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APPENDIX F

LEVEL OF SERVICE CALCULATIONS

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Murray Blvd/Allen Blvd	D	26.3	0.884	D	26.3	0.884	+ 0.000 D/V
# 13 Murray Boulevard/6th Avenue	F	126.9	0.000	F	126.9	0.000	+ 0.000 V/C
# 22 Hall Blvd/Allen Blvd	D	30.3	0.871	D	30.3	0.871	+ 0.000 D/V
# 23 Allen Blvd/Lombard Ave	C	21.4	0,711	C	21.4	0.711	+ 0.000 D/V
# 26 Watson Ave/5th St	B	6.5	0.516	B	6.5	0.516	+ 0.000 D/V
# 28 Hall Boulevard/5th Avenue	B	8.5	0.671	B	8.5	0.671	+ 0.000 D/V
# 33 Murray Blvd/Farmington Rd	E	50.2	0.999	E	50.2	0.999	+ 0.000 D/V
# 34 Farmington Road/Watson Avenue	C	18.7	0.844	C	18.7	0.844	+ 0.000 D/V
# 35 Farmington/Hall Boulevard	C	18.7	0.881	C	18.7	0.881	+ 0.000 D/V
# 37 Farmington Road/Lombard Avenue	C	20.2	0.815	C	20.2	0.815	+ 0.000 D/V
# 41 Allen Blvd/ORE 217 NB ramps	C	18.2	0.767	C	18.2	0.767	+ 0.000 D/Y
# 44 Allen Blvd/ORE 217 SB ramps	C	20.7	0.799	C	20.7	0.799	+ 0.000 D/V
# 53 BH Hwy/ORE 217 SB ramps	C	20.3	0.876	C	20.3	0.876	+ 0.000 D/V
# 54 BH Hwy/Griffith Drive	B	14.5	0.780	B	14.5	0.780	+ 0.000 D/V
# 59 BH Hwy/ORE 217 NB ramps	C	22.0	0.922	C	22.0	0.922	+ 0.000 D/V
# 66 Canyon Road/Broadway-117th Ave	C	18.1	0.842	C	18.1	0.842	+ 0.000 D/V
# 67 Canyon Road/ORE 217 SB ramps	C	17.2	0.803	C	17.2	0.803	+ 0.000 D/V
# 69 Canyon Road/ORE 217 NB ramps	C	17.8	0.779	C	17.8	0.779	+ 0.000 D/V
# 76 Canyon Road/Hall Boulevard	C	17.1	0.822	C	17.1	0.822	+ 0.000 D/V
# 81 Canyon Road/Watson Avenue	B	13.9	0.822	B	13.9	0.822	+ 0.000 D/V
# 86 TV Hwy/Hocken Avenue	D	34.8	0.981	D	34.8	0.981	+ 0.000 D/V
# 87 Farmington Road/Hocken Avenue	C	17.3	0.912	C	17.3	0.912	+ 0.000 D/V
# 90 TV Hwy/Murray Boulevard	E	42.1	0.985	E	42.1	0.985	+ 0.000 D/V

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Beaverton Transportdtion System Plan
Existing Traffic Conditions '
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#101 Hall Blvd/Westgate-Center	C	15.1	0.501	C	15.1	0.501	+ 0.000 D/V
#108 Murray Boulevard/Jenkins Road	D	32.9	0.909	D	32.9	0.909	+ 0.000 D/V
#113 Walker Road/ORE 217 NB ramps	D	35.3	0.986	D	35.3	0.986	+ 0.000 D/V
#117 Walker Road/ORE 217 SB ramps	B	14.0	0.865	B	14.0	0.865	+ 0.000 D/V
#125 Cedar Hills Blvd/Hall Blvd	C	22.3	0.811	C	22.3	0.811	+ 0.000 D/V
#126 Cedar Hills Boulevard/Walker R	D	35.1	0.962	D	35.1	0.962	+ 0.000 D/V
#127 Cedar Hills Boulevard/Jenkins	D	25.6	0.888	D	25.6	0.888	+ 0.000 D/V
#130 Farmington Road/Cedar Hills Bo	C	16.8	0.883	C	16.8	0.883	+ 0.000 D/V
#131 Canyon Road/Cedar Hills Boulev	D	38.5	0.999	D	38.5	0.999	+ 0.000 D/V
#133 Canyon Rd./Fred Meyer Access	C	18.1	0.754	C	18.1	0.754	+ 0.000 D/V
#162 Cedar Hills Blvd/Westgate Driv	B	6.4	0.421	B	6.4	0.421	+ 0.000 D/V
#169 Farmington Road/149th Avenue	B	7.3	0.809	B	7.3	0.809	+ 0.000 D/V
#170 TV Highway/153rd Drive	B	6.1	0.768	B	6.1	0.768	+ 0.000 D/V
#171 TV Highway/160th Avenue-Millik	D	27.7	0.936	D	27.7	0.936	+ 0.000 D/V
#174 Jenkins Road/153rd Drive	C	20.5	0.893	C	20.5	0.893	+ 0.000 D/V
#175 Jenkins Road/158th Avenue	D	30.0	0.914	D	30.0	0.914	+ 0.000 D/V
#176 Farmington Road/170th Avenue	D	31.1	0.922	D	31.1	0.922	+ 0.000 D/V
#177 TV Highway/170th Avenue	D	36.9	0.991	D	36.9	0.991	+ 0.000 D/V
#179 Merlo Road/170th Avenue	C	16.5	0.727	C	16.5	0.727	+ 0.000 D/V
#180 Baseline Road/170th Avenue	B	10.0	0.439	B	10.0	0.439	+ 0.000 D/V
#186 Walker Road/158th Avenue	D	29.1	0.857	D	29.1	0.857	+ 0.000 D/V
#187 Walker Road/167th Avenue	F	0.8	0.000	F	0.8	0.000	+ 0.000 v/c
#188 Walker Road/173rd Avenue	C	22.9	0.798	C	22.9	0.798	+ 0.000 D/V
#191 Cornell Road/158th Avenue	C	16.2	0.764	C	16.2	0.764	+ 0.000 D/V
#192 Walker Road/Murray Boulevard	E	40.1	0.932	E	40.1	0.932	+ 0.000 D/V

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#193 Kinnaman/Farmington	D	25.8	0.986	D	25.B	0.986	+ 0.000 D/V
#194 Davis Road/155th Avenue	B	0.6	0.000	B	0.6	0.000	+ 0.000 v/c
#198 Canyon Road/Walker Road	C	15.7	0.773	C	15.7	0.773	+ 0.000 D/V
#199 Beaverton-Hillsdale Hwy/Wester	D	28.7	0.973	D	28.7	0.973	+ 0.000 D/V
#200 Allen Boulevard/Western Avenue	C	19.6	0.971	C	19.6	0.971	+ 0.000 D/V
#202 Laurelwood Avenue/Beaverton-Hi	B	11.9	0.708	B	11.9	0.708	+ 0.000 D/V
#203 Hall Boulevard/Denney Road	C	17.4	0.833	C	17.4	0.833	+ 0.000 D/V
#205 Denney Road/Hwy 217 SB ramps	F	4.9	0.000	F	4.9	0.000	+ 0.000 v/c
#207 Denney Road/Hwy 217 NB ramps	F	294.3	0.000	F	294.3	0.000	+ 0.000 v/c
#214 Denney Road/Scholls Ferry Road	C	19.1	0.867	C	19.1	0.867	+ 0.000 D/V
#215 Allen Boulevard/Scholls Ferry	D	35.7	0.918	D	35.7	0.918	+ 0.000 D/V
#218 Hall Boulevard/Hart Road	B	13.3	0.709	B	13.3	0.709	+ 0.000 D/V
#219 Murray Boulevard/Hart Road	D	25.5	0.913	D	25.5	0.913	+ 0.000 D/V
#220 Hart Road/155th Avenue	C	18.1	0.946	C	18.1	0.946	+ 0.000 D/V
#221 Hart-Bany/170th Avenue	D	26.4	0.993	D	26.4	0.993	+ 0.000 V/C
#222 Hart Road/Sorrento Avenue	C	17.0	0.805	C	17.0	0.805	+ 0.000 v/c
#223 Brockman Road/Sorrento Avenue	F	6.4	0.000	F	6.4	0.000	+ 0.000 V/C
#224 Murray Boulevard/Brockman Road	B	14.7	0.551	B	14.7	0.551	+ 0.000 D/V
#225 Murray Boulevard/Maverick Terr	E	0.3	0.000	E	0.3	0.000	+ 0.000 v/c
#226 155th Avenue/Nora-Beard (Brock	A	3.2	0.416	A	3.2	0.416	+ 0.000 v/c
#227 Brockman Road/125th Avenue	C	23.3	0.945	C	23.3	0.945	+ 0.000 D/V
#229 Hall Boulevard/Greenway	D	33.3	0.996	D	33.3	0.996	+ 0.000 D/V
#230 Hall Boulevard/Nimbus Avenue	D	40.0	0.916	D	40.0	0.916	+ 0.000 D/V
#232 Scholls Ferry Road/Hall Boulev	D	38.4	0.953	D	38.4	0.953	+ 0.000 D/V

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Intersection	Base LOS	Base Del/ Vrh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#236 Scholls Ferry Road/125th Avenu	D	29.3	0.961	D	29.3	0.961	+ 0.000 D/V
#237 Scholls Ferry Road/Nimbus Aven	D	32.9	0.991	D	32.9	0.991	+ 0.000 D/V
#238 Murray Boulevard/Old Scholls F	C	19.7	0.795	C	19.7	0.795	+ 0.000 D/V
#239 Old Scholls Ferry Road/Davies	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 v/c
#241 Scholls Ferry/Old Scholls Ferr	B	9.6	0.586	B	9.6	0.586	+ 0.000 D/V
#243 Scholls Ferry/Old Scholls Ferr	C	3.8	0.000	C	3.8	0.000	+ 0.000 v/c
#244 Scholls Ferry Road/Walnut Stre	C	3 3	0.000	C	3.3	0.000	+ 0.000 v/c
#250 Hall Boulevard/Hwy 217 SB ramp	D	32.3	0.938	D	32.3	0.938	+ 0.000 D/V
#259 Scholls Ferry/Hwy 217 SB ramps	C	21.0	0.882	C	21.0	0.882	+ 0.000 D/V
#277 Scholls Ferry/Hwy 217 NB off-r	C	18.9	0.889	C	18.9	0.889	+ 0.000 D/V
#278 Scholls Ferry/Hwy 217 NB on-ra	C	19.2	0.723	C	19.2	0.723	+ 0.000 D/V

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Murray Blvd/Allen Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.884
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 26.3
Optimal Cycle: 121 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	100	763	233	410	1105	80	67	65	79	541	130	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	763	233	410	1105	80	67	65	79	541	130	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	109	830	254	446	1202	87	73	71	86	589	141	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	830	254	446	1202	87	73	71	86	589	141	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	872	254	460	1263	91	73	71	86	589	141	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.06	0.83	0.93	1.06	0.97	0.86	0.99	0.84	0.85	0.99	0.84
Lanes:	1.00	2.00	1.00	2.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1770	4044	1583	3539	3745	270	1635	1881	1599	1624	1881	1599
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.16	0.13	0.34	0.34	0.04	0.04	0.05	0.36	0.07	0.33
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.28	0.65	0.17	0.38	0.38	0.09	0.04	0.11	0.45	0.37	0.54
Volume/Cap:	0.88	0.77	0.25	0.77	0.88	0.88	0.50	0.88	0.48	0.81	0.20	0.60
Level Of Service Module:												
Delay/Veh:	68.5	27.7	5.5	34.8	27.1	27.1	35.8	80.1	33.8	22.4	16.7	13.1
user DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	27.7	5.5	34.8	27.1	27.1	35.8	80.1	33.8	22.4	16.7	13.1
Queue:	5	28	3	16	42	4	4	4	3	21	3	12

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

~Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Murray Boulevard/6th Avenue

Average Delay (sec/veh): 126.9 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1 0	0	0 0	1 1	0 0
Volume Module:												
Base Vol:	4	1207	32	14	1704	4	3	0	2	47	0	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1207	32	14	1704	4	3	0	2	47	0	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	4	1288	34	15	1819	4	3	0	2	50	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	1288	34	15	1819	4	3	0	2	50	0	77
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.98		0.00	0.97		xxxx	xxxx		0.00	0.99	
% Truck/Comb:	0.02	0.00		0.03	0.00		xxxx	xxxx		0.01	0.00	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.10	1.10	1.10	xxxx	xxxx	xxxxx
Cycl/Car PCE:	0.50	1.00		0.50	1.00		xxxx	xxxx		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		xxxx	xxxx		1.50	2.00	
Adj Vol.:	4	1288	34	15	1819	4	4	0	2	50	0	77
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx	3.4	xxxx	2.6	3.4	xxxx	2.6
Critical Gp:	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx	7.0	xxxx	5.5	7.0	xxxx	5.5
Capacity Module:												
Cnflict Vol:	1823	xxxx	xxxxx	1322	xxxx	xxxxx	3128	xxxx	911	3143	xxxx	661
Potent Cap.:	180	xxxx	xxxxx	334	xxxx	xxxxx	11	xxxx	478	10	xxxx	640
Adj Cap:	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx	0.83	xxxx	1.00	0.94	xxxx	1.00
Move Cap.:	180	xxxx	xxxxx	334	xxxx	xxxxx	9	xxxx	478	10	xxxx	640
Level Of Service Module:												
Stopped Del:	20.5	xxxx	xxxxx	11.3	xxxx	xxxxx	606.0	xxxx	7.6	8243	xxxx	6.4
LOS by Move:	D	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	15	xxxxx	xxxx	24	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	377	xxxxx	xxxxx	7987	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	0.1			0.1			366.6			3259.6		

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #22 Hall Blvd/Allen Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.871
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	281	521	57	135	690	99	85	564	156	107	956	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	521	57	135	690	99	85	564	156	107	956	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	294	545	60	141	722	104	89	590	163	112	1000	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	545	60	141	722	104	89	590	163	112	1000	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	294	572	63	141	758	109	89	619	171	112	1050	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.98	0.98	0.94	0.97	0.97	0.94	0.96	0.96	0.94	0.98	0.98
Lanes:	1.00	1.80	0.20	1.00	1.75	0.25	1.00	1.57	0.43	1.00	1.85	0.15
Final Sat.:	1787	3355	370	1787	3224	464	1787	2860	790	1787	3440	285
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.08	0.24	0.24	0.05	0.22	0.22	0.06	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.31	0.31	0.15	0.27	0.27	0.06	0.32	0.32	0.09	0.35	0.35
Volume/Cap:	0.87	0.54	0.54	0.54	0.87	0.87	0.87	0.68	0.68	0.68	0.87	0.87
Level Of Service Module:												
Delay/Veh:	45.2	22.4	22.4	32.6	33.0	33.0	70.6	24.3	24.3	41.6	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	22.4	22.4	32.6	33.0	33.0	70.6	24.3	24.3	41.6	28.3	28.3
Queue:	11	16	2	5	26	5	4	19	5	4	3 5	4

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #23 Allen Blvd/Lombard Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	49	117	45	105	221	106	95	590	55	71	1038	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	117	45	105	221	106	95	590	55	71	1038	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	52	124	48	111	235	113	101	626	58	75	1102	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	124	48	111	235	113	101	626	58	75	1102	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	52	124	48	111	235	113	101	658	61	75	1157	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.95	0.95	0.94	0.94	0.94	0.93	0.97	0.97	0.94	0.98	0.98
Lanes:	1.00	0.72	0.28	1.00	0.68	0.32	1.00	1.83	0.17	1.00	1.85	0.15
Final Sat.:	1787	1302	504	1787	1207	580	1770	3375	313	1787	3453	272
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.19	0.19	0.06	0.19	0.19	0.04	0.34	0.34
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.19	0.19	0.12	0.27	0.27	0.08	0.45	0.45	0.10	0.47	0.47
Volume/Cap:	0.71	0.50	0.50	0.50	0.71	0.71	0.71	0.43	0.43	0.43	0.71	0.71
Level Of Service Module:												
Delay/Veh:	54.2	29.0	29.0	33.2	28.7	28.7	44.8	14.5	14.5	34.0	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	29.0	29.0	33.2	28.7	28.7	44.8	14.5	14.5	34.0	17.2	17.2
Queue:	2	4	2	4	8	4	4	15	1	2	31	3

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Beaverton Transportation System Plan
Existing Traffic Conditions
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #26 Watson Ave/5th St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh) 6.5
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 1	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	59	762	37	0	118	11	54	213	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	59	762	37	0	118	11	54	213	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	64	821	40	0	127	12	58	230	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	821	40	0	127	12	58	230	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	67	862	42	0	127	12	58	230	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.88	0.88	0.89	0.89	1.00
Lanes:	0.00	0.00	0.00	0.14	1.77	0.09	0.00	0.91	0.09	0.20	0.80	0.00
Final Sat.:	0	0	0	254	3274	160	0	1530	145	341	1352	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.08	0.08	0.17	0.17	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.51	0.51	0.51	0.00	0.33	0.33	0.33	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.52	0.00	0.25	0.25	0.52	0.52	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	5.5	5.5	5.5	0.0	8.0	8.0	9.4	9.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	5.5	5.5	5.5	0.0	8.0	8.0	9.4	9.4	0.0
Queue:	0	0	0	1	8	1	0	1	0	1	3	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #28 Hall Boulevard/5th Avenue

