JANUARY TRAFFIC COUNTS

To determine an appropriate seasonal factor for the January counts along OR 207 and US 395, three methodologies were investigated as outlined in ODOT's Analysis Procedures Manual: On-Site ATR (Automatic Traffic Recorder) Method, ATR Characteristics Table Method, ATR Seasonal Trend Method.

### ON-SITE ATR METHOD

The On-Site ATR Method is used when an Automatic Traffic Recorder (ATR) is within or near the project area. The closest ATR station is ATR #30-019 which is located on US 395 just north of the Feedville Road. Given this proximity, a seasonal factor was calculated the ATR station for comparison purposes to the other methodologies described herein. A January-based seasonal adjustment factor using this ATR station is shown in Table A. The resulting season factor was an adjustment factor of 1.19.

**Table A Seasonal Adjustment Calculations for ATR 30-019**

| | 2023 | 2022 | 2021 | 2019 | 2018 | Avg. |
|---|---|---|---|---|---|---|
| **ATR 30-009** | | | | | | |
| **Count Month (January)** | ~~93~~ | 89 | 91 | ~~88~~ | 89 | 89.7 |
| **Peak Month (August)** | 107 | ~~106~~ | 108 | ~~108~~ | 107 | 107.3 |

- The seasonal adjustment factor for March is 107.3%/89.7% = **1.19 for count month of January**

# Appendix C Existing Traffic Operations Worksheets

Hermiston, OR

Vistro File: H:\...\30926_Vistro.vistro
Report File: H:\...\Existing AM.pdf

Scenario 6 Existing AM
7/3/2025

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | OR-207 & Feedville Rd | Two-way stop | HCM 7th Edition | WB Left | 0.123 | 13.9 | B |
| 2 | Hermiston-Hinkle Rd & Feedville Rd | All-way stop | HCM 7th Edition | NB Left | 0.115 | 7.8 | A |
| 3 | Kelli Rd & Feedville Rd & Site Driveway | Two-way stop | HCM 7th Edition | SB Left | 0.025 | 10.0 | B |
| 4 | Hinkle Motel Rd & Ott Rd & Feedville Rd | Two-way stop | HCM 7th Edition | NB Thru | 0.003 | 11.0 | B |
| 5 | Feedville Rd & US-395 | Two-way stop | HCM 7th Edition | EB Thru | 0.008 | 33.8 | D |

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

**Intersection Level Of Service Report**
**Intersection 1: OR-207 & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.9 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.123 |

**Intersection Setup**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 6 | 144 | 52 | 16 | 179 | 5 | 6 | 1 | 12 | 49 | 3 | 16 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 17.00 | 6.00 | 10.00 | 12.00 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 22.00 | 0.00 | 19.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 144 | 52 | 16 | 179 | 5 | 6 | 1 | 12 | 49 | 3 | 16 |
| Peak Hour Factor | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 43 | 15 | 5 | 53 | 1 | 2 | 0 | 4 | 15 | 1 | 5 |
| Total Analysis Volume [veh/h] | 7 | 171 | 62 | 19 | 213 | 6 | 7 | 1 | 14 | 58 | 4 | 19 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.12 | 0.01 | 0.02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 7.86 | 0.00 | 0.00 | 7.86 | 0.00 | 0.00 | 12.80 | 12.93 | 9.54 | 13.89 | 13.41 | 10.58 |
| Movement LOS | A | A | A | A | A | A | B | B | A | B | B | B |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.10 | 0.10 | 0.10 | 0.54 | 0.54 | 0.54 |
| 95th-Percentile Queue Length [ft/ln] | 0.42 | 0.00 | 0.00 | 1.13 | 0.00 | 0.00 | 2.62 | 2.62 | 2.62 | 13.53 | 13.53 | 13.53 |
| d_A, Approach Delay [s/veh] | 0.23 | | | 0.63 | | | 10.73 | | | 13.09 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 2.58 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Hermiston-Hinkle Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 7.8 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.115 |

**Intersection Setup**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 45.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 6 | 5 | 1 | 19 | 11 | 24 | 11 | 53 | 5 | 2 | 38 | 13 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 33.00 | 0.00 | 100.00 | 21.00 | 0.00 | 5.00 | 0.00 | 11.00 | 20.00 | 50.00 | 21.00 | 15.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 5 | 1 | 19 | 11 | 24 | 11 | 53 | 5 | 2 | 38 | 13 |
| Peak Hour Factor | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 2 | 0 | 7 | 4 | 8 | 4 | 18 | 2 | 1 | 13 | 4 |
| Total Analysis Volume [veh/h] | 8 | 7 | 1 | 26 | 15 | 33 | 15 | 73 | 7 | 3 | 52 | 18 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | |
|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 747 | 842 | 829 | 813 |
| Degree of Utilization, x | 0.02 | 0.09 | 0.11 | 0.09 |

**Movement, Approach, & Intersection Results**

| | | | | |
|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.07 | 0.29 | 0.39 | 0.29 |
| 95th-Percentile Queue Length [ft] | 1.64 | 7.20 | 9.67 | 7.37 |
| Approach Delay [s/veh] | 7.93 | 7.69 | 7.91 | 7.86 |
| Approach LOS | A | A | A | A |
| Intersection Delay [s/veh] | 7.83 | | | |
| Intersection LOS | A | | | |

**Intersection Level Of Service Report**
**Intersection 3: Kelli Rd & Feedville Rd & Site Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.025 |

**Intersection Setup**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 13 | 0 | 15 | 19 | 31 | 0 | 0 | 46 | 12 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 8.00 | 0.00 | 40.00 | 11.00 | 16.00 | 0.00 | 0.00 | 17.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 13 | 0 | 15 | 19 | 31 | 0 | 0 | 46 | 12 |
| Peak Hour Factor | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 5 | 0 | 6 | 7 | 11 | 0 | 0 | 17 | 4 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 19 | 0 | 22 | 28 | 46 | 0 | 0 | 68 | 18 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.02 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.86 | 10.17 | 8.50 | 10.00 | 10.34 | 9.28 | 7.51 | 0.00 | 0.00 | 7.29 | 0.00 | 0.00 |
| Movement LOS | A | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.16 | 0.16 | 0.16 | 0.05 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 3.94 | 3.94 | 3.94 | 1.18 | 1.18 | 1.18 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.51 | | | 9.62 | | | 2.84 | | | 0.00 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 3.01 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.003 |

**Intersection Setup**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1 | 1 | 1 | 0 | 1 | 10 | 1 | 26 | 0 | 0 | 50 | 5 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 10.00 | 0.00 | 19.00 | 0.00 | 0.00 | 16.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1 | 1 | 1 | 0 | 1 | 10 | 1 | 26 | 0 | 0 | 50 | 5 |
| Peak Hour Factor | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 0 | 20 | 2 |
| Total Analysis Volume [veh/h] | 2 | 2 | 2 | 0 | 2 | 16 | 2 | 42 | 0 | 0 | 81 | 8 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Priority Scheme | Stop | | | Stop | | | Free | | | Free | | |
| Flared Lane | No | | | No | | | | | | | | |
| Storage Area [veh] | 0 | | | 0 | | | 0 | | | 0 | | |
| Two-Stage Gap Acceptance | No | | | No | | | | | | | | |
| Number of Storage Spaces in Median | 0 | | | 0 | | | 0 | | | 0 | | |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 9.44 | 10.97 | 8.52 | 9.37 | 9.80 | 8.86 | 7.37 | 0.00 | 0.00 | 7.28 | 0.00 | 0.00 |
| Movement LOS | A | B | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.02 | 0.02 | 0.06 | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.58 | 0.58 | 0.58 | 1.48 | 1.48 | 1.48 | 0.08 | 0.08 | 0.08 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.64 | | | 8.96 | | | 0.34 | | | 0.00 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1.49 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Feedville Rd & US-395**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 33.8 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.008 |

**Intersection Setup**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 34 | 439 | 1 | 8 | 271 | 11 | 5 | 1 | 21 | 4 | 10 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 15.00 | 6.00 | 0.00 | 25.00 | 11.00 | 0.00 | 0.00 | 100.00 | 14.00 | 50.00 | 20.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 34 | 439 | 1 | 8 | 271 | 11 | 5 | 1 | 21 | 4 | 10 | 19 |
| Peak Hour Factor | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 10 | 134 | 0 | 2 | 83 | 3 | 2 | 0 | 6 | 1 | 3 | 6 |
| Total Analysis Volume [veh/h] | 41 | 535 | 1 | 10 | 330 | 13 | 6 | 1 | 26 | 5 | 12 | 23 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.04 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.02 | 0.01 | 0.03 | 0.03 | 0.06 | 0.03 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 8.32 | 0.00 | 0.00 | 9.12 | 0.00 | 0.00 | 18.05 | 33.80 | 9.85 | 25.58 | 23.53 | 11.23 |
| Movement LOS | A | A | A | A | A | A | C | D | A | D | C | B |
| 95th-Percentile Queue Length [veh/ln] | 0.11 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.19 | 0.19 | 0.19 | 0.39 | 0.39 | 0.39 |
| 95th-Percentile Queue Length [ft/ln] | 2.84 | 0.00 | 0.00 | 0.86 | 0.00 | 0.00 | 4.85 | 4.85 | 4.85 | 9.67 | 9.67 | 9.67 |
| d_A, Approach Delay [s/veh] | 0.59 | | | 0.26 | | | 12.07 | | | 16.72 | | |
| Approach LOS | A | | | A | | | B | | | C | | |
| d_I, Intersection Delay [s/veh] | 1.49 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |

Hermiston, OR

Vistro File: H:\...\30926_Vistro.vistro
Report File: H:\...\Existing PM.pdf

Scenario 7 Existing PM
7/3/2025

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | OR-207 & Feedville Rd | Two-way stop | HCM 7th Edition | WB Thru | 0.011 | 14.5 | B |
| 2 | Hermiston-Hinkle Rd & Feedville Rd | All-way stop | HCM 7th Edition | EB Thru | 0.230 | 8.3 | A |
| 3 | Kelli Rd & Feedville Rd & Site Driveway | Two-way stop | HCM 7th Edition | SB Left | 0.084 | 12.4 | B |
| 4 | Hinkle Motel Rd & Ott Rd & Feedville Rd | Two-way stop | HCM 7th Edition | NB Thru | 0.001 | 10.1 | B |
| 5 | Feedville Rd & US-395 | Two-way stop | HCM 7th Edition | WB Left | 0.015 | 32.7 | D |

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

**Intersection Level Of Service Report**
**Intersection 1: OR-207 & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.5 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.011 |

**Intersection Setup**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 216 | 40 | 14 | 157 | 5 | 6 | 5 | 9 | 71 | 5 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 25.00 | 10.00 | 20.00 | 21.00 | 5.00 | 0.00 | 0.00 | 0.00 | 22.00 | 6.00 | 20.00 | 5.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 216 | 40 | 14 | 157 | 5 | 6 | 5 | 9 | 71 | 5 | 66 |
| Peak Hour Factor | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 56 | 10 | 4 | 41 | 1 | 2 | 1 | 2 | 18 | 1 | 17 |
| Total Analysis Volume [veh/h] | 8 | 225 | 42 | 15 | 164 | 5 | 6 | 5 | 9 | 74 | 5 | 69 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.15 | 0.01 | 0.09 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 7.83 | 0.00 | 0.00 | 8.05 | 0.00 | 0.00 | 13.54 | 12.74 | 9.58 | 14.17 | 14.49 | 11.38 |
| Movement LOS | A | A | A | A | A | A | B | B | A | B | B | B |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.11 | 0.11 | 0.11 | 0.96 | 0.96 | 0.96 |
| 95th-Percentile Queue Length [ft/ln] | 0.47 | 0.00 | 0.00 | 0.95 | 0.00 | 0.00 | 2.73 | 2.73 | 2.73 | 23.94 | 23.94 | 23.94 |
| d_A, Approach Delay [s/veh] | 0.23 | | | 0.66 | | | 11.56 | | | 12.88 | | |
| Approach LOS | A | | | A | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 3.70 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Hermiston-Hinkle Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 8.3 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.230 |

**Intersection Setup**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 45.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 7 | 14 | 4 | 23 | 4 | 15 | 30 | 42 | 1 | 2 | 104 | 43 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 14.00 | 0.00 | 0.00 | 9.00 | 0.00 | 7.00 | 10.00 | 21.00 | 100.00 | 0.00 | 3.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 7 | 14 | 4 | 23 | 4 | 15 | 30 | 42 | 1 | 2 | 104 | 43 |
| Peak Hour Factor | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 5 | 1 | 8 | 1 | 5 | 10 | 14 | 0 | 1 | 35 | 15 |
| Total Analysis Volume [veh/h] | 9 | 19 | 5 | 31 | 5 | 20 | 41 | 57 | 1 | 3 | 141 | 58 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | |
|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 770 | 776 | 767 | 878 |
| Degree of Utilization, x | 0.04 | 0.07 | 0.13 | 0.23 |

**Movement, Approach, & Intersection Results**

| | | | | |
|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.13 | 0.23 | 0.44 | 0.89 |
| 95th-Percentile Queue Length [ft] | 3.35 | 5.82 | 11.05 | 22.17 |
| Approach Delay [s/veh] | 7.89 | 8.00 | 8.39 | 8.32 |
| Approach LOS | A | A | A | A |
| Intersection Delay [s/veh] | 8.25 | | | |
| Intersection LOS | A | | | |

**Intersection Level Of Service Report**
**Intersection 3: Kelli Rd & Feedville Rd & Site Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.084 |

**Intersection Setup**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 27 | 0 | 30 | 22 | 47 | 0 | 0 | 81 | 91 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 4.00 | 0.00 | 0.00 | 23.00 | 12.00 | 0.00 | 0.00 | 1.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 27 | 0 | 30 | 22 | 47 | 0 | 0 | 81 | 91 |
| Peak Hour Factor | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 12 | 0 | 13 | 9 | 20 | 0 | 0 | 35 | 39 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 47 | 0 | 52 | 38 | 81 | 0 | 0 | 140 | 157 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.06 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 12.07 | 12.39 | 8.66 | 12.37 | 12.59 | 10.28 | 8.16 | 0.00 | 0.00 | 7.35 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.51 | 0.51 | 0.51 | 0.06 | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 12.85 | 12.85 | 12.85 | 1.62 | 1.62 | 1.62 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.04 | | | 11.27 | | | 2.61 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 2.77 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.1 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.001 |

**Intersection Setup**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1 | 1 | 1 | 2 | 0 | 4 | 6 | 81 | 1 | 0 | 28 | 1 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 25.00 | 33.00 | 7.00 | 0.00 | 0.00 | 11.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1 | 1 | 1 | 2 | 0 | 4 | 6 | 81 | 1 | 0 | 28 | 1 |
| Peak Hour Factor | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 30 | 0 | 0 | 10 | 0 |
| Total Analysis Volume [veh/h] | 1 | 1 | 1 | 3 | 0 | 6 | 9 | 121 | 1 | 0 | 42 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 9.69 | 10.09 | 8.87 | 9.68 | 10.11 | 8.77 | 7.60 | 0.00 | 0.00 | 7.44 | 0.00 | 0.00 |
| Movement LOS | A | B | A | A | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.01 | 0.01 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 | 0.02 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.28 | 0.28 | 0.28 | 0.76 | 0.76 | 0.76 | 0.38 | 0.38 | 0.38 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.55 | | | 9.07 | | | 0.52 | | | 0.00 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.96 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Feedville Rd & US-395**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 32.7 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.015 |

**Intersection Setup**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 15 | 389 | 4 | 24 | 465 | 8 | 24 | 18 | 42 | 2 | 6 | 20 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 10.00 | 0.00 | 21.00 | 10.00 | 0.00 | 8.00 | 11.00 | 2.00 | 100.00 | 17.00 | 15.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 15 | 389 | 4 | 24 | 465 | 8 | 24 | 18 | 42 | 2 | 6 | 20 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 106 | 1 | 7 | 126 | 2 | 7 | 5 | 11 | 1 | 2 | 5 |
| Total Analysis Volume [veh/h] | 16 | 423 | 4 | 26 | 505 | 9 | 26 | 20 | 46 | 2 | 7 | 22 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | | | | |
|---|---|---|---|---|
| Priority Scheme | Free | Free | Stop | Stop |
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.02 | 0.00 | 0.00 | 0.03 | 0.01 | 0.00 | 0.11 | 0.09 | 0.06 | 0.01 | 0.03 | 0.03 |
| d_M, Delay for Movement [s/veh] | 8.44 | 0.00 | 0.00 | 8.68 | 0.00 | 0.00 | 23.83 | 25.58 | 13.51 | 32.66 | 23.51 | 10.54 |
| Movement LOS | A | A | A | A | A | A | C | D | B | D | C | B |
| 95th-Percentile Queue Length [veh/ln] | 0.05 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 1.05 | 1.05 | 1.05 | 0.25 | 0.25 | 0.25 |
| 95th-Percentile Queue Length [ft/ln] | 1.15 | 0.00 | 0.00 | 1.99 | 0.00 | 0.00 | 26.15 | 26.15 | 26.15 | 6.36 | 6.36 | 6.36 |
| d_A, Approach Delay [s/veh] | 0.30 | | | 0.42 | | | 19.05 | | | 14.90 | | |
| Approach LOS | A | | | A | | | C | | | B | | |
| d_I, Intersection Delay [s/veh] | 2.33 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |

# Appendix D 2045 Background Conditions Worksheets

Hermiston, OR

Vistro File: H:\...\30926_Vistro.vistro
Report File: H:\...\Background 2045 AM.pdf

Scenario 10 Background AM 2045
7/3/2025

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | OR-207 & Feedville Rd | Two-way stop | HCM 7th Edition | WB Left | 0.702 | 79.4 | F |
| 2 | Hermiston-Hinkle Rd & Feedville Rd | All-way stop | HCM 7th Edition | EB Thru | 0.569 | 12.5 | B |
| 3 | Kelli Rd & Feedville Rd & Site Driveway | Two-way stop | HCM 7th Edition | SB Left | 0.047 | 12.7 | B |
| 4 | Hinkle Motel Rd & Ott Rd & Feedville Rd | Two-way stop | HCM 7th Edition | NB Thru | 0.004 | 13.0 | B |
| 5 | Feedville Rd & US-395 | Two-way stop | HCM 7th Edition | EB Thru | 0.019 | 74.7 | F |
| 102 | Feedville Rd & Driveway | Two-way stop | HCM 7th Edition | EB Left | 0.055 | 7.3 | A |
| 103 | Hermiston-Hinkle Rd / Driveway | Two-way stop | HCM 7th Edition | EB Left | 0.046 | 9.0 | A |
| 104 | Feedville Rd & Driveway | Two-way stop | HCM 7th Edition | SB Left | 0.007 | 11.5 | B |