Cycle (sec): 50 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh) 8.5
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	0 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	30	770	31	0	0	0	27	151	0	0	267	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	770	31	0	0	0	27	151	0	0	267	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	34	878	35	0	0	0	31	172	0	0	304	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	878	35	0	0	0	31	172	0	0	304	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	922	37	0	0	0	31	172	0	0	304	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	1.00	1.00	1.00	0.80	0.80	1.00	1.00	0.84	0.84
Lanes:	0.07	1.86	0.07	0.00	0.00	0.00	0.15	0.85	0.00	0.00	[illegible]	
Final Sat.:	132	3383	136	0	0	0	233	1291	0	[illegible]	[illegible]	0556
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.29	0.29
Crit Moves:		****									****	
Green/Cycle:	0.41	0.41	0.41	0.00	0.00	0.00	0.43	0.43	0.00	0.00	0.43	0.43
Volume/Cap:	0.67	0.67	0.67	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.67	0.67
Level Of Service Module:												
Delay/Veh:	8.7	8.7	8.7	0.0	0.0	0.0	6.1	6.1	0.0	0.0	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	0.0	0.0	0.0	6.1	6.1	0.0	0.0	9.1	9.1
Queue:	1	11	1	0	0	0	0	2	0	0	4	2

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #33 Murray Blvd/Farmington Rd

Cycle (sec): 160 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	315	824	141	153	1036	104	89	482	264	344	950	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	824	141	153	1036	104	89	482	264	344	950	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	336	878	150	163	1104	111	95	514	281	367	1013	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	878	150	163	1104	111	95	514	281	367	1013	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	336	922	158	163	1160	116	95	540	296	367	1063	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	1.07	1.02	0.99	1.07	1.03	1.00	1.06	0.99	1.01	1.07	1.04
Lanes:	1.00	1.69	0.31	1.00	1.81	0.19	1.00	1.26	0.74	1.00	1.74	0.26
Final Sat.:	1875	3445	590	1875	3683	368	1893	2532	1388	1912	3529	521
Capacity Analysis Module:												
Vol/Sat:	0.18	0.27	0.27	0.09	0.31	0.31	0.05	0.21	0.21	0.19	0.30	0.30
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.37	0.37	0.12	0.32	0.32	0.06	0.21	0.21	0.19	0.35	0.35
Volume/Cap:	1.00	0.72	0.72	0.72	1.00	1.00	0.87	1.00	1.00	1.00	0.87	0.87
Level Of Service Module:												
Delay/Veh:	79.9	28.9	28.9	50.7	54.6	54.6	80.3	64.4	64.4	77.7	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.9	28.9	28.9	50.7	54.6	54.6	80.3	64.4	64.4	77.7	35.8	35.8
Queue:	19	36	7	8	60	8	5	30	17	21	46	8

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #34 Farmington Road/Watson Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 18.7
Optimal Cycle: 97 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 1	0	0 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	159	514	114	0	1093	238	104	1527	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	159	514	114	0	1093	238	104	1527	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	168	544	121	0	1157	252	110	1616	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	544	121	0	1157	252	110	1616	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	0	0	0	177	571	127	0	1214	264	110	1697	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.96	0.96	0.94	0.99	1.00
Lanes:	0.00	0.00	0.00	0.40	1.31	0.29	0.00	1.64	0.36	1.00	2.00	0.00
Final Sat.:	0	0	0	731	2358	524	0	2998	652	1787	3762	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.24	0.00	0.40	0.40	0.06	0.45	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.48	0.48	0.07	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.84	0.84	0.84	0.00	0.84	0.84	0.84	0.82	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	26.2	26.2	26.2	0.0	17.5	17.5	54.4	13.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.2	26.2	26.2	0.0	17.5	17.5	54.4	13.6	0.0
Queue:	0	0	0	6	17	5	0	31	8	4	40	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #35 Farmington/Hall Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 18.7
Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	269	697	72	0.	0	0	150	1086	0	0	1392	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	697	72	0	0	0	150	1086	0	0	1392	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	283	734	76	0	0	0	158	1143	0	0	1465	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	734	76	0	0	0	158	1143	0	0	1465	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	283	770	80	0	0	0	158	1200	0	0	1539	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	1.00	1.00	1.00	0.94	0.99	1.00	1.00	0.97	0.97
Lanes:	1.00	1.81	0.19	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.83	0.17
Final Sat.:	1844	3341	347	0	0	0	1787	3762	0	0	3375	314
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.23	0.00	0.00	0.00	0.09	0.32	0.00	0.00	0.46	0.46
Crit Moves:		tttt					tttt				tttt	
Green/Cycle:	0.26	0.26	0.26	0.00	0.00	0.00	0.10	0.62	0.00	0.00	0.52	0.52
Volume/Cap:	0.59	0.88	0.88	0.00	0.00	0.00	0.88	0.52	0.00	0.00	0.88	0.88
Level Of Service Module:												
Delay/Veh:	22.2	29.6	29.6	0.0	0.0	0.0	53.5	7.1	0.0	0.0	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	29.6	29.6	0.0	0.0	0.0	53.5	7.1	0.0	0.0	17.5	17.5
Queue:	7	23	3	0	0	0	6	19	0	0	40	5

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Beaverton Transportation System Plan
Existing Traffic Conditions
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #37 Farmington Road/Lombard Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	65	177	98	107	217	74	66	1018	106	147	1423	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	177	98	107	217	74	66	1018	106	147	1423	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	187	103	113	229	78	70	1073	112	155	1499	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	187	103	113	229	78	70	1073	112	155	1499	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	68	187	103	113	229	78	70	1126	112	155	1574	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.92	0.93	0.93	0.94	0.99	0.83	0.94	0.99	0.84
Lanes:	1.00	0.64	0.36	1.00	0.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1787	1152	635	1752	1321	450	1787	3762	1580	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.06	0.17	0.17	0.04	0.30	0.07	0.09	0.42	0.09
Crit Moves:		tttt		tttt			tttt				tttt	
Green/Cycle:	0.05	0.20	0.20	0.08	0.23	0.23	0.05	0.44	0.49	0.13	0.51	0.59
Volume/Cap:	0.76	0.81	0.81	0.81	0.76	0.76	0.81	0.69	0.15	0.69	0.81	0.16
Level Of Service Module:												
Delay/Veh:	50.2	34.0	34.0	49.1	28.9	28.9	58.7	15.6	9.2	32.7	15.1	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	34.0	34.0	49.1	28.9	28.9	58.7	15.6	9.2	32.7	15.1	5.9
Queue:	3	6	4	4	7	3	3	26	2	5	38	2

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level .Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #41 Allen Blvd/ORE 217 NB ramps

Cycle (sec): 110 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	430	0	258	0	0	0	201	591	0	0	802	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	0	258	0	0	0	201	591	0	0	802	344
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	475	0	285	0	0	0	222	653	0	0	886	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	0	285	0	0	0	222	653	0	0	886	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	499	0	285	0	0	0	222	686	0	0	930	399
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	1.00	1.00	1.00	0.92	0.97	1.00	1.00	0.93	0.93
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.40	0.60
Final Sat.:	3505	0	1568	0	0	0	1752	3689	0	0	2478	1063
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.18	0.00	0.00	0.00	0.13	0.19	0.00	0.00	0.38	0.38
Crit Moves:			tttt				tttt				tttt	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.17	0.65	0.00	0.00	0.49	0.49
Volume/Cap:	0.60	0.00	0.77	0.00	0.00	0.00	0.77	0.28	0.00	0.00	0.77	0.77
Level Of Service Module:												
Delay/Veh:	25.0	0.0	31.7	0.0	0.0	0.0	36.3	5.2	0.0	0.0	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	0.0	31.7	0.0	0.0	0.0	36.3	5.2	0.0	0.0	16.4	16.4
Queue:	14	0	9	0	0	0	7	9	0	0	24	11

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #44 Allen Blvd/ORE 217 SB ramps

Cycle (sec): 110 Critical Vol./Cap. (X): 0.799
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 20.7
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	315	6	395	0	542	239	314	958	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	315	6	395	0	542	239	314	958	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	339	6	425	0	583	257	338	1031	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	339	6	425	0	583	257	338	1031	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	0	0	0	339	6	425	0	613	270	338	1083	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.83	1.00	0.93	0.93	0.93	0.98	1.00
Lanes:	0.00	0.00	0.00	0.98	0.02	1.00	0.00	1.39	0.61	1.00	2.00	0.00
Final Sat.:	0	0	0	1541	27	1568	0	2457	1082	1770	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.27	0.00	0.25	0.25	0.19	0.29	0.00
Crit Moves:						tttt		tttt		tttt		
Green/Cycle:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.31	0.31	0.24	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.65	0.65	0.80	0.00	0.80	0.80	0.80	0.53	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	21.8	21.8	27.1	0.0	25.4	25.4	32.6	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.8	21.8	27.1	0.0	25.4	25.4	32.6	10.3	0.0
Queue:	0	0	0	9	0	13	0	18	9	11	21	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #53 BH Hwy/OR8 217 SB ramps

Cycle (sec): 100 critical Vol./Cap. (X): 0.876
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	1 0	1	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	238	581	162	0	1025	400	213	1602	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	238	581	162	0	1025	400	213	1602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	253	619	173	0	1092	426	227	1706	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	253	619	173	0	1092	426	227	1706	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	266	650	173	0	1146	426	227	1791	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.82	0.82	0.82	1.00	0.99	0.84	0.94	0.99	1.00
Lanes:	0.00	1.00	0.00	0.58	1.42	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	1900	0	902	2204	1553	0	3762	1599	1787	3762	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.11	0.00	0.30	0.27	0.13	0.48	0.00
Crit Moves:				tttt			tttt				tttt	
Green/Cycle:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.38	0.38	0.16	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.88	0.88	0.33	0.00	0.79	0.69	0.79	0.88	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	26.2	26.2	16.1	0.0	19.9	19.1	35.8	16.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.2	26.2	16.1	0.0	19.9	19.1	35.8	16.2	0.0
Queue:	0	0	0	9	19	4	0	29	10	7	46	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #54 BH Hwy/Griffith Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.780
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 14.5
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	138	100	206	175	77	131	99	1038	81	132	1427	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	100	206	175	77	131	99	1038	81	132	1427	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	143	104	214	182	80	136	103	1077	84	137	1480	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	104	214	182	80	136	103	1077	84	137	1480	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	143	104	214	182	80	136	103	1131	88	137	1554	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.84	0.66	1.00	0.84	0.94	0.98	0.98	0.94	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.74	0.26
Final Sat.:	1406	1900	1596	1254	1900	1596	1787	3456	269	1787	3212	475
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.13	0.15	0.04	0.09	0.06	0.33	0.33	0.08	0.48	0.48
Crit Moves:				tttt			tttt				****	
Green/Cycle:	0.19	0.19	0.32	0.19	0.19	0.26	0.07	0.56	0.56	0.13	0.62	0.62
Volume/Cap:	0.55	0.29	0.42	0.78	0.23	0.33	0.78	0.58	0.58	0.58	0.78	0.78
Level Of Service Module:												
Delay/Veh:	25.7	22.8	17.7	35.5	22.4	19.5	46.1	9.5	9.5	29.0	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	22.8	17.7	35.5	22.4	19.5	46.1	9.5	9.5	29.0	10.3	10.3
Queue:	4	3	5	6	2	3	4	21	2	4	33	6

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #59 BH Hwy/ORE 217 NB ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.922
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	22.0
Optimal Cycle:	121	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 0	0 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	525	653	284	0	0	0	200	1003	0	0	1203	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	525	653	284	0	0	0	200	1003	0	0	1203	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	546	680	296	0	0	0	208	1044	0	0	1252	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	680	296	0	0	0	208	1044	0	0	1252	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	546	713	296	0	0	0	208	1096	0	0	1314	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.83	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.99	0.84
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1583	3725	1583	0	0	0	1770	3725	0	0	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.34	0.19	0.19	0.00	0.00	0.00	0.12	0.29	0.00	0.00	0.35	0.21
Crit Moves:	****						****				****	
Green/Cycle:	0.37	0.37	0.37	0.00	0.00	0.00	0.13	0.51	0.00	0.00	0.38	0.38
Volume/Cap:	0.92	0.51	0.50	0.00	0.00	0.00	0.92	0.58	0.00	0.00	0.92	0.56
Level Of Service Module:												
Delay/Veh:	33.8	15.9	16.2	0.0	0.0	0.0	55.8	11.5	0.0	0.0	26.6	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	15.9	16.2	0.0	0.0	0.0	55.8	11.5	0.0	0.0	26.6	16.8
Queue:	18	15	6	0	0	0	8	22	0	0	39	8

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #66 Canyon Road/Broadway-117th Avenue

cycle (sec):	100	Critical Vol./Cap. (X):	0.842
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	18.1
Optimal Cycle:	97	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	23	71	95	290	88	70	83	1287	21	78	1338	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	71	95	290	88	70	83	1287	21	78	1338	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	24	75	101	308	94	74	88	1368	22	83	1422	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	75	101	308	94	74	88	1368	22	83	1422	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	24	75	101	317	94	74	88	1436	22	83	1493	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.83	0.79	0.90	0.90	0.91	0.84	0.82	0.92	0.87	0.94
Lanes:	1.00	1.00	1.00	2.00	0.56	0.44	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1787	1881	1580	3000	959	155	1736	3200	1553	1752	2920	426
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.06	0.11	0.10	0.10	0.05	0.45	0.01	0.05	0.51	0.51
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.05	0.11	0.13	0.13	0.13	0.06	0.60	0.65	0.06	0.61	0.61
Volume/Cap:	0.28	0.84	0.58	0.84	0.78	0.78	0.84	0.74	0.02	0.74	0.84	0.84
Level Of Service Module:												
Delay/Veh:	30.2	62.7	30.6	38.5	38.7	38.7	58.8	10.3	4.0	44.9	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	62.7	30.6	38.5	38.7	38.7	58.8	10.3	4.0	44.9	12.6	12.6
Queue:	1	3	3	10	3	3	4	29	0	3	35	6

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #67 Canyon Road/ORS 217 SB ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 17.2
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	1 0	1	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	150	447	353	0	1154	547	203	1361	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	447	353	0	1154	547	203	1361	0
user Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	154	459	363	0	1186	562	209	1399	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	459	363	0	1186	562	209	1399	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	162	482	363	0	1245	562	209	1469	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.82	0.82	0.83	1.00	1.00	0.83	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	0.50	1.50	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	787	2342	1583	0	3800	1568	1752	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.23	0.00	0.33	0.36	0.12	0.39	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.45	0.45	0.15	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.72	0.72	0.80	0.00	0.73	0.80	0.80	0.65	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	22.8	22.8	28.4	0.0	15.9	20.2	37.8	9.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.8	22.8	28.4	0.0	15.9	20.2	37.8	9.1	0.0
Queue:	0	0	0	5	13	10	0	29	15	7	27	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #69 Canyon Road/ORS 217 NB ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 17.8
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	0 0	0 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	602	341	342	0	0	0	231	937	0	0	1114	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	602	341	342	0	0	0	231	937	0	0	1114	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	625	354	355	0	0	0	240	973	0	0	1157	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	354	355	0	0	0	240	973	0	0	1157	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	656	354	355	0	0	0	240	1022	0	0	1215	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.97	0.82	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00	0.83
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3099	1845	1550	0	0	0	1752	3800	0	0	3800	1568
Capacity Analysis Module:												
Vol/Sat:	0.21	0.19	0.23	0.00	0.00	0.00	0.14	0.27	0.00	0.00	0.32	0.10
Crit Moves:			****				****				****	
Green/Cycle:	0.29	0.29	0.29	0.00	0.00	0.00	0.18	0.59	0.00	0.00	0.41	0.41
Volume/Cap:	0.72	0.65	0.78	0.00	0.00	0.00	0.78	0.46	0.00	0.00	0.78	0.25
Level Of Service Module:												
Delay/Veh:	21.7	20.6	26.7	0.0	0.0	0.0	33.6	7.7	0.0	0.0	18.3	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	20.6	26.7	0.0	0.0	0.0	33.6	7.7	0.0	0.0	18.3	12.6
Queue:	17	9	10	0	0	0	7	16	0	0	30	3

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #76 Canyon Road/Hall Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.822
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 92 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	1	0	0	0	0	0	1	0	1
Volume Module:												
Base Vol:	300	581	135	0	0	0	76	1438	0	0	1274	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	581	135	0	0	0	76	1438	0	0	1274	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	304	589	137	0	0	0	77	1457	0	0	1291	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	589	137	0	0	0	77	1457	0	0	1291	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final vol.:	304	618	144	0	0	0	77	1530	0	0	1355	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	1.00	1.00	1.00	0.93	0.84	1.00	1.00	0.88	0.96
Lanes:	0.86	1.74	0.40	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	1561	3174	739	0	0	0	1770	3201	0	0	2998	385
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.04	0.48	0.00	0.00	0.45	0.45
Crit Moves:								****				****
Green/Cycle:	0.24	0.24	0.24	0.00	0.00	0.00	0.05	0.60	0.00	0.00	0.55	0.55
Volume/Cap:	0.82	0.82	0.82	0.00	0.00	0.00	0.82	0.79	0.00	0.00	0.82	0.82
Level Of Service Module:												
Delay/Veh:	26.4	26.4	26.4	0.0	0.0	0.0	57.9	11.4	0.0	0.0	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	26.4	26.4	0.0	0.0	0.0	57.9	11.4	0.0	0.0	14.1	14.1
Queue:	9	18	5	0	0	0	3	33	0	0	32	5

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Beaverton Transportation System Plan
Existing Traffic Conditions
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #81 Canyon Road/Watson Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.822
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 82 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	209	434	43	0	1343	96	97	1410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	209	434	43	0	1343	96	97	1410	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	227	472	47	0	1461	104	106	1534	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	472	47	0	1461	104	106	1534	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.10	1.10	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	0	0	0	250	519	51	0	1534	110	106	1611	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.84	0.96	0.92	0.88	1.00
Lanes:	0.00	0.00	0.00	1.00	1.82	0.18	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	0	0	0	1862	3391	333	0	3011	216	1752	3350	0
capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.15	0.15	0.00	0.51	0.51	0.06	0.48	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.62	0.62	0.07	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.72	0.82	0.82	0.00	0.82	0.82	0.82	0.69	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	26.3	29.2	29.2	0.0	11.6	11.6	51.4	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.3	29.2	29.2	0.0	11.6	11.6	51.4	6.5	0.0
Queue:	0	0	0	7	15	2	0	34	3	4	27	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #86 TV Hwy/Hocken Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.981
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 34.8
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	171	100	39	195	359	123	130	1216	232	70	1473	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	100	39	195	359	123	130	1216	232	70	1473	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HP Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	181	106	41	206	380	130	138	1287	246	74	1559	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	106	41	206	380	130	138	1287	246	74	1559	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	181	106	41	206	380	130	138	1351	258	74	1637	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.94	0.93	1.02	0.83	0.92	0.94	0.94	0.92	0.94	0.96
Lanes:	1.00	0.72	0.28	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.94	0.06
Final Sat.:	1770	1296	501	1770	1946	1583	1752	3005	574	1752	3454	112
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.12	0.20	0.08	0.08	0.45	0.45	0.04	0.47	0.41
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.13	0.13	0.18	0.20	0.28	0.08	0.51	0.51	0.05	0.48	0.48
Volume/Cap:	0.98	0.65	0.65	0.65	0.98	0.29	0.98	0.87	0.87	0.87	0.98	0.98
Level Of Service Module:												
Delay/Veh:	80.1	36.9	36.9	33.0	61.4	22.0	88.1	20.1	20.1	76.0	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	36.9	36.9	33.0	61.4	22.0	88.1	20.1	20.1	76.0	32.7	32.7
Queue:	9	4	2	7	17	3	7	42	9	4	62	3

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #87 Farmington Road/Hocken Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.912
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 17.3
Optimal Cycle: 116 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1 1	0 0	1 0	2 0	0	0 0	1 1	0
Volume Modul												
Base Vol:	0	0	0	404	0	189	61	782	0	0	1461	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	404	0	189	61	782	0	0	1461	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	421	0	197	64	815	0	0	1523	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	421	0	197	64	815	0	0	1523	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	442	0	197	64	856	0	0	1600	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	0.94	0.99	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	1.53	0.00	0.47	1.00	2.00	0.00	0.00	1.68	0.32
Final Sat.:	0	0	0	2650	0	817	1787	3762	0	0	3042	572
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.24	0.04	0.23	0.00	0.00	0.53	0.53
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.04	0.62	0.00	0.00	0.58	0.58
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.91	0.91	0.37	0.00	0.00	0.91	0.91
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	21.9	0.0	34.8	85.2	6.2	0.0	0.0	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.9	0.0	34.8	85.2	6.2	0.0	0.0	17.1	17.1
Queue:	0	0	0	11	0	7	3	12	0	0	43	10

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #90 TV Hwy/Murray Boulevard

Cycle (sec): 120 Critical Vol./Cap. (X): 0.985
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.1
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	371	642	143	265	771	176	110	1081	400	182	1484	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	642	143	265	771	176	110	1081	400	182	1484	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	387	670	149	277	805	184	115	1128	418	190	1549	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	670	149	277	805	184	115	1128	418	190	1549	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.10	1.10	1.00	1.10	1.10
Final Vol.:	387	704	157	277	845	184	115	1241	459	190	1704	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.06	0.94	0.92	1.06	0.82	0.92	0.95	0.93	0.93	0.95	0.96
Lanes:	1.00	1.60	0.40	1.00	2.00	1.00	1.00	2.18	0.82	1.00	2.68	0.32
Final Sat.:	1752	3227	720	1752	4040	1550	1752	3925	1452	1770	4829	578
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.16	0.21	0.12	0.07	0.32	0.32	0.11	0.35	0.35
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.25	0.25	0.18	0.21	0.28	0.07	0.32	0.32	0.11	0.36	0.36
Volume/Cap:	0.98	0.86	0.86	0.86	0.98	0.42	0.97	0.98	0.98	0.98	0.97	0.97
Level Of Service Module:												
Delay/Veh:	61.1	33.2	33.2	44.9	50.7	23.2	91.3	39.8	39.8	79.9	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	33.2	33.2	44.9	50.7	23.2	91.3	39.8	39.8	79.9	35.2	35.2
Queue:	17	24	6	11	34	5	6	49	20	9	63	10

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #101 Hall Blvd/Westgate-Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 12 (Y+R = 4 sec) Average Relay (sec/veh) 15.1
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	42	622	89	134	434	25	29	70	52	61	21	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	622	89	134	434	25	29	70	52	61	21	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	44	645	92	139	450	26	30	73	54	63	22	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	645	92	139	450	26	30	73	54	63	22	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	677	97	139	473	27	30	73	54	63	22	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.97	0.97	0.94	0.98	0.98	0.36	0.94	0.94	0.62	0.84	0.84
Lanes:	1.00	1.75	0.25	1.00	1.89	0.11	1.00	0.57	0.43	1.00	0.09	0.91
Final Sat.:	1787	3225	462	1787	3524	201	684	1027	759	1174	144	1458
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.08	0.13	0.13	0.04	0.07	0.07	0.05	0.15	0.15
Crit Moves:		****		****							****	
Green/Cycle:	0.09	0.42	0.42	0.16	0.49	0.49	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.28	0.50	0.50	0.50	0.28	0.28	0.14	0.23	0.23	0.18	0.50	0.50
Level Of Service Module:												
Delay/Veh:	27.7	14.0	14.0	26.2	9.9	9.9	16.3	16.8	16.8	16.5	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	14.0	14.0	26.2	9.9	9.9	16.3	16.8	16.8	16.5	19.1	19.1
Queue:	1	14	2	4	8	0	1	2	1	1	1	5

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operation6 Method (Base Volume Alternative)

Intersection #108 Murray Boulevard/Jenkins Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.909
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 32.9
Optimal Cycle: 134 Level Of Service: D

Approach:	North Bound			south Bound			East Bound			nest Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	300	847	93	175	765	145	127	532	331	78	431	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	847	93	175	765	145	127	532	331	78	431	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	317	894	98	185	808	153	134	562	350	82	455	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	894	98	185	808	153	134	562	350	82	455	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	317	939	103	185	848	161	134	562	350	82	455	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.04	0.97	0.92	1.03	0.95	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.79	0.21	1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1770	3543	389	1752	3253	618	1770	1863	1583	1770	1863	1583
Capacity Analysis Module:												
Vol/Sat:	0.18	0.27	0.27	0.11	0.26	0.26	0.08	0.30	0.22	0.05	0.24	0.11
Crit Moves:	****				tttt			****		tttt		
Green/Cycle:	0.20	0.35	0.35	0.14	0.29	0.29	0.09	0.33	0.53	0.05	0.29	0.29
Volume/Cap:	0.91	0.77	0.77	0.77	0.91	0.91	0.84	0.91	0.42	0.91	0.84	0.37
Level Of Service Module:												
Delay/Veh:	49.4	24.4	24.4	41.4	34.6	34.6	55.0	37.3	11.2	82.5	33.3	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	24.4	24.4	41.4	34.6	34.6	55.0	37.3	11.2	82.5	33.3	22.0
Queue:	13	29	4	7	30	7	6	21	7	4	16	5

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #113 Walker Road/ORE 217 NB ramps

Cycle (sec): 80 Critical Vol./Cap. (X): 0.986
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 141 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	650	5	62	0	0	0	108	541	0	0	330	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	650	5	62	0	0	0	108	541	0	0	330	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	722	6	69	0	0	0	120	601	0	0	367	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	6	69	0	0	0	120	601	0	0	367	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	722	6	69	0	0	0	120	601	0	0	367	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.99	1.00	1.00	0.85	0.85
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.73	0.27
Final Sat.:	1570	13	1583	0	0	0	1787	1881	0	0	1178	440
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.04	0.00	0.00	0.00	0.07	0.32	0.00	0.00	0.31	0.31
Crit Moves:		****					****				tttt	
Green/Cycle:	0.47	0.47	0.47	0.00	0.00	0.00	0.07	0.38	0.00	0.00	0.32	0.32
Volume/Cap:	0.99	0.99	0.09	0.00	0.00	0.00	0.99	0.83	0.00	0.00	0.99	0.99
Level Of Service Module:												
Delay/Veh:	36.1	36.1	7.7	0.0	0.0	0.0	62.4	20.2	0.0	0.0	45.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	36.1	7.7	0.0	0.0	0.0	82.4	20.2	0.0	0.0	45.0	45.0
Queue:	22	1	1	0	0	0	5	14	0	0	12	6

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #117 Walker Road/OR8 217 SB ramps

Cycle (sec):	80	Critical Vol./Cap. (X):	0.865
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	86	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	145	11	270	0	481	794	39	839	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	145	11	270	0	481	794	39	839	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	155	12	289	0	514	849	42	897	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	12	289	0	514	849	42	897	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	155	12	289	0	514	849	42	897	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.99	0.84	0.93	0.98	0.98
Lanes:	0.00	0.00	0.00	0.93	0.07	1.00	0.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	0	0	0	1484	115	1599	0	1881	1599	1770	1857	6
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.18	0.00	0.27	0.53	0.02	0.48	0.48
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.21	0.21	0.21	0.00	0.61	0.61	0.03	0.64	0.64
Volume/Cap:	0.00	0.00	0.00	0.50	0.50	0.87	0.00	0.45	0.87	0.87	0.75	0.75
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	19.1	19.1	33.9	0.0	5.5	14.0	78.9	8.4	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.1	19.1	33.9	0.0	5.5	14.0	78.9	8.4	8.4
Queue:	0	0	0	3	0	8	0	6	18	2	15	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #125 Cedar Hills Blvd/Hall Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.811
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle:	89	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	109	473	58	422	893	69	106	107	160	112	161	689
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	473	58	422	893	69	106	107	160	112	161	689
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	115	501	61	447	946	73	112	113	169	119	171	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	501	61	447	946	73	112	113	169	119	171	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	526	65	447	993	77	112	113	169	119	171	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.96	0.96	0.94	0.98	0.98	0.94	0.99	0.84	0.94	0.99	0.84
Lanes:	1.00	1.78	0.22	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1770	3249	402	1787	3457	268	1787	1881	1599	1787	1881	1599
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.25	0.29	0.29	0.06	0.06	0.11	0.07	0.09	0.46
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.20	0.20	0.31	0.41	0.41	0.08	0.20	0.20	0.13	0.25	0.56
Volume/Cap:	0.69	0.81	0.81	0.81	0.69	0.69	0.81	0.30	0.52	0.52	0.36	0.81
Level Of Service Module:												
Delay/Veh:	36.2	21.5	29.5	26.8	16.5	16.5	48.8	21.8	23.6	28.0	19.9	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	29.5	29.5	26.8	16.5	16.5	48.8	21.8	23.6	28.0	19.9	15.3
Queue:	4	15	3	13	23	2	4	3	4	3	4	18

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #126 Cedar Hills Boulevard/Walker Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 148 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	220	868	290	112	615	82	147	744	208	269	553	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	868	290	112	615	82	147	744	208	269	553	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	238	937	313	121	664	89	159	803	225	290	597	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	937	313	121	664	89	159	803	225	290	597	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	238	984	313	121	697	93	159	844	236	290	627	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.93	0.96	0.96	0.94	0.96	0.96	0.94	0.97	0.97
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	1.00	1.56	0.44	1.00	1.70	0.30
Final Sat.:	1787	3762	1599	1770	3221	430	1787	2852	797	1787	3137	550
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.20	0.07	0.22	0.22	0.09	0.30	0.30	0.16	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.29	0.29	0.08	0.23	0.23	0.15	0.31	0.31	0.17	0.33	0.33
Volume/Cap:	0.96	0.91	0.68	0.91	0.96	0.96	0.61	0.96	0.96	0.96	0.61	0.61
Level Of Service Module:												
Delay/Veh:	61.9	30.1	23.1	65.3	41.4	41.4	28.6	35.5	35.5	57.2	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	30.1	23.1	65.3	41.4	41.4	28.6	35.5	35.5	57.2	18.8	18.8
Queue:	10	29	8	5	24	5	4	28	9	11	15	3

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #127 Cedar Hills Boulevard/Jenkins Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.888
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 25.6
Optimal Cycle: 123 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	0 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	222	829	4	3	971	224	520	2	419	13	8	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	829	4	3	971	224	520	2	419	13	8	0
User Adj:	1.00	1.00	1.00	1.00	1.00	‘1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	229	856	4	3	1002	231	537	2	432	13	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	856	4	3	1002	231	537	2	432	13	8	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	229	898	4	3	1052	243	563	2	432	13	8	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.95	0.95	0.94	0.94	0.84	0.97	0.97	1.00
Lanes:	1.00	1.99	0.01	1.00	1.62	0.38	1.99	0.01	1.00	0.62	0.38	0.00
Final Sat.:	1770	3709	17	1770	2936	678	3562	13	1599	1141	702	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.00	0.36	0.36	0.16	0.16	0.27	0.01	0.01	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.55	0.55	0.00	0.40	0.40	0.30	0.30	0.30	0.01	0.01	0.00
Volume/Cap:	0.89	0.44	0.44	0.44	0.89	0.89	0.52	0.52	0.89	0.89	0.89	0.00
Level Of Service Module:												
Delay/Veh:	52.6	10.7	10.7	59.3	26.5	26.5	22.6	22.6	38.3	129.6	130	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	10.7	10.7	59.3	26.5	26.5	22.6	22.6	38.3	129.6	130	0.0
Queue:	9	18	0	0	35	9	16	0	16	1	1	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #130 Farmington Road/Cedar Hills Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 102 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	353	0	275	197	1086	0	0	1475	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	353	0	275	197	1086	0	0	1475	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	379	0	295	211	1165	0	0	1583	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	0	295	211	1165	0	0	1583	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	379	0	295	211	1223	0	0	1662	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.94	1.00	0.84	0.93	0.98	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1787	0	1599	1770	3725	0	0	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.18	0.12	0.33	0.00	0.00	0.45	0.16
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.38	0.13	0.64	0.00	0.00	0.50	0.75
Volume/Cap:	0.00	0.00	0.00	0.88	0.00	0.49	0.88	0.51	0.00	0.00	0.88	0.22
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	37.1	0.0	16.0	48.1	6.4	0.0	0.0	18.2	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.1	0.0	16.0	48.1	6.4	0.0	0.0	18.2	2.5
Queue:	0	0	0	12	0	6	8	18	0	0	44	2

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Beaverton Transpprtation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #131 Canyon Road/Cedar Hills Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 38.5
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1 1	0	0 0	2 0	1
Volume Module:												
Base Vol:	169	217	60	199	529	161	0	1269	33	0	1286	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	217	60	199	529	161	0	1269	33	0	1286	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	174	224	62	205	545	166	0	1308	34	0	1326	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	224	62	205	545	166	0	1308	34	0	1326	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	174	224	62	215	573	174	0	1374	36	0	1392	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.85	0.85	0.84	0.84	0.84	0.89	0.86	0.86	0.89	0.86	0.73
Lanes:	0.76	0.97	0.27	0.45	1.19	0.36	0.00	1.95	0.05	0.00	2.00	1.00
Final Sat.:	1211	1559	432	712	1897	576	0	3169	83	0	3283	1395
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.30	0.30	0.30	0.00	0.43	0.43	0.00	0.42	0.10
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.14	0.14	0.30	0.30	0.30	0.00	0.43	0.43	0.00	0.43	0.43
Volume/Cap:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.23
Level Of Service Module:												
Delay/Veh:	59.7	59.7	59.7	44.7	44.7	44.7	0.0	36.5	36.5	0.0	31.9	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	59.7	59.7	44.7	44.7	44.7	0.0	36.5	36.5	0.0	31.9	11.6
Queue:	8	10	4	10	22	8	0	47	2	0	45	2