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

**Intersection Level Of Service Report**
**Intersection 1: OR-207 & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 79.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.702 |

**Intersection Setup**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 6 | 202 | 108 | 84 | 251 | 5 | 6 | 1 | 12 | 155 | 4 | 172 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 17.00 | 6.00 | 10.00 | 12.00 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 22.00 | 0.00 | 19.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 202 | 108 | 84 | 251 | 5 | 6 | 1 | 12 | 155 | 4 | 172 |
| Peak Hour Factor | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 60 | 32 | 25 | 75 | 1 | 2 | 0 | 4 | 46 | 1 | 51 |
| Total Analysis Volume [veh/h] | 7 | 240 | 129 | 100 | 299 | 6 | 7 | 1 | 14 | 185 | 5 | 205 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.70 | 0.02 | 0.27 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 8.08 | 0.00 | 0.00 | 8.47 | 0.00 | 0.00 | 27.72 | 19.63 | 10.60 | 79.36 | 77.44 | 70.45 |
| Movement LOS | A | A | A | A | A | A | D | C | B | F | F | F |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 | 0.21 | 0.21 | 0.21 | 11.88 | 11.88 | 11.88 |
| 95th-Percentile Queue Length [ft/ln] | 0.45 | 0.00 | 0.00 | 7.22 | 0.00 | 0.00 | 5.22 | 5.22 | 5.22 | 297.02 | 297.02 | 297.02 |
| d_A, Approach Delay [s/veh] | 0.15 | | | 2.09 | | | 16.45 | | | 74.71 | | |
| Approach LOS | A | | | A | | | C | | | F | | |
| d_I, Intersection Delay [s/veh] | 25.69 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Hermiston-Hinkle Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 12.5 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.569 |

**Intersection Setup**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 45.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 22 | 20 | 14 | 35 | 30 | 75 | 133 | 136 | 24 | 18 | 78 | 18 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 33.00 | 0.00 | 100.00 | 21.00 | 0.00 | 5.00 | 0.00 | 11.00 | 20.00 | 50.00 | 21.00 | 15.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 22 | 20 | 14 | 35 | 30 | 75 | 133 | 136 | 24 | 18 | 78 | 18 |
| Peak Hour Factor | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 7 | 5 | 12 | 10 | 26 | 46 | 47 | 8 | 6 | 27 | 6 |
| Total Analysis Volume [veh/h] | 30 | 27 | 19 | 48 | 41 | 103 | 182 | 186 | 33 | 25 | 107 | 25 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | |
|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 567 | 665 | 705 | 637 |
| Degree of Utilization, x | 0.13 | 0.29 | 0.57 | 0.25 |

**Movement, Approach, & Intersection Results**

| | | | | |
|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.46 | 1.19 | 3.61 | 0.96 |
| 95th-Percentile Queue Length [ft] | 11.51 | 29.87 | 90.26 | 24.11 |
| Approach Delay [s/veh] | 10.32 | 10.60 | 14.61 | 10.48 |
| Approach LOS | B | B | B | B |
| Intersection Delay [s/veh] | 12.50 | | | |
| Intersection LOS | B | | | |

**Intersection Level Of Service Report**
**Intersection 3: Kelli Rd & Feedville Rd & Site Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.7 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.047 |

**Intersection Setup**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 16 | 0 | 25 | 41 | 98 | 0 | 0 | 100 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 8.00 | 0.00 | 40.00 | 11.00 | 16.00 | 0.00 | 0.00 | 17.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 16 | 0 | 25 | 41 | 98 | 0 | 0 | 100 | 15 |
| Peak Hour Factor | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 6 | 0 | 9 | 15 | 36 | 0 | 0 | 37 | 6 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 24 | 0 | 37 | 60 | 144 | 0 | 0 | 147 | 22 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.05 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 12.48 | 12.29 | 8.96 | 12.69 | 12.76 | 10.09 | 7.72 | 0.00 | 0.00 | 7.48 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.31 | 0.31 | 0.31 | 0.10 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 7.74 | 7.74 | 7.74 | 2.58 | 2.58 | 2.58 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.24 | | | 11.11 | | | 2.27 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 2.63 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.004 |

**Intersection Setup**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1 | 1 | 1 | 0 | 1 | 10 | 1 | 94 | 0 | 0 | 105 | 5 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 10.00 | 0.00 | 19.00 | 0.00 | 0.00 | 16.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1 | 1 | 1 | 0 | 1 | 10 | 1 | 94 | 0 | 0 | 105 | 5 |
| Peak Hour Factor | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 38 | 0 | 0 | 42 | 2 |
| Total Analysis Volume [veh/h] | 2 | 2 | 2 | 0 | 2 | 16 | 2 | 152 | 0 | 0 | 169 | 8 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 11.01 | 12.96 | 9.06 | 10.90 | 11.18 | 9.34 | 7.55 | 0.00 | 0.00 | 7.50 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.03 | 0.03 | 0.03 | 0.07 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.75 | 0.75 | 0.75 | 1.70 | 1.70 | 1.70 | 0.08 | 0.08 | 0.08 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.01 | | | 9.54 | | | 0.10 | | | 0.00 | | |
| Approach LOS | B | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.71 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Feedville Rd & US-395**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 74.7 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.019 |

**Intersection Setup**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 68 | 615 | 1 | 11 | 380 | 30 | 7 | 1 | 87 | 6 | 14 | 27 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 15.00 | 6.00 | 0.00 | 25.00 | 11.00 | 0.00 | 0.00 | 100.00 | 14.00 | 50.00 | 20.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 68 | 615 | 1 | 11 | 380 | 30 | 7 | 1 | 87 | 6 | 14 | 27 |
| Peak Hour Factor | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 21 | 188 | 0 | 3 | 116 | 9 | 2 | 0 | 27 | 2 | 4 | 8 |
| Total Analysis Volume [veh/h] | 83 | 750 | 1 | 13 | 463 | 37 | 9 | 1 | 106 | 7 | 17 | 33 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.09 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 | 0.07 | 0.02 | 0.14 | 0.09 | 0.17 | 0.05 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 9.04 | 0.00 | 0.00 | 10.10 | 0.00 | 0.00 | 33.77 | 74.75 | 12.01 | 61.09 | 49.70 | 19.55 |
| Movement LOS | A | A | A | B | A | A | D | F | B | F | E | C |
| 95th-Percentile Queue Length [veh/ln] | 0.28 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.88 | 0.88 | 0.88 | 1.27 | 1.27 | 1.27 |
| 95th-Percentile Queue Length [ft/ln] | 6.97 | 0.00 | 0.00 | 1.38 | 0.00 | 0.00 | 21.96 | 21.96 | 21.96 | 31.73 | 31.73 | 31.73 |
| d_A, Approach Delay [s/veh] | 0.90 | | | 0.26 | | | 14.24 | | | 33.64 | | |
| Approach LOS | A | | | A | | | B | | | D | | |
| d_I, Intersection Delay [s/veh] | 2.93 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 102: Feedville Rd & Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.3 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.055 |

**Intersection Setup**

| Name | Driveway | | | | Residential Access | | | | Feedville Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Right | Left | Left | Thru | Right | Left | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | | 25.00 | | | | 35.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | |

**Volumes**

| Name | Driveway | | | | Residential Access | | | | Feedville Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 |
| Peak Hour Factor | 0.8300 | 1.0000 | 0.8300 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.8300 | 1.0000 | 1.0000 | 0.8300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | | 0 | | | | 0 | | | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Stop | Stop | Free |
| Flared Lane | No | No | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 12.29 | 5.42 | 8.49 | 8.32 | 9.87 | 9.85 | 10.34 | 8.32 | 7.33 | 7.35 | 0.00 | 0.00 |
| Movement LOS | B | A | A | A | A | A | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.17 | 0.17 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.36 | 4.36 | 4.36 | 4.36 |
| d_A, Approach Delay [s/veh] | 8.63 | | | | 9.59 | | | | 7.33 | | | |
| Approach LOS | A | | | | A | | | | A | | | |
| d_I, Intersection Delay [s/veh] | 5.74 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Setup**

| Name | Feedville Road | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Approach | Westbound | | | | Southwestbound | | | |
| Lane Configuration |  | | | |  | | | |
| Turning Movement | Left | Thru | Right | Right | Left | Thru | Right | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 35.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | |
| Crosswalk | Yes | | | | Yes | | | |

**Volumes**

| Name | Feedville Road | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.8300 | 1.0000 | 0.8300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| Pedestrian Volume [ped/h] | 0 | | | | 0 | | | |

**Intersection Settings**

| | | |
|---|---|---|
| Priority Scheme | Free | Stop |
| Flared Lane | | No |
| Storage Area [veh] | 0 | 0 |
| Two-Stage Gap Acceptance | | No |
| Number of Storage Spaces in Median | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| d_M, Delay for Movement [s/veh] | 7.22 | 0.00 | 0.00 | 0.00 | 9.85 | 10.31 | 8.49 | 5.19 |
| Movement LOS | A | A | A | A | A | B | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.04 | 0.04 | 0.04 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 1.06 | 1.06 | 1.06 | 1.06 |
| d_A, Approach Delay [s/veh] | 1.80 | | | | 5.19 | | | |
| Approach LOS | A | | | | A | | | |
| d_I, Intersection Delay [s/veh] | 5.74 | | | | | | | |
| Intersection LOS | A | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 103: Hermiston-Hinkle Rd / Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.046 |

**Intersection Setup**

| Name | Hermiston-Hinkle Road | | Hermiston-Hinkle Road | | S2 Driveway | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | 45.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Hermiston-Hinkle Road | | Hermiston-Hinkle Road | | S2 Driveway | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 12 | 18 | 54 | 44 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 12 | 18 | 54 | 44 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 3 | 5 | 14 | 11 | 0 |
| Total Analysis Volume [veh/h] | 0 | 12 | 18 | 54 | 44 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop |
|---|---|---|---|
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 7.36 | 0.00 | 0.00 | 0.00 | 8.97 | 8.70 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 3.64 | 3.64 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.97 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 3.08 | | | | | |
| Intersection LOS | A | | | | | |

**Intersection Level Of Service Report**
**Intersection 104: Feedville Rd & Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.5 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.007 |

**Intersection Setup**

| Name | | | | | | | Feedville Road | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | Feedville Road | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 155 | 0 | 0 | 128 | 3 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 21.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 155 | 0 | 0 | 128 | 3 |
| Peak Hour Factor | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 55 | 0 | 0 | 45 | 1 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 218 | 0 | 0 | 180 | 4 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 11.42 | 11.69 | 9.35 | 11.46 | 11.72 | 9.21 | 7.57 | 0.00 | 0.00 | 7.64 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.63 | 0.63 | 0.63 | 0.04 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.82 | | | 11.01 | | | 0.03 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.15 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Hermiston, OR

Vistro File: H:\...\30926_Vistro.vistro
Report File: H:\...\Background 2045 PM.pdf

Scenario 11 Background PM 2045
7/3/2025

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | OR-207 & Feedville Rd | Two-way stop | HCM 7th Edition | WB Left | 0.890 | 161.0 | F |
| 2 | Hermiston-Hinkle Rd & Feedville Rd | All-way stop | HCM 7th Edition | WB Thru | 0.601 | 15.3 | C |
| 3 | Kelli Rd & Feedville Rd & Site Driveway | Two-way stop | HCM 7th Edition | SB Left | 0.175 | 19.9 | C |
| 4 | Hinkle Motel Rd & Ott Rd & Feedville Rd | Two-way stop | HCM 7th Edition | NB Thru | 0.002 | 11.9 | B |
| 5 | Feedville Rd & US-395 | Two-way stop | HCM 7th Edition | WB Left | 0.069 | 92.9 | F |
| 102 | Feedville Rd & Driveway | Two-way stop | HCM 7th Edition | EB Left | 0.151 | 7.6 | A |
| 103 | Hermiston-Hinkle Rd / Driveway | Two-way stop | HCM 7th Edition | EB Left | 0.059 | 9.0 | A |
| 104 | Feedville Rd & Driveway | Two-way stop | HCM 7th Edition | SB Left | 0.007 | 13.7 | B |

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

**Intersection Level Of Service Report**
**Intersection 1: OR-207 & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 161.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.890 |

**Intersection Setup**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 302 | 146 | 178 | 220 | 5 | 6 | 5 | 9 | 160 | 6 | 195 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 25.00 | 10.00 | 20.00 | 21.00 | 5.00 | 0.00 | 0.00 | 0.00 | 22.00 | 6.00 | 20.00 | 5.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 302 | 146 | 178 | 220 | 5 | 6 | 5 | 9 | 160 | 6 | 195 |
| Peak Hour Factor | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 79 | 38 | 46 | 57 | 1 | 2 | 1 | 2 | 42 | 2 | 51 |
| Total Analysis Volume [veh/h] | 8 | 315 | 152 | 185 | 229 | 5 | 6 | 5 | 9 | 167 | 6 | 203 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.06 | 0.03 | 0.01 | 0.89 | 0.03 | 0.28 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 8.00 | 0.00 | 0.00 | 9.41 | 0.00 | 0.00 | 40.72 | 27.19 | 11.58 | 160.96 | 159.71 | 146.78 |
| Movement LOS | A | A | A | A | A | A | E | D | B | F | F | F |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.00 | 0.00 | 0.67 | 0.00 | 0.00 | 0.32 | 0.32 | 0.32 | 16.48 | 16.48 | 16.48 |
| 95th-Percentile Queue Length [ft/ln] | 0.50 | 0.00 | 0.00 | 16.87 | 0.00 | 0.00 | 7.91 | 7.91 | 7.91 | 411.94 | 411.94 | 411.94 |
| d_A, Approach Delay [s/veh] | 0.13 | | | 4.15 | | | 24.22 | | | 153.29 | | |
| Approach LOS | A | | | A | | | C | | | F | | |
| d_I, Intersection Delay [s/veh] | 46.45 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Hermiston-Hinkle Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 15.3 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.601 |

**Intersection Setup**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 45.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 27 | 34 | 21 | 40 | 13 | 150 | 119 | 100 | 10 | 9 | 214 | 60 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 14.00 | 0.00 | 0.00 | 9.00 | 0.00 | 7.00 | 10.00 | 21.00 | 100.00 | 0.00 | 3.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 27 | 34 | 21 | 40 | 13 | 150 | 119 | 100 | 10 | 9 | 214 | 60 |
| Peak Hour Factor | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 9 | 11 | 7 | 14 | 4 | 51 | 40 | 34 | 3 | 3 | 72 | 20 |
| Total Analysis Volume [veh/h] | 36 | 46 | 28 | 54 | 18 | 203 | 161 | 135 | 14 | 12 | 289 | 81 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | |
|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 544 | 608 | 578 | 636 |
| Degree of Utilization, x | 0.20 | 0.45 | 0.54 | 0.60 |

**Movement, Approach, & Intersection Results**

| | | | | |
|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.75 | 2.34 | 3.17 | 4.01 |
| 95th-Percentile Queue Length [ft] | 18.73 | 58.62 | 79.21 | 100.18 |
| Approach Delay [s/veh] | 11.28 | 13.71 | 16.19 | 16.81 |
| Approach LOS | B | B | C | C |
| Intersection Delay [s/veh] | 15.28 | | | |
| Intersection LOS | C | | | |

**Intersection Level Of Service Report**
**Intersection 3: Kelli Rd & Feedville Rd & Site Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 19.9 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.175 |

**Intersection Setup**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 31 | 0 | 34 | 40 | 116 | 0 | 0 | 188 | 92 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 4.00 | 0.00 | 0.00 | 23.00 | 12.00 | 0.00 | 0.00 | 1.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 31 | 0 | 34 | 40 | 116 | 0 | 0 | 188 | 92 |
| Peak Hour Factor | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 13 | 0 | 15 | 17 | 50 | 0 | 0 | 81 | 40 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 53 | 0 | 59 | 69 | 200 | 0 | 0 | 324 | 159 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.09 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 18.46 | 17.55 | 9.26 | 19.92 | 19.34 | 13.58 | 8.76 | 0.00 | 0.00 | 7.60 | 0.00 | 0.00 |
| Movement LOS | C | C | A | C | C | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 1.05 | 1.05 | 1.05 | 0.12 | 0.12 | 0.12 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 26.37 | 26.37 | 26.37 | 2.99 | 2.99 | 2.99 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 15.09 | | | 16.58 | | | 2.25 | | | 0.00 | | |
| Approach LOS | C | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 2.85 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.9 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.002 |

**Intersection Setup**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1 | 1 | 1 | 2 | 0 | 4 | 6 | 158 | 1 | 0 | 110 | 1 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 25.00 | 33.00 | 7.00 | 0.00 | 0.00 | 11.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1 | 1 | 1 | 2 | 0 | 4 | 6 | 158 | 1 | 0 | 110 | 1 |
| Peak Hour Factor | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 59 | 0 | 0 | 41 | 0 |
| Total Analysis Volume [veh/h] | 1 | 1 | 1 | 3 | 0 | 6 | 9 | 236 | 1 | 0 | 164 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 11.73 | 11.91 | 9.49 | 11.72 | 11.94 | 9.44 | 7.90 | 0.00 | 0.00 | 7.68 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.02 | 0.02 | 0.04 | 0.04 | 0.04 | 0.02 | 0.02 | 0.02 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.38 | 0.38 | 0.38 | 0.97 | 0.97 | 0.97 | 0.38 | 0.38 | 0.38 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.04 | | | 10.20 | | | 0.29 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.46 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Feedville Rd & US-395**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 92.9 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.069 |