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #133 Canyon Rd./Fred Meyer Access

Cycle (sec): 100 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 17 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	0	22	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	125	0	131	34	1	22	1	1408	97	116	1436	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	0	131	34	1	22	1	1408	97	116	1436	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	137	0	144	37	1	24	1	1546	106	127	1576	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	0	144	37	1	24	1	1546	106	127	1576	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	137	0	144	37	1	24	1	1623	106	127	1655	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.84	0.60	0.60	0.60	0.93	0.84	0.83	0.93	0.88	0.98
Lanes:	1.00	0.00	1.00	0.60	0.01	0.39	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1467	0	1599	679	18	440	1770	3201	1583	1770	3327	26
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.05	0.05	0.05	0.00	0.51	0.07	0.07	0.50	0.50
Crit Moves:					****			****		****		
Green/Cycle:	0.22	0.00	0.22	0.22	0.22	0.22	0.00	0.54	0.54	0.08	0.62	0.62
Volume/Cap:	0.42	0.00	0.41	0.25	0.25	0.25	0.80	0.93	0.12	0.93	0.80	0.80
Level Of Service Module:												
Delay/Veh:	22.2	0.0	22.0	20.9	20.9	20.9	369.7	20.9	7.2	70.6	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	0.0	22.0	20.9	20.9	20.9	369.7	20.9	7.2	70.6	11.0	11.0
Queue:	3	0	3	1	0	1	0	46	1	6	36	1

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #162 Cedar Hills Blvd/Westgate Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	578	78	41	985	0	0	0	0	47	0	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	578	78	41	985	0	0	0	0	47	0	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	623	84	44	1061	0	0	0	0	51	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	623	84	44	1061	0	0	0	0	51	0	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	654	88	44	1114	0	0	0	0	51	0	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	0.94	0.99	1.00	1.00	1.00	1.00	0.81	1.00	0.81
Lanes:	0.00	1.76	0.24	1.00	2.00	0.00	0.00	0.00	0.00	0.45	0.00	0.55
Final Sat.:	0	3218	433	1787	3762	0	0	0	0	685	0	846
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.02	0.30	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.63	0.63	0.08	0.70	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.32	0.32	0.32	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Level Of Service Module:												
Delay/Veh:	0.0	5.7	5.7	28.8	4.1	0.0	0.0	0.0	0.0	24.3	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	5.7	28.8	4.1	0.0	0.0	0.0	0.0	24.3	0.0	24.3
Queue:	0	9	1	1	13	0	0	0	0	1	0	2

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #169 Farmington Road/149th Avenue

****

Cycle (sec): 90 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 76 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	10	1	27	26	2	25	4	592	19	60	1169	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1	27	26	2	25	4	592	19	60	1169	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	11	1	29	28	2	27	4	633	20	64	1250	11
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1	29	28	2	27	4	633	20	64	1250	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	1	29	28	2	27	4	633	20	64	1250	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	1.00	1.00	0.85	0.91	0.96	0.96	0.94	0.99	0.99
Lanes:	0.27	0.02	0.71	0.93	0.07	1.00	1.00	0.97	0.03	1.00	0.99	0.01
Final Sat.:	383	35	1011	1773	127	1615	1736	1771	56	1787	1865	16
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.00	0.36	0.36	0.04	0.67	0.67
Crit Moves:		****					****				****	
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.00	0.76	0.76	0.08	0.83	0.83
Volume/Cap:	0.81	0.81	0.81	0.45	0.45	0.47	0.81	0.47	0.47	0.47	0.81	0.81
Level Of Service Module:												
Delay/Veh:	67.4	67.4	67.4	30.5	30.5	31.8	192.0	2.9	2.9	27.7	4.9	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.4	67.4	67.4	30.5	30.5	31.8	192.0	2.9	2.9	27.7	4.9	4.9
Queue:	1	0	1	1	0	1	0	6	0	2	18	1

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #170 TV Highway/153rd Drive

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.768
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: 70 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0 00	20 0	10
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	1 1	0			
Volume Module:												
Base Vol:	0	0	0	190	0	65	21	1500	0	0	2004	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	190	0	65	21	1500	0	0	2004	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	201	0	69	22	1589	0	0	2123	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	201	0	69	22	1589	0	0	2123	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	0	0	0	207	0	69	22	1668	0	0	2229	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.83	0.92	0.97	1.00	1.00	0.97	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3505	0	1568	1752	3689	0	0	3689	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.04	0.01	0.45	0.00	0.00	0.60	0.04
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.09	0.02	0.80	0.00	0.00	0.79	0.86
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.47	0.77	0.56	0.00	0.00	0.77	0.04
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	37.7	0.0	29.6	78.9	2.5	0.0	0.0	4.6	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.7	0.0	29.6	78.9	2.5	0.0	0.0	4.6	0.6
Queue:	0	0	0	6	0	2	1	17	0	0	34	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #171 TV Highway/160th Avenue-Millikan Way

Cycle (sec): 120 Critical Vol./Cap. (XI: 0.936
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 150 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	101	75	115	22	313	339	44	1318	135	174	1780	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	75	115	22	313	339	44	1318	135	174	1780	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	106	79	121	23	330	357	46	1389	142	183	1876	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	79	121	23	330	357	46	1389	142	183	1876	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	106	79	121	23	330	357	46	1458	142	183	1969	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.94	0.99	0.84	0.92	0.97	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1787	1881	1599	1787	1881	1599	1752	3689	1568	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.08	0.01	0.18	0.22	0.03	0.40	0.09	0.10	0.53	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.23	0.36	0.04	0.21	0.24	0.03	0.47	0.53	0.12	0.56	0.60
Volume/Cap:	0.94	0.18	0.21	0.32	0.83	0.94	0.94	0.84	0.17	0.84	0.94	0.01
Level Of Service Module:												
Delay/Veh:	82.4	23.8	17.4	37.1	39.1	50.8	112.1	20.8	9.3	49.9	21.9	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.4	23.8	17.4	37.1	39.1	50.8	112.1	20.8	9.3	49.9	21.9	6.1
Queue:	5	2	3	1	12	15	3	44	2	7	65	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #174 Jenkins Road/153rd Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 116 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	184	0	144	0	0	0	0	701	209	180	690	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	0	144	0	0	0	0	701	209	180	690	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	193	0	151	0	0	0	0	736	219	189	724	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	0	151	0	0	0	0	736	219	189	724	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	193	0	151	0	0	0	0	736	219	189	724	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.85	0.85	0.94	0.99	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.77	0.23	1.00	1.00	0.00
Final Sat.:	1770	0	1583	0	0	0	0	1249	372	1787	1881	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.10	0.00	0.00	0.00	0.00	0.59	0.59	0.11	0.38	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.12	0.00	0.24	0.00	0.00	0.00	0.00	0.66	0.66	0.12	0.78	0.00
Volume/Cap:	0.89	0.00	0.40	0.00	0.00	0.00	0.00	0.89	0.89	0.89	0.49	0.00
Level Of Service Module:												
Delay/Veh:	57.3	0.0	25.1	0.0	0.0	0.0	0.0	17.9	17.9	57.8	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	0.0	25.1	0.0	0.0	0.0	0.0	17.9	17.9	57.8	3.3	0.0
Queue:	8	0	4	0	0	0	0	23	8	8	9	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #175 Jenkins Road/158th Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.914
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 122 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	42	121	117	304	249	166	132	432	43	146	569	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	121	117	304	249	166	132	432	43	146	569	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	44	126	121	315	258	172	137	448	45	151	590	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	126	121	315	258	172	137	448	45	151	590	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	44	132	127	315	258	172	137	471	47	151	590	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.89	0.93	0.98	0.83	0.94	0.98	0.98	0.93	0.94	0.94
Lanes:	1.00	1.02	0.98	1.00	1.00	1.00	1.00	1.82	0.18	1.00	0.76	0.24
Final Sat.:	1719	1715	1650	1770	1863	1583	1787	3387	338	1770	1353	436
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.18	0.14	0.11	0.08	0.14	0.14	0.09	0.44	0.44
Crit Moves:		tttt		****			tttt				****	
Green/Cycle:	0.04	0.08	0.08	0.19	0.24	0.32	0.08	0.35	0.35	0.21	0.48	0.48
Volume/Cap:	0.59	0.91	0.91	0.91	0.59	0.34	0.91	0.40	0.40	0.40	0.91	0.91
Level Of Service Module:												
Delay/Veh:	38.2	52.0	52.0	45.3	23.4	17.0	63.8	16.1	16.1	22.2	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	52.0	52.0	45.3	23.4	17.0	63.8	16.1	16.1	22.2	25.9	25.9
Queue:	1	5	5	11	7	4	6	10	1	4	18	7

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #176 Farmington Road/170th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.1
Optimal Cycle: 134 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0 0	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	56	123	55	34	309	125	26	598	183	89	811	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	123	55	34	309	125	26	598	183	89	811	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	60	132	59	37	332	134	28	643	197	96	872	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	132	59	37	332	134	28	643	197	96	872	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	132	59	37	332	134	28	643	197	96	872	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.43	0.43	0.88	0.88	0.84	0.93	0.95	0.95	0.94	0.98	0.98
Lanes:	0.24	0.53	0.23	0.10	0.90	1.00	1.00	0.77	0.23	1.00	0.93	0.07
Final Sat.:	194	426	190	168	1506	1599	1770	1383	424	1787	1729	133
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.22	0.22	0.08	0.02	0.46	0.46	0.05	0.50	0.50
Crit Moves:		tttt					****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.02	0.51	0.51	0.06	0.55	0.55
Volume/Cap:	0.92	0.92	0.92	0.66	0.66	0.25	0.92	0.92	0.92	0.92	0.92	0.92
Level Of Service Module:												
Delay/Veh:	49.4	49.4	49.4	23.9	23.9	18.7	129.7	27.9	27.9	80.7	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	49.4	49.4	23.9	23.9	18.7	129.7	27.9	27.9	80.7	25.7	25.7
Queue:	3	6	3	1	10	3	2	23	8	5	30	4

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #177 TV Highway/170th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min, Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	92	130	56	165	342	18	85	1310	146	305	1838	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	130	56	165	342	18	85	1310	146	305	1838	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	97	137	59	174	361	19	90	1383	154	322	1941	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	137	59	174	361	19	90	1383	154	322	1941	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	97	137	59	174	361	19	90	1452	154	322	2038	275
Saturation F ow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.94	0.94	0.93	0.97	0.97	0.92	0.97	0.83	0.93	0.98	0.83
Lanes:	1.00	0.70	0.30	1.00	0.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1770	1250	538	1770	1752	92	1752	3689	1568	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.10	0.21	0.21	0.05	0.39	0.10	0.18	0.55	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.14	0.14	0.12	0.21	0.21	0.05	0.41	0.47	0.19	0.55	0.68
Volume/Cap:	0.99	0.79	0.79	0.79	0.99	0.99	0.99	0.95	0.21	0.95	0.99	0.26
Level Of Service Module:												
Delay/Veh:	103.6	42.9	42.9	44.7	63.8	63.8	106.4	32.1	12.2	57.9	30.8	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.6	42.9	42.9	44.7	63.8	63.8	106.4	32.1	12.2	57.9	30.8	4.9
Queue:	6	5	3	7	16	2	5	52	3	14	77	4

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #179 Merlo Road/170th Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	15	225	222	2	218	14	6	9	9	462	38	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bee:	15	225	222	2	218	14	6	9	9	462	38	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	16	245	242	2	238	15	7	10	10	504	41	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	245	242	2	238	15	7	10	10	504	41	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	245	242	2	238	15	7	10	10	504	41	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.86	0.86	0.86	0.72	0.72	0.72	0.94	0.94	0.94
Lanes:	0.03	0.49	0.48	0.01	0.93	0.06	0.26	0.37	0.37	1.00	0.65	0.35
Final Sat.:	49	747	738	13	1532	97	356	508	508	1787	1163	624
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.16	0.16	0.16	0.02	0.02	0.02	0.28	0.04	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.02	0.02	0.02	0.39	0.41	0.41
Volume/Cap:	0.72	0.72	0.72	0.34	0.34	0.34	0.83	0.83	0.83	0.73	0.09	0.09
Level Of Service Module:												
Delay/Veh:	15.3	15 3	15.3	10.3	10.3	10.3	86.9	86.9	86.9	17.9	10.4	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	15.3	15.3	10.3	10.3	10.3	86.9	86.9	86.9	17.9	10.4	10.4
Queue:	1	6	6	0	4	0	1	1	1	11	1	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #180 Baseline Road/170th Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	203	4	41	6	2	6	14	472	150	50	820	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	4	41	6	2	6	14	472	150	50	820	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	218	4	44	6	2	6	15	506	161	54	879	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	4	44	6	2	6	15	506	161	54	879	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	218	4	44	6	2	6	15	531	169	54	923	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.85	0.85	0.81	0.89	0.89	0.94	0.95	0.95	0.95	1.00	1.00
Lanes:	1.00	0.08	0.92	1.00	0.25	0.75	1.00	1.52	0.48	1.00	1.96	0.04
Final Sat.:	1750	135	1483	1539	423	1268	1787	2740	872	1805	3727	73
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.03	0.00	0.00	0.00	0.01	0.19	0.19	0.03	0.25	0.25
Crit Moves:	****						tttt				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.02	0.50	0.50	0.08	0.56	0.56
Volume/Cap:	0.44	0.10	0.10	0.01	0.02	0.02	0.44	0.38	0.38	0.38	0.44	0.44
Level Of Service Module:												
Delay/Veh:	17.5	15.4	15.4	15.0	15.0	15.0	33.6	8.9	8.9	26.4	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	15.4	15.4	15.0	15.0	15.0	33.6	8.9	8.9	26.4	7.4	7.4
Queue:	5	0	1	0	0	0	0	8	3	1	13	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #186 Walker Road/158th Avenue

Cycle (sec): 110 Critical Vol./Cap. (X): 0,857
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 29.1
Optimal Cycle: 106 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	1 00	10 0	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0			
Volume Module:												
Base Vol:	249	460	106	378	595	79	53	581	144	120	559	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	460	106	378	595	79	53	581	144	120	559	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	258	477	110	392	617	82	55	603	149	124	580	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	477	110	392	617	82	55	603	149	124	580	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	258	501	115	392	648	86	55	633	157	124	580	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.93	0.93	0.94	0.97	0.97	0.94	0.96	0.96	0.94	0.99	0.84
Lanes:	1.00	1.63	0.37	1.00	1.77	0.23	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	1736	2883	662	1787	3255	432	1787	2924	725	1787	1881	1599
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.22	0.20	0.20	0.03	0.22	0.22	0.07	0.31	0.12
Crit Moves:		tttt		tttt			tttt				tttt	
Green/Cycle:	0.20	0.20	0.20	0.26	0.26	0.26	0.04	0.30	0.30	0.10	0.36	0.62
Volume/Cap:	0.76	0.86	0.86	0.86	0.76	0.76	0.86	0.72	0.72	0.72	0.86	0.20
Level Of Service Module:												
Delay/Veh:	33.4	34.4	34.4	35.5	26.6	26.6	77.3	23.9	23.9	40.4	28.5	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	34.4	34.4	35.5	26.6	26.6	77.3	23.9	23.9	40.4	28.5	6.0
Queue:	8	17	5	13	19	3	3	18	5	4	18	3

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Beaverton Transportation System Plan
Existing Traffic Conditions
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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #187 Walker Road/167th Avenue

Average Delay (sec/veh): 0.8 Worst case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	0 0	1! 0	0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	9	2	6	8	1	13	26	844	30	16	863	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2	6	8	1	13	26	844	30	16	863	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	10	2	6	8	1	14	28	896	32	17	916	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	2	6	8	1	14	28	896	32	17	916	19
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		0.00	0.98		0.00	0.98		0.00	0.99	
% Truck/Comb:	xxxx	xxxx		0.02	0.00		0.02	0.00		0.01	0.00	
PCE Adj:	1.10	1.10	1.10	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	xxxx	xxxx		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	11	2	7	9	1	14	28	896	32	17	916	19
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1890	1892	912	1886	1898	926	935	xxxx	xxxxx	928	xxxx	xxxxx
Potent Cap.:	85	111	478	86	110	470	614	xxxx	xxxxx	619	xxxx	xxxxx
Adj Cap:	0.91	0.93	1.00	0.92	0.93	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move cap.:	78	103	478	78	102	470	614	xxxx	xxxxx	619	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	52.9	35.7	7.6	51.5	35.6	7.9	6.1	xxxx	xxxxx	6.0	xxxx	xxxxx
LOS by Move:	F	•	•	*	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared cap.:	xxxx	xxxx	250	xxxx	158	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	14.9	xxxxx	26.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	*	D	*	*	*	*	*	*	*
ApproachDel:	34.9			25.0			0.2			0.1		

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #188 Walker Road/173rd Avenue