**Intersection Setup**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 42 | 545 | 6 | 34 | 651 | 61 | 34 | 25 | 104 | 3 | 8 | 28 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 10.00 | 0.00 | 21.00 | 10.00 | 0.00 | 8.00 | 11.00 | 2.00 | 100.00 | 17.00 | 15.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 42 | 545 | 6 | 34 | 651 | 61 | 34 | 25 | 104 | 3 | 8 | 28 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 11 | 148 | 2 | 9 | 177 | 17 | 9 | 7 | 28 | 1 | 2 | 8 |
| Total Analysis Volume [veh/h] | 46 | 592 | 7 | 37 | 708 | 66 | 37 | 27 | 113 | 3 | 9 | 30 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.05 | 0.01 | 0.00 | 0.04 | 0.01 | 0.00 | 0.34 | 0.26 | 0.18 | 0.07 | 0.10 | 0.05 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 9.47 | 0.00 | 0.00 | 9.40 | 0.00 | 0.00 | 75.96 | 77.63 | 48.86 | 92.87 | 49.51 | 15.33 |
| Movement LOS | A | A | A | A | A | A | F | F | E | F | E | C |
| 95th-Percentile Queue Length [veh/ln] | 0.17 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 5.49 | 5.49 | 5.49 | 0.78 | 0.78 | 0.78 |
| 95th-Percentile Queue Length [ft/ln] | 4.28 | 0.00 | 0.00 | 3.39 | 0.00 | 0.00 | 137.15 | 137.15 | 137.15 | 19.56 | 19.56 | 19.56 |
| d_A, Approach Delay [s/veh] | 0.68 | | | 0.43 | | | 58.91 | | | 28.19 | | |
| Approach LOS | A | | | A | | | F | | | D | | |
| d_I, Intersection Delay [s/veh] | 7.40 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 102: Feedville Rd & Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 7.6 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.151 |

**Intersection Setup**

| Name | Driveway | | | | Residential Access | | | | Feedville Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Right | Left | Left | Thru | Right | Left | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | | 25.00 | | | | 35.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | |

**Volumes**

| Name | Driveway | | | | Residential Access | | | | Feedville Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 0 | 0 | 0 |
| Peak Hour Factor | 0.9600 | 1.0000 | 0.9600 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.9600 | 1.0000 | 1.0000 | 0.9600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 247 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | | 0 | | | | 0 | | | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Stop | Stop | Free |
| Flared Lane | No | No | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 16.15 | 6.67 | 8.89 | 8.32 | 13.73 | 13.67 | 13.90 | 8.32 | 7.59 | 7.61 | 0.00 | 0.00 |
| Movement LOS | C | A | A | A | B | B | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | 0.53 | 0.53 | 0.53 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 13.29 | 13.29 | 13.29 | 13.29 |
| d_A, Approach Delay [s/veh] | 10.01 | | | | 12.41 | | | | 7.59 | | | |
| Approach LOS | B | | | | B | | | | A | | | |
| d_I, Intersection Delay [s/veh] | 6.85 | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | |

**Intersection Setup**

| Name | Feedville Road | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Approach | Westbound | | | | Southwestbound | | | |
| Lane Configuration | | | | | | | | |
| Turning Movement | Left | Thru | Right | Right | Left | Thru | Right | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 35.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | |
| Crosswalk | Yes | | | | Yes | | | |

**Volumes**

| Name | Feedville Road | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.9600 | 1.0000 | 0.9600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| Pedestrian Volume [ped/h] | 0 | | | | 0 | | | |

**Intersection Settings**

| | | |
|---|---|---|
| Priority Scheme | Free | Stop |
| Flared Lane | | No |
| Storage Area [veh] | 0 | 0 |
| Two-Stage Gap Acceptance | | No |
| Number of Storage Spaces in Median | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| d_M, Delay for Movement [s/veh] | 7.22 | 0.00 | 0.00 | 0.00 | 13.69 | 13.86 | 8.90 | 5.60 |
| Movement LOS | A | A | A | A | B | B | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.07 | 0.07 | 0.07 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 1.85 | 1.85 | 1.85 | 1.85 |
| d_A, Approach Delay [s/veh] | 1.80 | | | | 5.60 | | | |
| Approach LOS | A | | | | A | | | |
| d_I, Intersection Delay [s/veh] | 6.85 | | | | | | | |
| Intersection LOS | A | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 103: Hermiston-Hinkle Rd / Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.059 |

**Intersection Setup**

| Name | Hermiston-Hinkle Road | | Hermiston-Hinkle Road | | S2 Driveway | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | 45.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Hermiston-Hinkle Road | | Hermiston-Hinkle Road | | S2 Driveway | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 25 | 7 | 25 | 57 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 25 | 7 | 25 | 57 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 6 | 2 | 6 | 14 | 0 |
| Total Analysis Volume [veh/h] | 0 | 25 | 7 | 25 | 57 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop |
|---|---|---|---|
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 7.28 | 0.00 | 0.00 | 0.00 | 8.96 | 8.63 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 4.70 | 4.70 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.96 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 4.48 | | | | | |
| Intersection LOS | A | | | | | |

**Intersection Level Of Service Report**
**Intersection 104: Feedville Rd & Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.7 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.007 |

**Intersection Setup**

| Name | | | | | | | Feedville Road | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | Feedville Road | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 161 | 0 | 0 | 228 | 1 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 16.00 | 0.00 | 0.00 | 1.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 161 | 0 | 0 | 228 | 1 |
| Peak Hour Factor | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 61 | 0 | 0 | 86 | 0 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 3 | 0 | 2 | 2 | 244 | 0 | 0 | 345 | 2 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 13.63 | 13.59 | 9.50 | 13.67 | 13.65 | 10.20 | 7.95 | 0.00 | 0.00 | 7.70 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.76 | 0.76 | 0.76 | 0.08 | 0.08 | 0.08 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.24 | | | 12.28 | | | 0.06 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.13 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

# Appendix E 2045 UGB Expansion Traffic Operations Worksheets

Hermiston, OR

Vistro File: H:\...\30926_Vistro.vistro
Report File: H:\...\Build 2045 AM.pdf

Scenario 12 Full Build AM 2045
7/3/2025

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | OR-207 & Feedville Rd | Two-way stop | HCM 7th Edition | WB Left | 0.888 | 154.4 | F |
| 2 | Hermiston-Hinkle Rd & Feedville Rd | All-way stop | HCM 7th Edition | EB Thru | 0.716 | 17.0 | C |
| 3 | Kelli Rd & Feedville Rd & Site Driveway | Two-way stop | HCM 7th Edition | NB Left | 0.132 | 21.8 | C |
| 4 | Hinkle Motel Rd & Ott Rd & Feedville Rd | Two-way stop | HCM 7th Edition | NB Thru | 0.006 | 15.1 | C |
| 5 | Feedville Rd & US-395 | Two-way stop | HCM 7th Edition | EB Thru | 0.024 | 94.2 | F |
| 102 | Feedville Rd & Driveway | Two-way stop | HCM 7th Edition | NB Left | 0.257 | 33.3 | D |
| 103 | Hermiston-Hinkle Rd / Driveway | Two-way stop | HCM 7th Edition | EB Left | 0.046 | 9.0 | A |
| 104 | Feedville Rd & Driveway | Two-way stop | HCM 7th Edition | SB Left | 0.011 | 14.6 | B |

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

**Intersection Level Of Service Report**
**Intersection 1: OR-207 & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 154.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.888 |

**Intersection Setup**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 6 | 202 | 131 | 109 | 251 | 5 | 6 | 1 | 12 | 173 | 4 | 192 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 17.00 | 6.00 | 10.00 | 12.00 | 14.00 | 0.00 | 0.00 | 0.00 | 0.00 | 22.00 | 0.00 | 19.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 202 | 131 | 109 | 251 | 5 | 6 | 1 | 12 | 173 | 4 | 192 |
| Peak Hour Factor | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 | 0.8400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 60 | 39 | 32 | 75 | 1 | 2 | 0 | 4 | 51 | 1 | 57 |
| Total Analysis Volume [veh/h] | 7 | 240 | 156 | 130 | 299 | 6 | 7 | 1 | 14 | 206 | 5 | 229 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.05 | 0.00 | 0.02 | 0.89 | 0.02 | 0.30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 8.08 | 0.00 | 0.00 | 8.67 | 0.00 | 0.00 | 33.17 | 22.14 | 10.87 | 154.44 | 152.04 | 143.66 |
| Movement LOS | A | A | A | A | A | A | D | C | B | F | F | F |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.25 | 0.25 | 0.25 | 18.43 | 18.43 | 18.43 |
| 95th-Percentile Queue Length [ft/ln] | 0.45 | 0.00 | 0.00 | 9.91 | 0.00 | 0.00 | 6.13 | 6.13 | 6.13 | 460.86 | 460.86 | 460.86 |
| d_A, Approach Delay [s/veh] | 0.14 | | | 2.59 | | | 18.48 | | | 148.80 | | |
| Approach LOS | A | | | A | | | C | | | F | | |
| d_I, Intersection Delay [s/veh] | 51.59 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Hermiston-Hinkle Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 17.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.716 |

**Intersection Setup**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 45.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 22 | 20 | 14 | 73 | 30 | 100 | 153 | 155 | 24 | 18 | 100 | 49 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 33.00 | 0.00 | 100.00 | 21.00 | 0.00 | 5.00 | 0.00 | 11.00 | 20.00 | 50.00 | 21.00 | 15.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 22 | 20 | 14 | 73 | 30 | 100 | 153 | 155 | 24 | 18 | 100 | 49 |
| Peak Hour Factor | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 | 0.7300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 7 | 5 | 25 | 10 | 34 | 52 | 53 | 8 | 6 | 34 | 17 |
| Total Analysis Volume [veh/h] | 30 | 27 | 19 | 100 | 41 | 137 | 210 | 212 | 33 | 25 | 137 | 67 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | |
|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 501 | 597 | 636 | 589 |
| Degree of Utilization, x | 0.15 | 0.47 | 0.72 | 0.39 |

**Movement, Approach, & Intersection Results**

| | | | | |
|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.53 | 2.47 | 5.97 | 1.83 |
| 95th-Percentile Queue Length [ft] | 13.26 | 61.64 | 149.25 | 45.84 |
| Approach Delay [s/veh] | 11.46 | 14.19 | 21.60 | 12.95 |
| Approach LOS | B | B | C | B |
| Intersection Delay [s/veh] | 16.96 | | | |
| Intersection LOS | C | | | |

**Intersection Level Of Service Report**
**Intersection 3: Kelli Rd & Feedville Rd & Site Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 21.8 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.132 |

**Intersection Setup**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 24 | 21 | 24 | 16 | 25 | 45 | 58 | 117 | 29 | 29 | 123 | 15 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 8.00 | 0.00 | 40.00 | 11.00 | 16.00 | 0.00 | 0.00 | 17.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 24 | 21 | 24 | 16 | 25 | 45 | 58 | 117 | 29 | 29 | 123 | 15 |
| Peak Hour Factor | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 | 0.6800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 9 | 8 | 9 | 6 | 9 | 17 | 21 | 43 | 11 | 11 | 45 | 6 |
| Total Analysis Volume [veh/h] | 35 | 31 | 35 | 24 | 37 | 66 | 85 | 172 | 43 | 43 | 181 | 22 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.13 | 0.09 | 0.04 | 0.08 | 0.11 | 0.09 | 0.06 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 21.85 | 18.63 | 12.50 | 20.72 | 18.52 | 12.76 | 7.84 | 0.00 | 0.00 | 7.68 | 0.00 | 0.00 |
| Movement LOS | C | C | B | C | C | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 1.03 | 1.03 | 1.03 | 1.13 | 1.13 | 1.13 | 0.15 | 0.15 | 0.15 | 0.08 | 0.08 | 0.08 |
| 95th-Percentile Queue Length [ft/ln] | 25.87 | 25.87 | 25.87 | 28.25 | 28.25 | 28.25 | 3.87 | 3.87 | 3.87 | 1.88 | 1.88 | 1.88 |
| d_A, Approach Delay [s/veh] | 17.62 | | | 15.94 | | | 2.22 | | | 1.34 | | |
| Approach LOS | C | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 6.20 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 15.1 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.006 |

**Intersection Setup**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1 | 1 | 1 | 0 | 1 | 22 | 11 | 127 | 0 | 0 | 145 | 5 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | 10.00 | 0.00 | 19.00 | 0.00 | 0.00 | 16.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1 | 1 | 1 | 0 | 1 | 22 | 11 | 127 | 0 | 0 | 145 | 5 |
| Peak Hour Factor | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 | 0.6200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 51 | 0 | 0 | 58 | 2 |
| Total Analysis Volume [veh/h] | 2 | 2 | 2 | 0 | 2 | 35 | 18 | 205 | 0 | 0 | 234 | 8 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.04 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 12.99 | 15.07 | 9.37 | 12.63 | 12.72 | 9.85 | 7.71 | 0.00 | 0.00 | 7.61 | 0.00 | 0.00 |
| Movement LOS | B | C | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.04 | 0.04 | 0.04 | 0.15 | 0.15 | 0.15 | 0.03 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.93 | 0.93 | 0.93 | 3.85 | 3.85 | 3.85 | 0.76 | 0.76 | 0.76 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.48 | | | 10.01 | | | 0.62 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1.15 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Feedville Rd & US-395**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 94.2 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.024 |

**Intersection Setup**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 108 | 615 | 1 | 11 | 380 | 30 | 7 | 1 | 120 | 6 | 14 | 27 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 15.00 | 6.00 | 0.00 | 25.00 | 11.00 | 0.00 | 0.00 | 100.00 | 14.00 | 50.00 | 20.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 108 | 615 | 1 | 11 | 380 | 30 | 7 | 1 | 120 | 6 | 14 | 27 |
| Peak Hour Factor | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 33 | 188 | 0 | 3 | 116 | 9 | 2 | 0 | 37 | 2 | 4 | 8 |
| Total Analysis Volume [veh/h] | 132 | 750 | 1 | 13 | 463 | 37 | 9 | 1 | 146 | 7 | 17 | 33 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.14 | 0.01 | 0.00 | 0.02 | 0.00 | 0.00 | 0.09 | 0.02 | 0.20 | 0.13 | 0.21 | 0.05 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 9.27 | 0.00 | 0.00 | 10.10 | 0.00 | 0.00 | 42.50 | 94.24 | 13.04 | 84.32 | 63.52 | 25.29 |
| Movement LOS | A | A | A | B | A | A | E | F | B | F | F | D |
| 95th-Percentile Queue Length [veh/ln] | 0.47 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 1.30 | 1.30 | 1.30 | 1.65 | 1.65 | 1.65 |
| 95th-Percentile Queue Length [ft/ln] | 11.70 | 0.00 | 0.00 | 1.38 | 0.00 | 0.00 | 32.48 | 32.48 | 32.48 | 41.17 | 41.17 | 41.17 |
| d_A, Approach Delay [s/veh] | 1.39 | | | 0.26 | | | 15.26 | | | 43.94 | | |
| Approach LOS | A | | | A | | | C | | | E | | |
| d_I, Intersection Delay [s/veh] | 3.88 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 102: Feedville Rd & Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 33.3 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.257 |

**Intersection Setup**

| Name | Driveway | | | | Residential Access | | | | Feedville Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | |
| Lane Configuration |  | | | |  | | | |  | | | |
| Turning Movement | Left | Thru | Right | Right | Left | Left | Thru | Right | Left | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | | 25.00 | | | | 35.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | |

**Volumes**

| Name | Driveway | | | | Residential Access | | | | Feedville Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 75 | 0 | 125 | 42 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 2.00 | 10.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 75 | 0 | 125 | 42 |
| Peak Hour Factor | 0.8300 | 1.0000 | 0.8300 | 0.8300 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.8300 | 1.0000 | 0.8300 | 0.8300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 23 | 0 | 38 | 13 |
| Total Analysis Volume [veh/h] | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 90 | 0 | 151 | 51 |
| Pedestrian Volume [ped/h] | 0 | | | | 0 | | | | 0 | | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free |
|---|---|---|---|
| Flared Lane | No | No | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.26 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 33.34 | 13.18 | 15.40 | 14.87 | 16.32 | 16.24 | 15.67 | 9.18 | 7.76 | 7.78 | 0.00 | 0.00 |
| Movement LOS | D | B | C | B | C | C | C | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 1.25 | 1.25 | 1.25 | 1.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.17 | 0.17 | 0.17 |
| 95th-Percentile Queue Length [ft/ln] | 31.16 | 31.16 | 31.16 | 31.16 | 0.00 | 0.00 | 0.00 | 0.00 | 4.15 | 4.15 | 4.15 | 4.15 |
| d_A, Approach Delay [s/veh] | 24.10 | | | | 14.35 | | | | 2.39 | | | |
| Approach LOS | C | | | | B | | | | A | | | |
| d_I, Intersection Delay [s/veh] | 12.14 | | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | | |

**Intersection Setup**

| Name | Feedville Road | | | | Driveway | | | |
|---|---|---|---|---|---|---|---|---|
| Approach | Westbound | | | | Southwestbound | | | |
| Lane Configuration |  | | | |  | | | |
| Turning Movement | Left | Thru | Right | Right | Left | Thru | Right | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 35.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | |
| Crosswalk | Yes | | | | Yes | | | |

**Volumes**

| Name | Feedville Road | | | | Driveway | | | |
|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 42 | 119 | 62 | 0 | 177 | 0 | 0 | 217 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 16.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 42 | 119 | 62 | 0 | 177 | 0 | 0 | 217 |
| Peak Hour Factor | 0.8300 | 0.8300 | 0.8300 | 1.0000 | 0.8300 | 0.8300 | 1.0000 | 0.8300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 36 | 19 | 0 | 53 | 0 | 0 | 65 |
| Total Analysis Volume [veh/h] | 51 | 143 | 75 | 0 | 213 | 0 | 0 | 261 |
| Pedestrian Volume [ped/h] | 0 | | | | 0 | | | |

**Intersection Settings**

| | | |
|---|---|---|
| Priority Scheme | Free | Stop |
| Flared Lane | | No |
| Storage Area [veh] | 0 | 0 |
| Two-Stage Gap Acceptance | | No |
| Number of Storage Spaces in Median | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.00 | 0.00 | 0.00 | 0.66 | 0.00 | 0.00 | 0.04 |
| d_M, Delay for Movement [s/veh] | 7.67 | 0.00 | 0.00 | 0.00 | 28.02 | 27.91 | 21.47 | 17.35 |
| Movement LOS | A | A | A | A | D | D | C | C |
| 95th-Percentile Queue Length [veh/ln] | 0.09 | 0.09 | 0.09 | 0.09 | 5.82 | 5.82 | 5.82 | 5.82 |
| 95th-Percentile Queue Length [ft/ln] | 2.34 | 2.34 | 2.34 | 2.34 | 145.44 | 145.44 | 145.44 | 145.44 |
| d_A, Approach Delay [s/veh] | 1.45 | | | | 22.14 | | | |
| Approach LOS | A | | | | C | | | |
| d_I, Intersection Delay [s/veh] | 12.14 | | | | | | | |
| Intersection LOS | D | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 103: Hermiston-Hinkle Rd / Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.046 |