Cycle (sec): 100 Critical Vol./cap. (X): 0.798
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	i 0	0	i 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	47	120	53	124	207	65	49	670	74	95	640	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	120	53	124	207	65	49	670	74	95	640	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	126	55	130	217	68	51	701	77	99	669	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	126	55	130	217	68	51	701	77	99	669	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	126	55	130	217	68	51	701	77	99	669	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.95	0.95	0.94	0.95	0.95	0.93	0.97	0.97	0.93	0.95	0.95
Lanes:	1.00	0.70	0.30	1.00	0.76	0.24	1.00	0.90	0.10	1.00	0.81	0.19
Final Sat.:	1787	1257	549	1787	1375	431	1770	1662	183	1770	1467	340
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.07	0.16	0.16	0.03	0.42	0.42	0.06	0.46	0.46
Crit Moves:	****				****		****				****	
Green/Cycle:	0.03	0.13	0.13	0.10	0.20	0.20	0.04	0.54	0.54	0.07	0.57	0.57
Volume/Cap:	0.80	0.74	0.74	0.74	0.80	0.80	0.80	0.79	0.79	0.79	0.80	0.80
Level Of Service Module:												
Delay/Veh:	63.6	34.8	34.8	38.9	32.9	32.9	62.6	15.0	15.0	47.5	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	34.8	34.8	38.9	32.9	32.9	62.6	15.0	15.0	47.5	14.0	14.0
Queue:	2	4	2	4	7	3	2	17	2	4	16	4

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Beaverton Transportation System Plan
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PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #191 Cornell Road/158th Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	2	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	553	0	610	0	0	0	0	559	514	448	574	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	0	610	0	0	0	0	559	514	448	574	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	598	0	659	0	0	0	0	604	556	484	621	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	598	0	659	0	0	0	0	604	556	484	621	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.00	1.13	1.00	1.00	1.00	1.00	1.05	1.05	1.03	1.00	1.00
Final Vol.:	616	0	745	0	0	0	0	635	583	499	621	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.92	0.92	0.94	0.99	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	1.04	0.96	2.00	1.00	0.00
Final Sat.:	3539	0	3167	0	0	0	0	1824	1675	3574	1881	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.24	0.00	0.00	0.00	0.00	0.35	0.35	0.14	0.33	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.00	0.41	0.00	0.00	0.00	0.00	0.46	0.46	0.18	0.64	0.00
Volume/Cap:	0.76	0.00	0.57	0.00	0.00	0.00	0.00	0.76	0.76	0.76	0.52	0.00
Level Of Service Module:												
Delay/Veh:	24.0	0.0	13.7	0.0	0.0	0.0	0.0	14.8	14.8	26.3	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	0.0	13.7	0.0	0.0	0.0	0.0	14.8	14.8	26.3	6.0	0.0
Queue:	15	0	15	0	0	0	0	14	13	13	9	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #192 Walker Road/Murray Boulevard

Cycle (sec): 140 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 40.1
Optimal Cycle: 163 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	244	1045	177	171	702	95	178	715	186	78	576	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1045	177	171	702	95	178	715	186	78	576	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	265	1136	192	186	763	103	193	777	202	85	626	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1136	192	186	763	103	193	777	202	85	626	167
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	265	1193	202	186	801	108	193	816	212	85	657	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.96	0.96	0.92	0.95	0.95	0.93	0.95	0.95	0.94	0.96	0.96
Lanes:	1.00	1.71	0.29	1.00	1.76	0.24	1.00	1.59	0.41	1.00	1.58	0.42
Final Sat.:	1770	3122	529	1752	3186	430	1770	2868	745	1787	2878	771
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.38	0.11	0.25	0.25	0.11	0.28	0.28	0.05	0.23	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.41	0.41	0.11	0.33	0.33	0.12	0.31	0.31	0.05	0.24	0.24
Volume/Cap:	0.77	0.93	0.93	0.93	0.77	0.77	0.93	0.92	0.92	0.92	0.93	0.93
Level Of Service Module:												
Delay/Veh:	41.1	33.4	33.4	71.8	29.4	29.4	71.0	38.6	38.6	89.9	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	33.4	33.4	71.8	29.4	29.4	71.0	38.6	38.6	89.9	45.1	45.1
Queue:	11	48	10	9	29	5	10	34	10	5	29	9

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
i994 HCM Operations Method (Base Volume Alternative)

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Intersection #193 Kinnaman/Farmington

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.986
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 180 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	10	7	7	383	5	49	56	506	14	12	774	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	7	383	5	49	56	506	14	12	774	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	11	8	8	419	5	54	61	553	15	13	846	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	8	8	419	5	54	61	553	15	13	846	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	8	8	419	5	54	61	553	15	13	846	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.56	0.56	0.84	0.84	0.84	0.05	0.98	0.98	0.19	0.95	0.95
Lanes:	0.41	0.29	0.30	0.99	0.01	1.00	1.00	0.97	0.03	1.00	0.76	0.24
Final Sat.:	433	315	315	1580	19	1599	93	1814	49	357	1376	430
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.27	0.27	0.03	0.65	0.30	0.30	0.04	0.61	0.61
Crit Moves:					tttt		tttt					
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.09	0.09	0.09	0.99	0.99	0.13	0.99	0.46	0.46	0.05	0.93	0.93
Level Of Service Module:												
Delay/Veh:	21.3	21.3	21.3	58.1	58.1	21.4	95.2	6.5	6.5	4.5	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.3	21.3	58.1	58.1	21.4	95.2	6.5	6.5	4.5	20.1	20.1
Queue:	0	0	0	19	1	1	4	9	0	0	28	10

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #194 Davis Road/155th Avenue

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	1 1 0		0	0 0	0	0	0	0 0	0	1	0	0 1	0	0	0
Volume Module:																
Base Vol:	21	0	12		0	0		0	0	166		66	30	241		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	21	0	12		0	0		0	0	166		66	30	241		0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.87	0.87	0.87		0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87
PHF Volume:	24	0	14		0	0		0	0	191		76	35	277		0
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Final Vol.:	24	0	14		0	0		0	0	191		76	35	277		0
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			0.00	0.99			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			0.01	0.00			xxxx	xxxx		
PCE Adj:	1.10	1.10	1.10		1.10	1.10		1.10	xxxx	1.00		1.00	1.10	1.00		1.00
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			0.50	1.00			xxxx	xxxx		
Trck/Cmb PCE:	xxxx	xxxx			xxxx	xxxx			1.50	2.00			xxxx	xxxx		
Adj Vol.:	27	0	15		0	0		0	0	191		76	38	277		0
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.1	xxxx	xxxxx	
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	541	xxxx	229	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				267	xxxx	xxxxx	
Potent Cap.:	515	xxxx	1060	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1279	xxxx	xxxxx	
Adj Cap:	0.96	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1.00	xxxx	xxxxx	
Move Cap.:	497	xxxx	1060	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1279	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	7.6	xxxx	3.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.9	xxxx	xxxxx	
LOS by Move:	•	•	*		*	*	*	*	*	•			A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	616	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	6.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	B	*		*	*	*	*	*	*	*	*				
ApproachDel:		6.1				0.0				0.0				0.3		

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #198 Canyon Road/Walker Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 15.7
Optimal Cycle: 71 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0 0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	4	0	11	336	2	37	61	1285	1	7	991	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	11	336	2	37	61	1285	1	7	991	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	0	12	368	2	40	67	1406	1	8	1084	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	12	368	2	40	67	1406	1	8	1084	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	4	0	12	368	2	40	67	1476	1	8	1138	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.68	0.78	0.78	0.78	0.92	0.97	0.97	0.93	0.98	0.83
Lanes:	0.25	0.00	0.75	0.90	0.01	0.09	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	323	0	969	1337	7	145	1752	3687	2	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.28	0.28	0.28	0.04	0.40	0.40	0.00	0.31	0.26
Crit Moves:					****			****		****		
Green/Cycle:	0.36	0.00	0.36	0.36	0.36	0.36	0.06	0.52	0.52	0.01	0.47	0.47
Volume/Cap:	0.03	0.00	0.03	0.77	0.77	0.77	0.66	0.77	0.77	0.77	0.66	0.55
Level Of Service Module:												
Delay/Veh:	13.6	0.0	13.6	23.3	23.3	23.3	39.2	13.9	13.9	123.9	13.9	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	0.0	13.6	23.3	23.3	23.3	39.2	13.9	13.9	123.9	13.9	13.1
Queue:	0	0	0	10	0	2	2	34	0	1	25	8

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #199 Beaverton-Hillsdale Hwy/Western Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.973
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 28.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			...Protected...		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	1 00	20 0	00
Lanes:	0 1	0 1	0	0 0	0 0	0	0 0	1 1	0			
Volume Module:												
Base Vol:	336	0	330	0	0	0	0	1188	236	357	1152	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	0	330	0	0	0	0	1188	236	357	1152	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	357	0	351	0	0	0	0	1262	251	379	1224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	0	351	0	0	0	0	1262	251	379	1224	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	357	0	351	0	0	0	0	1326	263	379	1285	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.95	0.95	0.93	0.98	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.67	0.33	1.00	2.00	0.00
Final Sat.:	1770	0	1583	0	0	0	0	3016	598	1770	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.22	0.00	0.00	0.00	0.00	0.44	0.44	0.21	0.34	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.45	0.45	0.22	0.67	0.00
Volume/Cap:	0.89	0.00	0.97	0.00	0.00	0.00	0.00	0.97	0.97	0.97	0.51	0.00
Level Of Service Module:												
Delay/Veh:	37.2	0.0	49.6	0.0	0.0	0.0	0.0	32.9	32.9	58.6	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	0.0	49.6	0.0	0.0	0.0	0.0	32.9	32.9	58.6	6.5	0.0
Queue:	14	0	15	0	0	0	0	50	12	17	22	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #200 Allen Boulevard/Western Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.971
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 161 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 1	1 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	378	0	356	212	581	0	0	597	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	378	0	356	212	581	0	0	597	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	421	0	397	236	648	0	0	666	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	421	0	397	236	648	0	0	666	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	421	0	397	236	648	0	0	699	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.83	0.19	0.97	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1752	0	1568	369	1845	0	0	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.25	0.64	0.35	0.00	0.00	0.19	0.16
Crit Moves:						****	****					
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.66	0.66	0.00	0.00	0.66	0.66
Volume/Cap:	0.00	0.00	0.00	0.92	0.00	0.97	0.97	0.53	0.00	0.00	0.28	0.25
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	40.4	0.0	50.9	27.4	6.1	0.0	0.0	4.6	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.4	0.0	50.9	27.4	6.1	0.0	0.0	4.6	4.5
Queue:	0	0	0	14	0	15	9	10	0	0	8	3

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Beaverton Transportation System Plan
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PM Peak Hour

Level OF Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #202 Laurelwood Avenue/Beaverton-Hillsdale Hwy

Cycle (sec): 90 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	64	80	47	166	66	42	29	1122	67	29	1120	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	80	47	166	66	42	29	1122	67	29	1120	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	66	83	49	171	68	43	30	1158	69	30	1156	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	83	49	171	68	43	30	1158	69	30	1156	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	66	83	49	171	68	43	30	1216	73	30	1214	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.65	0.54	0.54	0.54	0.08	0.98	0.98	0.08	0.97	0.97
Lanes:	0.33	0.42	0.25	0.61	0.24	0.15	1.00	1.89	0.11	1.00	1.78	0.22
Final Sat.:	409	515	304	622	247	157	150	3514	211	150	3274	413
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.27	0.27	0.27	0.20	0.35	0.35	0.20	0.37	0.37
Crit Moves:					****						****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.42	0.42	0.42	0.71	0.71	0.71	0.38	0.66	0.66	0.38	0.71	0.71
Level Of Service Module:												
Delay/Veh:	13.3	13.3	13.3	19.0	19.0	19.0	9.7	10.7	10.7	9.7	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	13.3	19.0	19.0	19.0	9.7	10.7	10.7	9.7	11.4	11.4
Queue:	1	2	1	4	2	1	0	23	2	0	24	3

B av rton Transportation Sy3tem Pl n
Exis ing Traffic Co di_ions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #203 Hall Boulevard/Denney Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	1
Volume Module:																	
Base Vol:	0	980		464		139	3 99		0		0		0	5 3 5		0	207
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	980		464		139	999		0		0		0	5 3 5		0	207
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00	1.00
PHF Adj:	0.3 3	0.93		0.93		0.93	0.93		0.3 3		0.3 3		0.3 3	0.3 3		0.3 3	0.93
PHF Volume:	0	1055		499		150	1075		0		0		0	6 ≤ 0		0	223
Reduct Vol:	0	0		0		0	0		0		0		0	0		0	0
Reduced Vol:	0	1055		499		150	1075		0		0		0	640		0	223
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.05		1.00		1.00	1.05		1.00		1.00		1.00	1.00		1.00	1.00
Final Vol.:	0	1108		499		150	1129		0		0		0	640		0	223
Saturation Flow Module:																	
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900	1900		1900	1300
Adjustment:	1.00	0.99		0.84		0.94	0.99		1.00		1.00		1.00	0.95		1.00	0.85
Lanes:	0.00	2.00		1.00		1.00	2.00		0.00		0.00		0.00	1.00		0.00	1.00
Final Sat.:	0	3762		1599		1787	3762		0		0		0	1805		0	1615
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.29		0.31		0.08	0.30		0.00		0.00		0.00	0. 3		0.00	0.14
Crit Moves:		****				****								** *			
Green/Cycle:	0.00	0.35		0.78		0.10	0.45		0.00		0.00		0.00	0. 3		0.00	0.53
Volume/Cap:	0.00	0.83		0.40		0.83	0.66		0.00		0.00		0.00	0. 8		0.00	0.26
Level Of Service Module:																	
Delay/Veh:	0.0	22.5		2.4		46.8	14.4		0.0		0.0		0.0	22 0		0.0	8.4
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1. 0		1.00	1.00
AdjDel/Veh:	0.0	22.5		2.4		46.8	14.4		0.0		0.0		0.0	22 0		0.0	8.4
Queue:	0	3 0		5		5	25		0		0		0	1		0	3

Beaverton Transportation System Plan
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Level Of Service Computatio n Report
1984 HCM Unsignalized Method (Base V lume Alternative)

Intersection #7 05 Denney Road/Hwy 217 SB ramps

Avorage Delay (sec/veh): 4.9 Worst Case Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:		Include				Include				Include				Include		
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0
Volume Module:																
Base Vol:	0	0		0		75	5		279		0	528		171	108	5 3 2	0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	0	0		0		75	5		279		0	528		171	108	5 3 2	0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92		0.3 2		0.92	0.3 2		0.92		0.3 2	0.92		0.92	0.92	0.3 2	0.3 2
PHF Volume:	0	0		0		81	5		302		0	571		185	117	6 ≤ 1	0
Reduct Vol:	0	0		0		0	0		0		0	0		0	0	0	0
Final Vol.:	0	0		0		81	5		302		0	571		185	117	641	0
Adjusted Volume Module:																	
Grade:		0%					0%					0%				0	
% Cycle/Cars:	xxxx	xxxx				0.00	0.97				0.00	0.9 ≤				0.00	0.9 3
% Truck/Comb:	xxxx	xxxx				0.03	0.00				0.04	0.0 0				0.01	0.0 0
PCE Adj:	1.10	1.10		1.10		xxxx	xxxx		xxxxx		xxxx	1.00		1.00	xxxx	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx				0.50	1.00				0.50	1.00				0.50	1.00
Trck/Cmb PCE:	xxxx	xxxx				1.50	2.00				1.50	2.00				1.50	2.00
Adj Vol.:	0	0		0		82	5		306		0	571		185	117	641	0
Critical Gap Module:																	
MoveUp Time:	xxxxx	xxxx		xxxxx		3.4	3.3		2.6	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx		xxxxx		6.5	6.0		5.5	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																	
Cnflict Vol:	xxxx	xxxx		xxxxx		1422	1514		641	xxxx	xxxx	xxxxx		756	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		159	175		656	xxxx	xxxx	xxxxx		747	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx		xxxxx		0.84	0.84		1.00	xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		134	148		656	xxxx	xxxx	xxxxx		747	xxxx	xxxxx	
Level Of Service Module:																	
Stopped Del:	xxxxx	xxxx		xxxxx		65.9	25.3		10.2	xxxxx	xxxx	xxxxx		5.7	xxxx	xxxxx	
LOS by Move:	*	*		*		*	*		C	*	*	*		B	*	*	
Movement:	LT	- LTR	-	RT		LT	- LTR	-	RT	LT	- LTR	- RT		LT	- LTR	- RT	
Shared Cap.:	xxxx	xxxx		xxxxx		135	xxxx		xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx		xxxxx		71.4	xxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*		F	*		*	*	*	*		*	*	*	
ApproachDel:		0.0					22.0				0.0				0.9		

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Beaverton Transportation System Plan
Existing Traffic Conditions
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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #207 Denney Road/Hwy 217 NB ramps

Average Delay (sec/veh): 294.3 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	1	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	203	4	133	0	0	0	290	312	0	0	488	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	4	133	0	0	0	290	312	0	0	488	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	233	5	153	0	0	0	333	358	0	0	560	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	233	5	153	0	0	0	333	358	0	0	560	122
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.98		xxxx	xxxx		0.00	0.97		0.00	0.99	
% Truck/Comb:	0.02	0.00		xxxx	xxxx		0.03	0.00		0.01	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	1.10	1.10	1.10	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		xxxx	xxxx		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		xxxx	xxxx		1.50	2.00		1.50	2.00	
Adj Vol.:	235	5	154	0	0	0	338	358	0	0	560	122
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1312	1373	358	xxxx	xxxx	xxxxx	682	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	184	208	912	xxxx	xxxx	xxxxx	811	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	0.58	0.58	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	107	121	912	xxxx	xxxx	xxxxx	811	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	2201	30.9	4.7	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	108	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	2268	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1316.4			0.0			3.7			0.0		

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Beaverton Transportation System Plan
Existing Traffic Condition6
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #214 Denney Road/Scholls Ferry Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.867
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 19.1
Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0'	0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 0	1!	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	134	588	1	2	843	305	210	6	116	0	4	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	588	1	2	843	305	210	6	116	0	4	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	137	601	1	2	861	312	215	6	118	0	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	601	1	2	861	312	215	6	118	0	4	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final vol.:	137	601	1	2	861	312	215	6	118	0	4	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.83	0.80	0.80	0.80	1.00	0.87	0.87
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	0.63	0.02	0.35	0.00	0.80	0.20
Final Sat.:	1770	1860	3	1770	1863	1583	963	27	529	0	1322	331
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.00	0.46	0.20	0.22	0.22	0.22	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.09	0.62	0.62	0.00	0.53	0.53	0.26	0.26	0.26	0.00	0.26	0.26
Volume/Cap:	0.87	0.52	0.52	0.52	0.87	0.37	0.87	0.87	0.87	0.00	0.01	0.01
Level Of Service Module:												
Delay/Veh:	53.9	7.2	7.2	82.4	18.9	8.9	35.6	35.6	35.6	0.0	17.9	f7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	'1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	7.2	7.2	82.4	18.9	8.9	35.6	35.6	35.6	0.0	17.9	17.9
Queue:	5	10	0	0	23	5	7	1	4	0	0	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
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Level of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #215 Allen Boulevard/Scholls Ferry Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 139 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ov1			Ov1			Include			Ov1	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	31	562	154	141	637	115	179	396	46	236	547	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	562	154	141	637	115	179	396	46	236	547	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	32	579	159	145	657	119	185	408	47	243	564	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	579	159	145	657	119	185	408	47	243	564	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	579	159	145	657	119	185	408	47	243	564	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.94	0.99	0.84	0.94	0.98	0.98	0.94	0.99	0.84
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1770	1863	1583	1787	1881	1599	1787	1670	192	1787	1881	1599
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.10	0.08	0.35	0.07	0.10	0.24	0.24	0.14	0.30	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.34	0.50	0.09	0.41	0.52	0.11	0.28	0.28	0.16	0.33	0.42
Volume/Cap:	0.86	0.92	0.20	0.92	0.86	0.14	0.92	0.87	0.87	0.87	0.92	0.47
Level Of Service Module:												
Delay/Veh:	99.8	37.9	11.0	69.1	27.9	9.7	63.1	36.3	36.3	48.0	38.6	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	37.9	11.0	69.1	27.9	9.7	63.1	36.3	36.3	48.0	38.6	16.9
Queue:	2	22	3	7	22	2	8	15	2	10	21	8

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #218 Hall Boulevard/Hart Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Ov1			Ov1			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	00	00
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0	0	00
Volume Module:												
Base Vol:	272	973	0	0	942	565	284	0	132	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	973	0	0	942	565	284	0	132	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	296	1058	0	0	1024	614	309	0	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1058	0	0	1024	614	309	0	143	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	296	1110	0	0	1075	614	309	0	143	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	1.00	1.00	0.99	0.84	0.94	1.00	0.84	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1787	3762	0	0	3762	1599	1787	0	1599	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.00	0.00	0.29	0.38	0.17	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.23	0.64	0.00	0.00	0.40	0.65	0.24	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.71	0.46	0.00	0.00	0.71	0.59	0.71	0.00	0.19	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	26.5	6.2	0.0	0.0	17.2	7.2	26.0	0.0	9.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	6.2	0.0	0.0	17.2	7.2	26.0	0.0	9.7	0.0	0.0	0.0
Queue:	8	16	0	0	26	10	8	0	2	0	0	0

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #219 Murray Boulevard/Hart Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 25.5
Optimal Cycle: 122 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	0 1	1 0	1 0	1
Volume Module:												
Base Vol:	205	797	19	29	1079	336	156	102	166	63	388	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	797	19	29	1079	336	156	102	166	63	388	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	222	862	21	31	1166	363	169	110	179	68	419	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	862	21	31	1166	363	169	110	179	68	419	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	222	905	22	31	1225	363	169	110	179	68	419	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.94	0.99	0.84	0.93	0.98	0.83	0.95	1.00	0.85
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1770	3637	88	1787	3762	1599	1770	1863	1583	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.25	0.02	0.33	0.23	0.10	0.06	0.11	0.04	0.22	0.03
Crit Moves:	****				tttt		tttt				****	
Green/Cycle:	0.14	0.46	0.46	0.03	0.36	0.46	0.10	0.26	0.40	0.09	0.24	0.27
Volume/Cap:	0.91	0.54	0.54	0.54	0.91	0.49	0.91	0.23	0.28	0.44	0.91	0.11
Level Of Service Module:												
Delay/Veh:	52.5	12.7	12.7	37.9	26.9	12.6	58.5	18.9	13.3	29.3	39.9	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	12.7	12.7	37.9	26.9	12.6	58.5	18.9	13.3	29.3	39.9	17.6
Queue:	8	18	1	1	36	7	7	2	3	2	14	1

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #220 Hart Road/155th Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.946
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 133 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1 1	0 0
Volume Module:												
Base Vol:	76	19	62	4	66	12	9	386	146	119	773	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	19	62	4	66	12	9	386	146	119	773	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	86	21	70	5	74	14	10	436	165	134	872	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	21	70	5	74	14	10	436	165	134	872	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	21	70	5	74	14	10	436	165	134	872	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.63	0.63	0.85	0.85	0.85	0.77	0.77	0.77	0.53	0.80	0.53
Lanes:	0.49	0.12	0.39	0.05	0.80	0.15	0.02	0.71	0.27	0.18	0.80	0.02
Final Sat.:	579	141	471	87	1291	244	24	1040	394	186	1208	25
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.06	0.06	0.06	0.42	0.42	0.42	0.72	0.72	0.72
Crit Moves:		tttt									tttt	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.95	0.95	0.95	0.37	0.37	0.37	0.55	0.55	0.55	0.95	0.95	0.95
Level Of Service Module:												
Delay/Veh:	63.4	63.4	63.4	24.8	24.8	24.8	3.6	3.6	3.6	18.3	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	63.4	63.4	24.8	24.8	24.8	3.6	3.6	3.6	18.3	18.3	18.3
Queue:	4	2	4	0	2	0	0	5	2	5	25	1

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #221 Hart-Bany/170th Avenue

****

Cycle (sec): 1 Critical Vol./Cap. (X): 0.993
Loss Time (sec): 0 Average Delay (sec/veh): 26.4
Optimal Cycle: 0 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	35	109	37	208	235	31	21	136	36	43	263	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	109	37	208	235	31	21	136	36	43	263	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	38	120	41	228	258	34	23	149	39	47	288	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	120	41	228	258	34	23	149	39	47	288	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	120	41	228	258	34	23	149	39	47	288	123
Saturation Flow Module:												
Sat/Lane:	428	428	428	599	599	599	426	426	426	461	461	461
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.60	0.21	0.44	0.50	0.06	0.11	0.71	0.18	0.10	0.63	0.27
Final Sat.:	82	258	88	263	297	39	46	301	79	47	290	124
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.87	0.87	0.87	0.50	0.50	0.50	0.99	0.99	0.99
Crit Moves:		****				****			****			****
Level Of Service Module:												
Delay/Veh:	5.9	5.9	5.9	27.1	27.1	27.1	6.6	6.6	6.6	43.6	43.6	43.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	5.9	5.9	27.1	27.1	27.1	6.6	6.6	6.6	43.6	43.6	43.6
LOS by Move:	B	B	B	D	D	D	B	B	B	E	E	E

****

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Beaverton Transportation System Plan
Existing Traffic Conditions
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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #222 Hart Road/Sorrento Avenue

****

Cycle (sec): 1 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 12 Average Delay (sec/veh): 17.0
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	92	0	147	0	0	0	0	179	154	308	458	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	0	147	0	0	0	0	179	154	308	458	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	97	0	156	0	0	0	0	190	163	326	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	156	0	0	0	0	190	163	326	485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	0	156	0	0	0	0	190	163	326	485	0
Saturation Flow Module:												
Sat/Lane:	337	337	337	0	0	0	698	698	698	1008	1008	1008
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.00	0.62	0.00	0.00	0.00	0.00	0.54	0.46	0.40	0.60	0.00
Final Sat.:	129	0	208	0	0	0	0	376	322	405	603	0
Capacity Analysis Module:												
Vol/Sat:	0.75	0.00	0.75	0.00	0.00	0.00	0.00	0.51	0.51	0.80	0.80	0.00
Crit Moves:	****					****			****		****	
Level Of Service Module:												
Delay/Veh:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	6.8	6.8	21.3	21.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	6.8	6.8	21.3	21.3	0.0
LOS by Move:	C	*	C	*	*	*	*	B	B	D	D	*

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Beaverton Transportation System Plan
Existing Traffic Conditions
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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

****
Intersection #223 Brockman Road/Sorrento Avenue
****
Average Delay (sec/veh): 6.4 Worst Case Level Of Service: F
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	120	0	140	60	274	0	0	679	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	0	140	60	274	0	0	679	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	132	0	154	66	302	0	0	749	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	132	0	154	66	302	0	0	749	189
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		0.00	0.99		0.00	0.99		0.00	0.99	
% Truck/Comb:	xxxx	xxxx		0.01	0.00		0.01	0.00		0.01	0.00	
PCE Adj:	1.10	1.10	1.10	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	xxxx	xxxx		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	133	0	155	66	302	0	0	749	189
CriticalGap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	Xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1211	xxxx	843	937	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	211	xxxx	518	613	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.89	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move cap.:	xxxx	xxxx	xxxxx	188	xxxx	518	613	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	61.5	xxxx	9.9	6.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	•	•	•	F	•	B	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			33.7			1.2			0.0		

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Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****
Intersection #224 Murray Boulevard/Brockman Road
****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 44 Level Of Service: B
****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	T	R				L	T	R				L	T	R				L	T	R			
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	65	768		39			122	899		48			24	83		54			99	168		102		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	65	768		39			122	899		48			24	83		54			99	168		102		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.94	0.94		0.94			0.94	0.94		0.94			0.94	0.94		0.94			0.94	0.94		0.94		
PHF Volume:	69	814		41			129	952		51			25	88		57			105	178		108		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	69	814		41			129	952		51			25	88		57			105	178		108		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.05		1.05			1.00	1.05		1.05			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	69	854		43			129	1000		53			25	88		57			105	178		108		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.93	0.97		0.97			0.94	0.98		0.98			0.27	0.90		0.90			0.57	0.92		0.92		
Lanes:	1.00	1.90		0.10			1.00	1.90		0.10			1.00	0.61		0.39			1.00	0.62		0.38		
Final Sat.:	1770	3511		177			1787	3537		187			512	1042		675			1080	1090		661		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.24		0.24			0.07	0.28		0.28			0.05	0.08		0.08			0.10	0.16		0.16		
Crit Moves:	****							****												****				
Green/Cycle:	0.07	0.45		0.45			0.13	0.51		0.51			0.30	0.30		0.30			0.30	0.30		0.30		
Volume/Cap:	0.55	0.54		0.54			0.54	0.55		0.55			0.16	0.28		0.28			0.33	0.55		0.55		
Level Of Service Module:																								
Delay/Veh:	32.8	13.2		13.2			28.0	11.0		11.0			16.9	17.6		17.6			17.9	20.1		20.1		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	32.8	13.2		13.2			28.0	11.0		11.0			16.9	17.6		17.6			17.9	20.1		20.1		
Queue:	2	17		1			4	19		1			1	2		1			2	4		3		

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #225 Murray Boulevard/Maverick Terrace

Average Delay (sec/veh): 0.3 worst Case Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	1 0		1 0 2	0 0		0 0 1	1 0 0		0 0 1	1 0 0	
Volume Module:												
Base Vol:	0	881	7	32	1095	0	0	0	0	3	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	881	7	32	1095	0	0	0	0	3	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	990	8	36	1230	0	0	0	0	3	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	990	8	36	1230	0	0	0	0	3	0	10
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.98		0.00	0.99		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	0.02	0.00		0.01	0.00		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	0.50	1.00		0.50	1.00		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	990	8	36	1230	0	0	0	0	4	0	1 1
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.0	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	2260	xxxx	499
Potent Cap.:	xxxx	xxxx	xxxxx	499	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	xxxx	774
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.93	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	499	xxxx	xxxxx	xxxx	xxxx	xxxxx	35	xxxx	774
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	112.9	xxxx	4.7
LOS by Move:	•	•	•	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	124	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	32.6	xxxxx
Shared LOS:	•	•	*	*	*	*	*	*	*	*	E	*
ApproachDel:	0.0			0.2			0.0			31.8		

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #226 155th Avenue/Nora-Beard (Brockman)

Cycle (sec): 1 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 0 Average Delay (sec/veh): 3.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1 0		0 0 1!	0 0		0 0 0	1 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	68	24	94	104	2	0	3	1	27	7	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	68	24	94	104	2	0	3	1	27	7	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	75	26	103	114	2	0	3	1	30	8	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	26	103	114	2	0	3	1	30	8	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	75	26	103	114	2	0	3	1	30	8	150
Saturation Flow Module:												
Sat/Lane:	648	648	648	909	909	909	408	408	408	452	452	452
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.74	0.26	0.47	0.52	0.01	0.00	0.75	0.25	0.16	0.04	0.80
Final Sat.:	0	481	167	428	473	8	0	306	102	72	19	361
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.24	0.24	0.24	0.00	0.01	0.01	0.42	0.42	0.42
Crit Moves:			****		****				****	****		
Level Of Service Module:												
Delay/Veh:	0.0	1.8	1.8	2.5	2.5	2.5	0.0	1.0	1.0	4.9	4.9	4.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.8	1.8	2.5	2.5	2.5	0.0	1.0	1.0	4.9	4.9	4.9
LOS by Move:	•	A	A	A	A	A	*	A	A	A	A	A

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #227 Brockman Road/125th Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.945
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 135 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	1	0 1	0 1	0	0 0
Volume Module:												
Base Vol:	314	0	126	0	0	0	0	207	179	242	521	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	0	126	0	0	0	0	207	179	242	521	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	356	0	143	0	0	0	0	235	203	274	591	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	0	143	0	0	0	0	235	203	274	591	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	356	0	143	0	0	0	0	235	203	274	591	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.84	1.00	1.00	1.00	1.00	0.99	0.84	0.72	0.72	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.32	0.68	0.00
Final Sat.:	1787	0	1599	0	0	0	0	1881	1599	433	935	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.09	0.00	0.00	0.00	0.00	0.12	0.13	0.63	0.63	0.00
Crit Moves:	****										****	
Green/Cycle:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.67	0.00
Volume/Cap:	0.94	0.00	0.42	0.00	0.00	0.00	0.00	0.19	0.19	0.94	0.94	0.00
Level Of Service Module:												
Delay/Veh:	48.7	0.0	22.6	0.0	0.0	0.0	0.0	4.0	4.1	22.7	22.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	0.0	22.6	0.0	0.0	0.0	0.0	4.0	4.1	22.7	22.7	0.0
Queue:	13	0	4	0	0	0	0	2	2	10	19	0

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Beaverton Transportation System Plan
Existing Traffic Conditions
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Level Of Service Computation Report
1994 HCM Operations Method. (Base Volume Alternative)

Intersection #229 Hall Boulevard/Greenway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.996
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 33.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	0 0	1	1 0	0	1	0	1	1	0
Volume Module:												
Base Vol:	255	1	227	6	46	4	3	567	506	585	1105	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	1	227	6	46	4	3	567	506	585	1105	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	280	1	249	7	50	4	3	622	555	642	1213	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1	249	7	50	4	3	622	555	642	1213	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	280	1	249	7	50	4	3	654	583	642	1274	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.84	0.84	0.82	0.82	0.82	0.94	0.92	0.92	0.94	0.98	0.98
Lanes:	1.00	0.01	0.99	0.11	0.82	0.07	1.00	1.06	0.94	1.00	1.91	0.09
Final Sat.:	1524	6	1593	179	1275	102	1787	1850	1649	1787	3557	168
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.16	0.04	0.04	'0.04	0.00	0.35	0.35	0.36	0.36	0.36
Crit Moves:	****							****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.00	0.35	0.35	0.36	0.71	0.71
Volume/Cap:	1.00	0.85	0.85	0.21	0.21	0.21	0.50	1.00	1.00	1.00	0.50	0.50
Level Of Service Module:												
Delay/Veh:	71.8	44.3	44.3	26.9	26.9	26.9	72.1	43.7	43.7	51.1	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	44.3	44.3	26.9	26.9	26.9	72.1	43.7	43.7	51.1	5.1	5.1
Queue:	13	0	9	0	1	0	0	28	25	27	19	1

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #230 Hall Boulevard/Nimbus Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 0.916
Loss Time (sec): 16 (Y+R 4 sec) Average Delay (sec/veh): 40.0
Optimal Cycle: 151 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	372	62	349	235	109	158	33	696	164	241	1181	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	62	349	235	109	158	33	696	164	241	1181	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	392	65	368	248	115	166	35	733	173	254	1244	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	65	368	248	115	166	35	733	173	254	1244	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	392	65	368	248	115	166	35	770	181	254	1307	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.86	0.86	0.92	0.88	0.88	0.93	0.95	0.95	0.94	0.99	0.84
Lanes:	1.00	0.15	0.85	1.00	0.41	0.59	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1787	246	1391	1752	687	992	1770	2926	688	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.22	0.26	0.26	0.14	0.17	0.17	0.02	0.26	0.26	0.14	0.35	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.25	0.29	0.29	0.15	0.19	0.19	0.02	0.29	0.29	0.16	0.42	0.42
Volume/Cap:	0.87	0.92	0.92	0.92	0.87	0.87	0.83	0.92	0.92	0.92	0.83	0.16
Level Of Service Module:												
Delay/Veh:	44.3	47.2	47.2	61.4	50.8	50.8	93.6	40.1	40.1	61.0	26.2	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	47.2	47.2	61.4	50.8	50.8	93.6	40.1	40.1	61.0	26.2	16.4
Queue:	17	4	16	12	6	8	2	32	9	12	47	3

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #232 Scholls Ferry Road/Hall Boulevard

Cycle (sec): 110 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.4
Optimal Cycle: 153 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	292	409	252	230	445	66	152	748	206	296	658	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	409	252	230	445	66	152	748	206	296	658	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	310	434	267	244	472	70	161	793	218	314	698	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	434	267	244	472	70	161	793	218	314	698	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	310	455	281	244	495	73	161	833	229	314	733	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.93	0.93	0.93	0.96	0.96	0.94	0.96	0.96	0.93	0.95	0.95
Lanes:	1.00	1.24	0.76	1.00	1.74	0.26	1.00	1.57	0.43	1.00	1.59	0.41
Final Sat.:	1787	2186	1350	1770	3182	469	1787	2863	787	1770	2879	735
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.21	0.14	0.16	0.16	0.09	0.29	0.29	0.18	0.25	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.22	0.22	0.14	0.17	0.17	0.13	0.31	0.31	0.19	0.36	0.36
Volume/Cap:	0.91	0.95	0.95	0.95	0.91	0.91	0.70	0.95	0.95	0.95	0.70	0.70
Level Of Service Module:												
Delay/Veh:	46.9	43.3	43.3	61.8	40.9	40.9	35.9	36.6	36.6	55.8	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	43.3	43.3	61.8	40.9	40.9	35.9	36.6	36.6	55.8	20.5	20.5
Queue:	12	17	12	10	17	4	5	30	10	13	20	5

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #236 Scholls Ferry Road/125th Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.961
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 29.3
Optimal Cycle: 147 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	0	1	0	1	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	263	206	72	159	154	135	77	900	66	94	1446	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	206	72	159	154	135	77	900	66	94	1446	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	280	219	77	169	164	144	82	958	70	100	1540	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	219	77	169	164	144	82	958	70	100	1540	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	280	219	77	169	164	144	82	1006	74	100	1617	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.95	0.93	0.93	0.93	0.97	0.97	0.94	0.99	0.84
Lanes:	1.00	1.00	1.00	1.00	0.53	0.47	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1787	1881	1599	1805	941	826	1770	3436	253	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.05	0.09	0.17	0.17	0.05	0.29	0.29	0.06	0.43	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.19	0.27	0.15	0.18	0.18	0.05	0.42	0.42	0.08	0.45	0.60
Volume/Cap:	0.96	0.61	0.18	0.61	0.96	0.96	0.96	0.70	0.70	0.70	0.96	0.18
Level Of Service Module:												
Delay/Veh:	57.8	26.1	18.1	28.3	55.5	55.5	92.5	16.6	16.6	38.6	27.5	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	26.1	18.1	28.3	55.5	55.5	92.5	16.6	16.6	38.6	27.5	5.8
Queue:	11	6	2	5	7	6	4	24	2	3	50	2

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #237 Scholls Ferry Road/Nimbus Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 32.9
optimal Cycle: 169 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	1	1	0	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	130	34	228	602	40	506	116	1200	70	78	1429	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	34	228	602	40	506	116	1200	70	78	1429	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	132	35	232	612	41	515	118	1221	71	79	1454	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	35	232	612	41	515	118	1221	71	79	1454	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	132	35	232	643	43	515	118	1282	71	79	1526	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.95	0.95	0.84	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	0.79	0.21	1.00	1.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1427	378	1599	3385	226	,1599	1770	3725	1583	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.15	0.19	0.19	0.32	0.07	0.34	0.04	0.04	0.41	0.05
Crit Moves:			****			****	****				****	
Green/Cycle:	0.10	0.10	0.16	0.26	0.26	0.33	0.07	0.43	0.53	0.06	0.41	0.67
Volume/Cap:	0.91	0.91	0.93	0.74	0.74	0.99	0.99	0.81	0.09	0.81	0.99	0.08
Level Of Service Module:												
Delay/Veh:	58.6	58 6	53.7	24.1	24.1	49.8	90.5	18.5	7.6	55.0	34.5	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	58.6	53.7	24.1	24.1	49.8	90.5	18.5	7.6	55.0	34.5	3.7
Queue:	5	2	9	17	2	20	6	32	1	3	51	1

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #238 Murray Boulevard/Old Scholls Ferry Road

Cycle (sec): 110 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 1	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	2	4	6	693	11	376	226	189	1	6	532	810
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	4	6	693	11	376	226	189	1	6	532	810
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	2	4	6	738	12	400	241	201	1	6	567	863
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	4	6	738	12	400	241	201	1	6	567	863
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	2	4	6	775	12	400	241	211	1	6	595	863
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.92	0.97	0.83	0.93	0.98	0.83	0.94	0.99	0.84
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	3505	1845	1568	1770	3725	1583	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.01	0.26	0.14	0.06	0.00	0.00	0.16	0.54
Crit Moves:			****	****			****					****
Green/Cycle:	0.00	0.00	0.00	0.28	0.28	0.45	0.17	0.17	0.18	0.40	0.40	0.68
Volume/Cap:	0.24	0.45	0.80	0.80	0.02	0.57	0.80	0.33	0.00	0.01	0.39	0.80
Level Of Service Module:												
Delay/Veh:	37.7	43.8	125.3	27.0	18.6	15.3	37.5	26.0	24.1	12.8	15.3	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	43.8	125.3	27.0	18.6	15.3	37.5	26.0	24.1	12.8	15.3	10.9
Queue:	0	0	1	23	0	9	8	6	0	0	13	20

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak 'Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #239 Old Scholls Ferry Road/Davies Road

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	8	2	14	65	0	26	18	1071	22	52	1355	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	2	14	65	0	26	18	1071	22	52	1355	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	9	2	15	70	0	28	19	1159	24	56	1466	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	2	15	70	0	28	19	1159	24	56	1466	192
Adjusted Volume Module:												
Grade:	0%			04			0%			0%		
% Cycle/Cars:	xxxx	xxxx		0.00	0.99		0.00	0.98		0.00	0.99	
4 Truck/Comb:	xxxx	xxxx		0.01	0.00		0.02	0.00				
PCE Adj:	1.10	1.10	1.10	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	xxxx	xxxx		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	10	2	17	71	0	28	20	1159	24	57	1466	192
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	xxxx	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	7.0	6.5	5.5	7.0	xxxx	5.5	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx
Capacity Module:												
Cnflict vol:	2713	2905	591	2702	xxxx	733	1658	xxxx	xxxxx	1183	xxxx	xxxxx
Potent Cap.:	20	22	694	20	xxxx	589	221	xxxx	xxxxx	397	xxxx	xxxxx
Adj Cap:	0.00	0.00	1.00	0.00	xxxx	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	0	0	694	0	xxxx	589	221	xxxx	xxxxx	397	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	5.3	xxxxx	xxxx	6.4	17.9	xxxx	xxxxx	10.6	xxxx	xxxxx
LOS by Move:	•	•	*	F	*	*	C	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	•	F	*	*	*	F	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			0.3			0.3		

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Beaverton Transportation System Plan
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #241 Scholls Ferry/Old Scholls Ferry (east)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 48 Level Of Service: 8

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Ovl						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	1	0		1	0	2	0	0	
Volume Module:																								
Base Vol:	47		0		249		0		0		0		0		886		65		308		1399		0	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	47		0		249		0		0		0		0		886		65		308		1399		0	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	0.91	0.91			0.91		0.91	0.91			0.91		0.91	0.91			0.91		0.91	0.91			0.91	
PHF Volume:	52		0		275		0		0		0		0		977		72		340		1542		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	52		0		275		0		0		0		0		977		72		340		1542		0	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.05			1.05		1.00	1.05			1.00	
Final Vol.:	52		0		275		0		0		0		0		1026		75		340		1620		0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900	1900			1900		1900	1900			1900	
Adjustment:	0.90	1.00			0.80		1.00	1.00			1.00		1.00	0.95			0.95		0.93	0.98			1.00	
Lanes:	1.00	0.00			1.00		0.00	0.00			0.00		0.00	1.86			0.14		1.00	2.00			0.00	
Final Sat.:	1703		0		1524		0		0		0		0		3371		246		1770		3725		0	
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.00			0.18		0.00	0.00			0.00		0.00	0.30			0.30		0.19	0.43			0.00	
Crit Moves:	****													tttt					****					
Green/Cycle:	0.05	0.00			0.38		0.00	0.00			0.00		0.00	0.52			0.52		0.33	0.85			0.00	
Volume/Cap:	0.59	0.00			0.47		0.00	0.00			0.00		0.00	0.59			0.59		0.59	0.51			0.00	
Level Of Service Module:																								
Delay/Veh:	42.6	0.0			18.6		0.0	0.0			0.0		0.0	13.2			13.2		22.8	1.7			0.0	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	42.6	0.0			18.6		0.0	0.0			0.0		0.0	13.2			13.2		22.8	1.7			0.0	
Queue:	2		0		7		0		0		0		0		24		2		10		15		0	

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #243 Scholls Ferry/Old Scholls Ferry (west)

Average Delay (sec/veh): 3.8 worst Case Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1	0	0		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0		0		0		73		0		416		179		248		0		0		217		34	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	0		0		0		73		0		416		179		248		0		0		217		34	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	0.86	0.86			0.86		0.86	0.86			0.86		0.86	0.86			0.86		0.86	0.86			0.86	
PHF Volume:	0		0		0		85		0		483		208		288		0		0		252		39	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		85		0		483		208		288		0		0		252		39	
Adjusted Volume Module:																								
Grade:	0%								0%						0%						0%			
% Cycle/Cars:	xxxx		xxxx				0.00		0.98				0.00		0.97				0.00		0.98			
% Truck/Comb:	xxxx		xxxx				0.02		0.00				0.03		0.00				0.02		0.00			
PCE Adj:	1.10	1.10			1.10		xxxx	xxxx			xxxxx		xxxx	1.00			1.00		xxxx	1.00			1.00	
Cycl/Car PCE:	xxxx		xxxx				0.50		1.00				0.50		1.00				0.50		1.00			
Trck/Cmb PCE:	xxxx		xxxx				1.50		2.00				1.50		2.00				1.50		2.00			
Adj Vol.:	0		0		0		86		0		488		211		288		0		0		252		39	
Critical Gap Module:																								
MoveUp Time:	xxxxx	xxxx	xxxxx				3.4	xxxx			2.6		2.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
critical Gp:	xxxxx	xxxx	xxxxx				6.5	xxxx			5.5		5.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				748	xxxx			252		292	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				391	xxxx			1032		1245	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Adj Cap:	xxxx	xxxx	xxxxx				0.83	xxxx			1.00		1.00	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move cap.:	xxxx	xxxx	xxxxx				324	xxxx			1032		1245	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx	xxxxx				15.0	xxxx			6.6		3.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*			*		A	*					*	*				
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx		778		xxxxx		xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx		16.8		xxxxx		xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	C		*		*	*	*				*	*	*			
ApproachDel:			0.0						7.8						1.5						0.0			

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #244 Scholls Ferry Road/Walnut Street

Average Delay (sec/veh): 3.3 worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	137	0	32	0	0	0	0	265	86	42	314	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	0	32	0	0	0	0	265	86	42	314	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	162	0	38	0	0	0	0	313	102	50	371	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	162	0	38	0	0	0	0	313	102	50	371	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.98		xxxx	xxxx		0.00	0.96		0.00	0.97	
% Truck/Comb:	0.02	0.00		xxxx	xxxx		0.04	0.00		0.03	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	1.10	1.10	1.10	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		xxxx	xxxx		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		xxxx	xxxx		1.50	2.00		1.50	2.00	
Adj Vol.:	164	0	38	0	0	0	0	313	102	50	371	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	785	xxxx	364	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	415	xxxx	xxxxx
Potent Cap.:	372	xxxx	905	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1007	xxxx	xxxxx
Adj Cap:	0.95	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	355	xxxx	905	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1087	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	18.6	xxxx	4.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
LOS by Move:	C	*	A	*	*	*	I	t	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.9			0.0			0.0			0.4		

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #250 Hall Boulevard/Hwy 217 SB ramps-Cascade Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.938
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 152 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	101	23	42	233	52	343	201	903	107	24	1031	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	23	42	233	52	343	201	903	107	24	1031	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	108	24	45	248	55	365	214	962	114	26	1098	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	24	45	248	55	365	214	962	114	26	1098	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	108	24	45	261	55	365	214	1010	120	26	1153	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.89	0.89	0.89	0.93	0.96	0.96	0.94	0.99	0.84
Lanes:	1.00	1.00	1.00	1.24	0.10	0.66	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1770	1863	1583	2098	169	1125	1770	3263	388	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.03	0.12	0.32	0.32	0.12	0.31	0.31	0.01	0.31	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.07	0.09	0.35	0.35	0.35	0.13	0.44	0.44	0.02	0.33	0.67
Volume/Cap:	0.94	0.20	0.33	0.36	0.94	0.94	0.94	0.71	0.71	0.71	0.94	0.03
Level Of Service Module:												
Delay/Veh:	82.4	34.4	33.9	19.0	38.9	38.9	64.2	19.0	19.0	67.5	35.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.4	34.4	33.9	19.0	38.9	38.9	64.2	19.0	19.0	67.5	35.2	4.2
Queue:	6	1	1	7	3	15	10	28	4	1	42	0

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Level Of Service Computation Report
1994 HCM Oparations Method (Base Volume Alternative)

Intersection #259 Scholls Ferry/Hwy 217 SB ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 121 Level Of service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	1 1	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	117	2	342	0	1162	725	219	1517	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	117	2	342	0	1162	725	219	1517	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	123	2	359	0	1221	762	230	1593	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	123	2	359	0	1221	762	230	1593	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.05	1.00
Final Vol.:	0	0	0	123	2	359	0	1343	838	230	1673	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.93	0.93	0.94	0.99	1.00
Lanes:	0.00	0.00	0.00	0.98	0.02	1.00	0.00	1.85	1.15	1.00	2.00	0.00
Final Sat.:	0	0	0	1573	26	1599	0	3267	2038	1787	3762	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.22	0.00	0.41	0.41	0.13	0.44	0.00
Crit Moves:						tttt		tttt		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.47	0.47	0.15	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.31	0.88	0.00	0.88	0.88	0.88	0.73	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	23.5	23.5	41.6	0.0	21.7	21.7	51.7	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.5	23.5	41.6	0.0	21.7	21.7	51.7	11.3	0.0
Queue:	0	0	0	3	0	14	0	43	28	9	40	0

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #277 Scholls Ferry/Hwy 217 NB off-ramp

Cycle (sec): 100 Critical Vol./cap. (X): 0.889
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 94 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	0	0 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1276	0	0	997	0	0	0	0	693	0	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1276	0	0	997	0	0	0	0	693	0	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1388	0	0	1085	0	0	0	0	754	0	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1388	0	0	1085	0	0	0	0	754	0	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1458	0	0	1139	0	0	0	0	754	0	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3725	0	0	3725	0	0	0	0	1770	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.43	0.00	0.26
Crit Moves:		tttt								tttt		
Green/Cycle:	0.00	0.44	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.89	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.89	0.00	0.54
Level Of Service Module:												
Delay/Veh:	0.0	21.2	0.0	0.0	15.5	0.0	0.0	0.0	0.0	23.4	0.0	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	0.0	0.0	15.5	0.0	0.0	0.0	0.0	23.4	0.0	12.4
Queue:	0	40	0	0	26	0	0	0	0	21	0	8

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #278 Scholls Ferry/Hwy 217 NB on-ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	377	744	0	0	740	319	0	0	0	311	347	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	744	0	0	740	319	0	0	0	311	347	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.91	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	389	768	0	0	764	329	0	0	0	321	358	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	76A	0	0	764	329	0	0	0	321	358	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	389	806	0	0	802	329	0	0	0	321	358	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.83	1.00	1.00	1.00	0.84	0.99	0.84
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1770	3725	0	0	3725	1583	0	0	0	1599	1881	1599
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.00	0.00	0.22	0.21	0.00	0.00	0.00	0.20	0.19	0.20
Crit Moves:	****				****							****
Green/Cycle:	0.30	0.60	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.72	0.36	0.00	0.00	0.72	0.70	0.00	0.00	0.00	0.72	0.68	0.72
Level Of Service Module:												
Delay/Veh:	23.4	6.6	0.0	0.0	22.0	23.2	0.0	0.0	0.0	24.9	23.3	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	6.6	0.0	0.0	22.0	23.2	0.0	0.0	0.0	24.9	23.3	25.0
Queue:	10	11	0	0	21	9	0	0	0	9	9	9

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Murray Blvd/Allen Blvd	F	149.2	1.334	F	149.2	1.334	+ 0.000 D/V
# 13 Murray Boulevard/6th Avenue	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 v/c
# 22 Hall Blvd/Allen Blvd	F	73.7	1.101	F	73.7	1.101	+ 0.000 D/V
# 23 Allen Blvd/Lombard Ave	D	25.8	0.833	D	25.8	0.833	+ 0.000 D/V
# 26 Watson Ave/5th St	B	10.7	0.800	B	10.7	0.800	+ 0.000 D/V
# 28 Hall Boulevard/5th Avenue	C	15.9	0.910	C	15.9	0.910	+ 0.000 D/V
# 33 Murray Blvd/Farmington Rd	F	201.7	1.342	F	201.7	1.342	+ 0.000 D/V
# 34 Farmington Road/Watson Avenue	F	67.3	1.137	F	67.3	1.137	+ 0.000 D/V
# 35 Farmington/Hall Boulevard	E	52.9	1.102	E	52.9	1.102	+ 0.000 D/V
# 37 Farmington Road/Lombard Avenue	E	47.3	1.039	E	47.3	1.039	+ 0.000 D/V
# 41 Allen Blvd/ORE 217 NB ramps	F	71.2	1.147	F	71.2	1.147	+ 0.000 D/V
# 44 Allen Blvd/ORE 217 SB ramps	F	214.0	1.430	F	214.0	1.430	+ 0.000 D/V
# 53 BH Hwy/ORE 217 SB ramps	E	40.7	1.089	E	40.7	1.089	+ 0.000 D/V
# 54 BH Hwy/Griffith Drive	C	17.2	0.865	C	17.2	0.865	+ 0.000 D/V
# 59 BH Hwy/ORE 217 NB ramps	E	54.7	1.139	E	54.7	1.139	+ 0.000 D/V
# 66 Canyon Road/Broadway-117th Ave	D	36.9	1.028	D	36.9	1.028	+ 0.000 D/V
# 67 Canyon Road/ORE 217 SB ramps	D	37.5	1.050	D	37.5	1.050	+ 0.000 D/V
# 69 Canyon Road/ORE 217 NB ramps	E	48.2	1.105	E	48.2	1.105	+ 0.000 D/V
# 76 canyon Road/Hall Boulevard	E	42.1	1.050	E	42.1	1.050	+ 0.000 D/V
# 81 Canyon Road/Watson Avenue	F	73.1	1.176	F	73.1	1.176	+ 0.000 D/V
# 86 TV Hwy/Hocken Avenue	F	261.4	1.410	F	261.4	1.410	+ 0.000 D/V
# 87 Farmington Road/Hocken Avenue	F	194.9	1.398	F	194.9	1.398	+ 0.000 D/V
# 90 TV Hwy/Murray Boulevard	F	214.0	1.413	F	214.0	1.413	+ 0.000 D/V

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#101 Hall Blvd/Westgate-Center	F	235.5	1.464	F	235.5	1.464	+ 0.000 D/V
#108 Murray Boulevard/Jenkins Road	F	805.2	1.962	F	805.2	1.962	+ 0.000 D/V
#113 Walker Road/ORE 217 NB ramps	F	135.6	1.269	F	135.6	1.269	+ 0.000 D/V
#117 Walker Road/ORE 217 SB ramps	D	29.3	1.029	D	29.3	1.029	+ 0.000 D/V
#125 Cedar Hills Blvd/Hall Blvd	F	68.6	1.150	F	68.6	1.150	+ 0.000 D/V
#126 Cedar Hills Boulevard/Walker R	F	166.8	1.335	F	166.8	1.335	+ 0.000 D/V
#127 Cedar Hills Boulevard/Jenkins	F	147.9	1.330	F	147.9	1.330	+ 0.000 D/V
#130 Farmington Road/Cedar Hills Bo	E	48.0	1.117	E	48.0	1.117	+ 0.000 D/V
#131 Canyon Road/Cedar Hills Boulev	F	OVRFL	1.922	F	OVRFL	1.922	+ 0.000 D/V
#133 Canyon Rd./Fred Meyer Access	F	609.0	1.710	F	609.0	1.710	+ 0.000 D/V
#162 Cedar Hills Blvd/Westgate Driv	C	17.8	0.878	C	17.8	0.878	+ 0.000 D/V
#169 Farmington Road/149th Avenue	F	61.3	1.141	F	61.3	1.141	+ 0.000 D/V
#170 TV Highway/153rd Drive	B	11.6	0.879	B	11.6	0.879	+ 0.000 D/V
#171 TV Highway/160th Avenue-Millik	F	152.7	1.361	F	152.7	1.361	+ 0.000 D/V
#174 Jenkins Road/153rd Drive	F	OVRFL	2.085	F	OVRFL	2.085	+ 0.000 D/V
#175 Jenkins Road/158th Avenue	F	OVRFL	2.282	F	OVRFL	2.282	+ 0.000 D/V
#176 Farmington Road/170th Avenue	F	OVRFL	2.569	F	OVRFL	2.569	+ 0.000 D/V
#177 TV Highway/170th Avenue	F	183.7	1.358	F	183.7	1.358	+ 0.000 D/V
#179 Merlo Road/170th Avenue	F	74.9	1.125	F	74.9	1.125	+ 0.000 D/V
#180 Baseline Road/170th Avenue	D	28.0	0.969	D	28.0	0.969	+ 0.000 D/V
#186 Walker Road/158th Avenue	F	203.7	1.384	F	203.7	1.384	+ 0.000 D/V
#187 Walker Road/167th Avenue	F	35.2	0.000	F	35.2	0.000	+ 0.000 v/c
#188 Walker Road/173rd Avenue	F	347.7	1.562	F	347.7	1.562	+ 0.000 D/V
#191 Cornell Road/158th Avenue	F	244.9	1.516	F	244.9	1.516	+ 0.000 D/V
#192 Walker Road/Murray Boulevard	F	276.8	1.440	F	276.8	1.440	+ 0.000 D/V

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Beaverton Traneportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#193 Kinnaman/Farmington	F	402.1	1.612	F	402.1	1.612	+ 0.000 D/V
#194 Davis Road/155th Avenue	C	1.0	0.000	C	1.0	0.000	+ 0.000 v/c
#198 Canyon Road/Walker Road	C	23.6	0.924	C	23.6	0.924	+ 0.000 D/V
#199 Beaverton-Hillsdale Hwy/Wester	F	161.7	1.340	F	161.7	1.340	+ 0.000 D/V
#200 Allen Boulevard/Western Avenue	F	OVRFL	3.032	F	OVRFL	3.032	+ 0.000 D/V
#202 Laurelwood Avenue/Beaverton-Hi	D	29.8	1.252	D	29.8	1.252	+ 0.000 D/V
#203 Hall Boulevard/Denney Road	F	69.5	1.174	F	69.5	1.174	+ 0.000 D/V
#205 Denney Road/Hwy 217 SB ramps	F	25.6	0.000	F	25.6	0.000	+ 0.000 v/c
#207 Denney Road/Hwy 217 NB ramps	F	900.6	0.000	F	900.6	0.000	+ 0.000 v/c
#214 Denney Road/Scholls Ferry Road	D	29.0	0.981	D	29.0	0.981	+ 0.000 D/V
#215 Allen Boulevard/Scholls Ferry	F	89.4	1.169	F	89.4	1.169	+ 0.000 D/V
#218 Hall Boulevard/Hart Road	C	17.1	0.932	C	17.1	0.932	+ 0.000 D/V
#219 Murray Boulevard/Hart Road	F	106.3	1.258	F	106.3	1.258	+ 0.000 D/V
#220 Hart Road/155th Avenue	F	538.8	1.751	F	538.8	1.751	+ 0.000 D/V
#221 Hart-Bany/170th Avenue	F	154.5	1.446	F	154.5	1.446	+ 0.000 v/c
#222 Hart Road/Sorrento Avenue	C	14.9	0.795	C	14.9	0.795	+ 0.000 v/c
#223 Brockman Road/Sorrento Avenue	F	4.9	0.000	F	4.9	0.000	+ 0.000 v/c
#224 Murray Boulevard/Brockman Road	D	34.4	1.015	D	34.4	1.015	+ 0.000 D/V
#225 Murray Boulevard/Maverick Terr	F	6.3	0.000	F	6.3	0.000	+ 0.000 v/c
#226 155th Avenue/Nora-Beard (Brock	C	18.2	0.905	C	18.2	0.905	+ 0.000 v/c
#227 Brockman Road/125th Avenue	F	OVRFL	2.092	F	OVRFL	2.092	+ 0.000 D/V
#229 Hall Boulevard/Greenway	E	59.5	1.125	E	59.5	1.125	+ 0.000 D/V
#230 Hall Boulevard/Nimbus Avenue	E	50.5	1.020	E	50.5	1.020	+ 0.000 D/V
#232 Scholls Ferry Road/Hall Boulev	F	151.1	1.319	F	151.1	1.319	+ 0.000 D/V

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#236 Scholls Ferry Road/125th Avenu	F	280.7	1.514	F	280.7	1.514	+ 0.000 D/V
#237 Scholls Ferry Road/Nimbus Aven	F	74.3	1.167	F	74.3	1.167	+ 0.000 D/V
#238 Murray Boulevard/Old Scholls F	F	69.1	1.105	F	69.1	1.105	+ 0.000 D/V
#239 Old Scholls Ferry Road/Davies	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 v/c
#241 Scholls Ferry/Old Scholls Ferr	C	17.1	0.933	C	17.1	0.933	+ 0.000 D/V
#243 Scholls Ferry/Old Scholls Ferr	F	370.8	0.000	F	370.8	0.000	+ 0.000 v/c
#244 Scholls Ferry Road/Walnut Stre	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 v/c
#250 Hall Boulevard/Hwy 217 SB ramp	F	64.3	1.122	F	64.3	1.122	+ 0.000 D/V
#259 Scholls Ferry/Hwy 217 SB ramps	F	73.3	1.148	F	73.3	1.148	+ 0.000 D/V
#277 Scholls Ferry/Hwy 217 NB off-r	C	22.1	0.908	C	22.1	0.908	+ 0.000 D/V
#278 Scholls Ferry/Hwy 217 NB on-ra	F	451.1	1.766	F	451.1	1.766	+ 0.000 D/V

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #1 Murray Blvd/Allen Blvd

****

cycle (sec): 120 Critical Vol./Cap. (X): 1.334
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 149.2
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	145	1063	194	410	1495	339	190	342	113	**206**	766	524
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1063	194	410	1495	339	190	342	113	206	766	524
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	158	1157	211	446	1627	369	207	372	123	224	834	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1157	211	446	1627	369	207	372	123	224	834	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	158	1215	211	460	1708	387	207	372	123	224	834	570
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.06	0.83	0.93	1.04	0.95	0.34	0.99	0.84	0.41	0.99	0.84
Lanes:	1.00	2.00	1.00	2.00	**1.60**	0.40	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1770	4044	1583	3539	3171	719	639	1881	1599	783	1881	1599
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.13	0.13	0.54	0.54	0.32	0.20	0.08	0.29	0.44	**0.36**
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.32	0.48	0.14	0.39	0.39	0.33	0.25	0.32	0.44	0.32	0.46
Volume/Cap:	1.37	0.94	0.28	0.94	1.37	1.37	0.97	0.79	0.24	0.65	1.37	0.77
Level Of Service Module:												
Delay/Veh:	341.7	35.2	12.2	52.1	270	269.6	58.1	33.3	19.8	19.1	281	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	341.7	35.2	12.2	52.1	270	269.6	58.1	33.3	19.8	19.1	281	20.9
Queue:	18	44	4	19	186	45	23	13	3	8	90	17

****

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #13 Murray Boulevard/8th Avenue

****

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:		Include			Include			Include			Include	
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	159	1501	42	21	2214	12	5	53	107	47	255	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	**1.00**	**1.00**	**1.00**	**1.00**	1.00	1.00
Initial Bse:	159	1501	42	21	2214	12	5	53	107	47	255	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	**1.00**	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.97	0.94	0.94	0.97
PHF Volume:	170	1602	45	22	2363	13						
Reduct Vol:	0	0	0	**0**	**0**	**0**	**0**	**0**	0	0	0	0
Final vol.:	170	1602	45				5	57	114	50	272	77
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.98		0.00	0.97		**xxxx**	**xxxx**		0.00	0.99	
% Truck/Comb:	0.02	0.00		0.03	0.00		**xxxx**	**xxxx**		**0.01**	**0.00**	
PCE Adj:	**xxxx**	1.00	**1.00**	**xxxx**	**1.00**	**1.00**	**1.10**	**1.10**	**1.10**	**xxxx**	**xxxx**	**xxxxx**
Cycl/Car PCE:	0.50	**1.00**		0.50	1.00		**xxxx**	**xxxx**		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		**xxxx**	**xxxx**		1.50	2.00	
Adj Vol.:	171	1602	45	23	2363	13	**6**	62	126	50	274	77
Critical Gap Module:												
MoveUp Time:	2.1	**xxxx**	**xxxxx**	2.1	**xxxx**	**xxxxx**	3.4	3.3	2.6	3.4	3.3	2.6
Critical Gp:	5.5	**xxxx**	**xxxxx**	5.5	**xxxx**	**xxxxx**	7.0	6.5	5.5	7.0	6.5	5.5
Capacity Module:												
Cnflict Vol:	2376	**xxxx**	**xxxxx**	1647	**xxxx**	**xxxxx**	4299	4208	1188	4208	4192	823
Potent Cap.:	91	**xxxx**	**xxxxx**	224	**xxxx**	**xxxxx**	2	4	346	2	4	530
Adj Cap:	**1.00**	**xxxx**	**xxxxx**	1.00	**xxxx**	**xxxxx**	0.00	0.00	1.00	**0.00**	**0.00**	1.00
Move Cnp.:	91	**xxxx**	**xxxxx**	224	**xxxx**	**xxxxx**	0	0	346	0	0	530
Level Of Service Module:												
Stopped Del:	1680	**xxxx**	**xxxxx**	17.9	**xxxx**	**xxxxx**	**xxxxx**	**xxxx**	15.5	**xxxxx**	**xxxx**	7.9
LOS by Move:	F	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	**xxxx**	**xxxx**	**xxxxx**	**xxxx**	**xxxx**	**xxxxx**	**xxxx**	**xxxx**	**xxxxx**	**xxxx**	**xxxx**	**xxxxx**
Shrd StpDel:	**xxxxx**	**xxxx**	**xxxxx**	**xxxxx**	**xxxx**	**xxxxx**	**xxxxx**	**xxxx**	**xxxxx**	**xxxxx**	**xxxx**	**xxxxx**
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	158.3			**0.2**			**xxxxxx**			**xxxxxx**		

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #22 Hall Blvd/Allen Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.101
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 73.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	430	750	64	328	932	101	99	748	156	198	1067	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	750	64	328	932	101	99	748	156	198	1067	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	450	785	67	343	975	106	104	782	163	207	1116	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	785	67	343	975	106	104	782	163	207	1116	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	450	824	70	343	1024	111	104	822	171	207	1172	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.98	0.98	0.94	0.98	0.98	0.94	0.96	0.96	0.94	0.98	0.98
Lanes:	1.00	1.84	0.16	1.00	1.80	0.20	1.00	1.66	0.34	1.00	1.85	0.15
Final Sat.:	1787	3433	292	1787	3360	364	1787	3021	628	1787	3454	271
Capacity Analysis Module:												
Vol/Sat:	0.25	0.24	0.24	0.19	0.30	0.30	0.06	0.27	0.27	0.12	0.34	0.34
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.28	0.28	0.22	0.28	0.28	0.05	0.25	0.25	0.11	0.31	0.31
Volume/Cap:	1.10	0.85	0.85	0.85	1.10	1.10	1.10	1.07	1.07	1.07	1.10	1.10
Level Of Service Module:												
Delay/Veh:	99.4	31.4	31.4	40.1	83.8	83.8	150.8	74.7