**Intersection Setup**

| Name | Hermiston-Hinkle Road | | Hermiston-Hinkle Road | | S2 Driveway | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | 45.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Hermiston-Hinkle Road | | Hermiston-Hinkle Road | | S2 Driveway | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 12 | 18 | 54 | 44 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 12 | 18 | 54 | 44 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 3 | 5 | 14 | 11 | 0 |
| Total Analysis Volume [veh/h] | 0 | 12 | 18 | 54 | 44 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop |
|---|---|---|---|
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 7.36 | 0.00 | 0.00 | 0.00 | 8.97 | 8.70 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.15 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 3.64 | 3.64 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.97 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 3.08 | | | | | |
| Intersection LOS | A | | | | | |

**Intersection Level Of Service Report**
**Intersection 104: Feedville Rd & Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.6 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.011 |

**Intersection Setup**

| Name | Driveway | | | Driveway | | | Feedville Road | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Driveway | | | Driveway | | | Feedville Road | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 12 | 0 | 22 | 3 | 0 | 1 | 1 | 193 | 15 | 27 | 165 | 3 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 22.00 | 0.00 | 0.00 | 23.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 0 | 22 | 3 | 0 | 1 | 1 | 193 | 15 | 27 | 165 | 3 |
| Peak Hour Factor | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 | 0.7100 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 0 | 8 | 1 | 0 | 0 | 0 | 68 | 5 | 10 | 58 | 1 |
| Total Analysis Volume [veh/h] | 17 | 0 | 31 | 4 | 0 | 1 | 1 | 272 | 21 | 38 | 232 | 4 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.04 | 0.00 | 0.04 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 14.48 | 14.46 | 10.29 | 14.60 | 14.10 | 9.55 | 7.68 | 0.00 | 0.00 | 7.86 | 0.00 | 0.00 |
| Movement LOS | B | B | B | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.27 | 0.27 | 0.27 | 0.04 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 | 0.06 |
| 95th-Percentile Queue Length [ft/ln] | 6.75 | 6.75 | 6.75 | 0.89 | 0.89 | 0.89 | 0.04 | 0.04 | 0.04 | 1.62 | 1.62 | 1.62 |
| d_A, Approach Delay [s/veh] | 11.77 | | | 13.59 | | | 0.03 | | | 1.09 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1.51 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

Hermiston, OR

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Report File: H:\...\Build 2045 PM.pdf

Scenario 13 Full Build PM 2045
7/3/2025

**Intersection Analysis Summary**

| ID | Intersection Name | Control Type | Method | Worst Mvmt | V/C | Delay (s/veh) | LOS |
|---|---|---|---|---|---|---|---|
| 1 | OR-207 & Feedville Rd | Two-way stop | HCM 7th Edition | WB Left | 1.083 | 254.7 | F |
| 2 | Hermiston-Hinkle Rd & Feedville Rd | All-way stop | HCM 7th Edition | WB Thru | 0.777 | 22.9 | C |
| 3 | Kelli Rd & Feedville Rd & Site Driveway | Two-way stop | HCM 7th Edition | NB Left | 0.339 | 51.4 | F |
| 4 | Hinkle Motel Rd & Ott Rd & Feedville Rd | Two-way stop | HCM 7th Edition | NB Left | 0.002 | 13.6 | B |
| 5 | Feedville Rd & US-395 | Two-way stop | HCM 7th Edition | WB Left | 0.087 | 115.2 | F |
| 102 | Feedville Rd & Driveway | Two-way stop | HCM 7th Edition | NB Left | 1.956 | 733.0 | F |
| 103 | Hermiston-Hinkle Rd / Driveway | Two-way stop | HCM 7th Edition | EB Left | 0.059 | 9.0 | A |
| 104 | Feedville Rd & Driveway | Two-way stop | HCM 7th Edition | SB Left | 0.010 | 17.4 | C |

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

**Intersection Level Of Service Report**
**Intersection 1: OR-207 & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 254.7 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.083 |

**Intersection Setup**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | | 50.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | OR-207 | | | OR-207 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 302 | 157 | 189 | 220 | 5 | 6 | 5 | 9 | 184 | 6 | 221 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 25.00 | 10.00 | 20.00 | 21.00 | 5.00 | 0.00 | 0.00 | 0.00 | 22.00 | 6.00 | 20.00 | 5.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 302 | 157 | 189 | 220 | 5 | 6 | 5 | 9 | 184 | 6 | 221 |
| Peak Hour Factor | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 | 0.9600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 79 | 41 | 49 | 57 | 1 | 2 | 1 | 2 | 48 | 2 | 58 |
| Total Analysis Volume [veh/h] | 8 | 315 | 164 | 197 | 229 | 5 | 6 | 5 | 9 | 192 | 6 | 230 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.06 | 0.03 | 0.01 | 1.08 | 0.03 | 0.32 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 8.00 | 0.00 | 0.00 | 9.53 | 0.00 | 0.00 | 46.28 | 29.03 | 12.03 | 254.72 | 253.29 | 239.43 |
| Movement LOS | A | A | A | A | A | A | E | D | B | F | F | F |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.35 | 0.35 | 0.35 | 23.14 | 23.14 | 23.14 |
| 95th-Percentile Queue Length [ft/ln] | 0.50 | 0.00 | 0.00 | 18.46 | 0.00 | 0.00 | 8.84 | 8.84 | 8.84 | 578.46 | 578.46 | 578.46 |
| d_A, Approach Delay [s/veh] | 0.13 | | | 4.36 | | | 26.55 | | | 246.48 | | |
| Approach LOS | A | | | A | | | D | | | F | | |
| d_I, Intersection Delay [s/veh] | 79.04 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Hermiston-Hinkle Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 22.9 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.777 |

**Intersection Setup**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 45.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hermiston-Hinkle Road | | | Hermiston-Hinkle Road | | | Feedville Road | | | Feedville Road | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 27 | 34 | 21 | 57 | 13 | 161 | 145 | 121 | 10 | 9 | 228 | 100 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 14.00 | 0.00 | 0.00 | 9.00 | 0.00 | 7.00 | 10.00 | 21.00 | 100.00 | 0.00 | 3.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 27 | 34 | 21 | 57 | 13 | 161 | 145 | 121 | 10 | 9 | 228 | 100 |
| Peak Hour Factor | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 | 0.7400 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 9 | 11 | 7 | 19 | 4 | 54 | 49 | 41 | 3 | 3 | 77 | 34 |
| Total Analysis Volume [veh/h] | 36 | 46 | 28 | 77 | 18 | 218 | 196 | 164 | 14 | 12 | 308 | 135 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | |
|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 477 | 545 | 531 | 586 |
| Degree of Utilization, x | 0.23 | 0.57 | 0.70 | 0.78 |

**Movement, Approach, & Intersection Results**

| | | | | |
|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.88 | 3.60 | 5.57 | 7.24 |
| 95th-Percentile Queue Length [ft] | 22.04 | 90.07 | 139.34 | 180.95 |
| Approach Delay [s/veh] | 12.79 | 18.15 | 24.37 | 27.27 |
| Approach LOS | B | C | C | D |
| Intersection Delay [s/veh] | 22.85 | | | |
| Intersection LOS | C | | | |

**Intersection Level Of Service Report**
**Intersection 3: Kelli Rd & Feedville Rd & Site Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 51.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.339 |

**Intersection Setup**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 30.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Driveway | | | Kelli Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 31 | 27 | 31 | 31 | 11 | 44 | 63 | 141 | 13 | 14 | 199 | 92 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 4.00 | 0.00 | 0.00 | 23.00 | 12.00 | 0.00 | 0.00 | 1.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 31 | 27 | 31 | 31 | 11 | 44 | 63 | 141 | 13 | 14 | 199 | 92 |
| Peak Hour Factor | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 | 0.5800 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 12 | 13 | 13 | 5 | 19 | 27 | 61 | 6 | 6 | 86 | 40 |
| Total Analysis Volume [veh/h] | 53 | 47 | 53 | 53 | 19 | 76 | 109 | 243 | 22 | 24 | 343 | 159 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.34 | 0.23 | 0.07 | 0.38 | 0.09 | 0.12 | 0.11 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 51.37 | 46.30 | 32.93 | 49.21 | 39.72 | 29.04 | 8.87 | 0.00 | 0.00 | 7.78 | 0.00 | 0.00 |
| Movement LOS | F | E | D | E | E | D | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 3.91 | 3.91 | 3.91 | 3.38 | 3.38 | 3.38 | 0.20 | 0.20 | 0.20 | 0.04 | 0.04 | 0.04 |
| 95th-Percentile Queue Length [ft/ln] | 97.74 | 97.74 | 97.74 | 84.40 | 84.40 | 84.40 | 4.92 | 4.92 | 4.92 | 1.08 | 1.08 | 1.08 |
| d_A, Approach Delay [s/veh] | 43.43 | | | 37.63 | | | 2.59 | | | 0.35 | | |
| Approach LOS | E | | | E | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 11.13 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: Hinkle Motel Rd & Ott Rd & Feedville Rd**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.6 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.002 |

**Intersection Setup**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Hinkle Motel Rd | | | Ott Rd | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1 | 1 | 1 | 2 | 0 | 10 | 20 | 200 | 1 | 0 | 129 | 1 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 25.00 | 33.00 | 7.00 | 0.00 | 0.00 | 11.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1 | 1 | 1 | 2 | 0 | 10 | 20 | 200 | 1 | 0 | 129 | 1 |
| Peak Hour Factor | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 | 0.6700 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 1 | 0 | 4 | 7 | 75 | 0 | 0 | 48 | 0 |
| Total Analysis Volume [veh/h] | 1 | 1 | 1 | 3 | 0 | 15 | 30 | 299 | 1 | 0 | 193 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 13.61 | 13.41 | 9.88 | 13.48 | 13.50 | 9.68 | 8.00 | 0.00 | 0.00 | 7.83 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.02 | 0.02 | 0.08 | 0.08 | 0.08 | 0.05 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.46 | 0.46 | 0.46 | 1.99 | 1.99 | 1.99 | 1.27 | 1.27 | 1.27 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.30 | | | 10.31 | | | 0.73 | | | 0.00 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 0.85 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Feedville Rd & US-395**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 115.2 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.087 |

**Intersection Setup**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 55.00 | | | 55.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | US-395 | | | US-395 | | | Feedville Rd | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 61 | 545 | 6 | 34 | 651 | 61 | 34 | 25 | 146 | 3 | 8 | 28 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 10.00 | 0.00 | 21.00 | 10.00 | 0.00 | 8.00 | 11.00 | 2.00 | 100.00 | 17.00 | 15.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 61 | 545 | 6 | 34 | 651 | 61 | 34 | 25 | 146 | 3 | 8 | 28 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 148 | 2 | 9 | 177 | 17 | 9 | 7 | 40 | 1 | 2 | 8 |
| Total Analysis Volume [veh/h] | 66 | 592 | 7 | 37 | 708 | 66 | 37 | 27 | 159 | 3 | 9 | 30 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop | Stop |
|---|---|---|---|---|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.08 | 0.01 | 0.00 | 0.04 | 0.01 | 0.00 | 0.37 | 0.28 | 0.25 | 0.09 | 0.11 | 0.05 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 9.59 | 0.00 | 0.00 | 9.40 | 0.00 | 0.00 | 98.49 | 99.67 | 67.92 | 115.19 | 54.46 | 16.78 |
| Movement LOS | A | A | A | A | A | A | F | F | F | F | F | C |
| 95th-Percentile Queue Length [veh/ln] | 0.25 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 7.72 | 7.72 | 7.72 | 0.90 | 0.90 | 0.90 |
| 95th-Percentile Queue Length [ft/ln] | 6.29 | 0.00 | 0.00 | 3.39 | 0.00 | 0.00 | 192.97 | 192.97 | 192.97 | 22.42 | 22.42 | 22.42 |
| d_A, Approach Delay [s/veh] | 0.95 | | | 0.43 | | | 76.83 | | | 31.88 | | |
| Approach LOS | A | | | A | | | F | | | D | | |
| d_I, Intersection Delay [s/veh] | 11.17 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 102: Feedville Rd & Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 733.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.956 |

**Intersection Setup**

| Name | Driveway | | | | Residential Access | | | | Feedville Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | | Southbound | | | | Eastbound | | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Right | Left | Left | Thru | Right | Left | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | | 25.00 | | | | 35.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | | 0.00 | | | |
| Crosswalk | Yes | | | | Yes | | | | Yes | | | |

**Volumes**

| Name | Driveway | | | | Residential Access | | | | Feedville Rd | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 237 | 0 | 97 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | 2.00 | 0.00 | 2.00 | 19.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 237 | 0 | 97 | 19 |
| Peak Hour Factor | 0.9600 | 1.0000 | 0.9600 | 0.9600 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 0.9600 | 1.0000 | 0.9600 | 0.9600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 62 | 0 | 25 | 5 |
| Total Analysis Volume [veh/h] | 46 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 247 | 0 | 101 | 20 |
| Pedestrian Volume [ped/h] | 0 | | | | 0 | | | | 0 | | | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Stop | Stop | Free |
| Flared Lane | No | No | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 1.96 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 733.03 | 587.90 | 585.02 | 583.76 | 27.87 | 27.67 | 24.49 | 10.11 | 8.52 | 8.55 | 0.00 | 0.00 |
| Movement LOS | F | F | F | F | D | D | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 9.42 | 9.42 | 9.42 | 9.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.49 | 0.49 | 0.49 | 0.49 |
| 95th-Percentile Queue Length [ft/ln] | 235.59 | 235.59 | 235.59 | 235.59 | 0.00 | 0.00 | 0.00 | 0.00 | 12.36 | 12.36 | 12.36 | 12.36 |
| d_A, Approach Delay [s/veh] | 658.40 | | | | 22.53 | | | | 5.72 | | | |
| Approach LOS | F | | | | C | | | | A | | | |
| d_I, Intersection Delay [s/veh] | 128.05 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Setup**

| Name | Feedville Road | | | | Driveway | | | |
|---|---|---|---|---|---|---|---|---|
| Approach | Westbound | | | | Southwestbound | | | |
| Lane Configuration | | | | | | | | |
| Turning Movement | Left | Thru | Right | Right | Left | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 35.00 | | | | 30.00 | | | |
| Grade [%] | 0.00 | | | | 0.00 | | | |
| Crosswalk | Yes | | | | Yes | | | |

**Volumes**

| Name | Feedville Road | | | | Driveway | | | |
|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 19 | 227 | 194 | 0 | 116 | 0 | 142 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 4.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 19 | 227 | 194 | 0 | 116 | 0 | 142 | 0 |
| Peak Hour Factor | 0.9600 | 0.9600 | 0.9600 | 1.0000 | 0.9600 | 0.9600 | 0.9600 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 59 | 51 | 0 | 30 | 0 | 37 | 0 |
| Total Analysis Volume [veh/h] | 20 | 236 | 202 | 0 | 121 | 0 | 148 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | | 0 | | | |

**Intersection Settings**

| | | |
|---|---|---|
| Priority Scheme | Free | Stop |
| Flared Lane | | No |
| Storage Area [veh] | 0 | 0 |
| Two-Stage Gap Acceptance | | No |
| Number of Storage Spaces in Median | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.00 | 0.74 | 0.00 | 0.84 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.46 | 0.00 | 0.00 | 0.00 | 332.32 | 332.32 | 330.77 | 317.20 |
| Movement LOS | A | A | A | A | F | F | F | F |
| 95th-Percentile Queue Length [veh/ln] | 0.04 | 0.04 | 0.04 | 0.04 | 17.86 | 17.86 | 17.86 | 17.86 |
| 95th-Percentile Queue Length [ft/ln] | 0.92 | 0.92 | 0.92 | 0.92 | 446.60 | 446.60 | 446.60 | 446.60 |
| d_A, Approach Delay [s/veh] | 0.33 | | | | 331.47 | | | |
| Approach LOS | A | | | | F | | | |
| d_I, Intersection Delay [s/veh] | 128.05 | | | | | | | |
| Intersection LOS | F | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 103: Hermiston-Hinkle Rd / Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.0 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.059 |

**Intersection Setup**

| Name | Hermiston-Hinkle Road | | Hermiston-Hinkle Road | | S2 Driveway | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | 45.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Hermiston-Hinkle Road | | Hermiston-Hinkle Road | | S2 Driveway | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 25 | 7 | 25 | 57 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 25 | 7 | 25 | 57 | 0 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 6 | 2 | 6 | 14 | 0 |
| Total Analysis Volume [veh/h] | 0 | 25 | 7 | 25 | 57 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| Priority Scheme | Free | Free | Stop |
|---|---|---|---|
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 7.28 | 0.00 | 0.00 | 0.00 | 8.96 | 8.63 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 0.00 | 0.00 | 4.70 | 4.70 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 8.96 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | 4.48 | | | | | |
| Intersection LOS | A | | | | | |

**Intersection Level Of Service Report**
**Intersection 104: Feedville Rd & Driveway**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 17.4 |
| Analysis Method: | HCM 7th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.010 |

**Intersection Setup**

| Name | | | | | | | Feedville Road | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 35.00 | | | 35.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | | | | | | | Feedville Road | | | Feedville Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 15 | 0 | 30 | 2 | 0 | 1 | 1 | 192 | 7 | 13 | 267 | 1 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 16.00 | 0.00 | 0.00 | 1.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 15 | 0 | 30 | 2 | 0 | 1 | 1 | 192 | 7 | 13 | 267 | 1 |
| Peak Hour Factor | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 | 0.6600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 0 | 11 | 1 | 0 | 0 | 0 | 73 | 3 | 5 | 101 | 0 |
| Total Analysis Volume [veh/h] | 23 | 0 | 45 | 3 | 0 | 2 | 2 | 291 | 11 | 20 | 405 | 2 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.07 | 0.00 | 0.06 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 17.20 | 16.77 | 10.86 | 17.35 | 15.91 | 10.67 | 8.10 | 0.00 | 0.00 | 7.86 | 0.00 | 0.00 |
| Movement LOS | C | C | B | C | C | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.45 | 0.45 | 0.45 | 0.04 | 0.04 | 0.04 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 | 0.03 |
| 95th-Percentile Queue Length [ft/ln] | 11.26 | 11.26 | 11.26 | 1.01 | 1.01 | 1.01 | 0.08 | 0.08 | 0.08 | 0.84 | 0.84 | 0.84 |
| d_A, Approach Delay [s/veh] | 13.01 | | | 14.68 | | | 0.05 | | | 0.37 | | |
| Approach LOS | B | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 1.41 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |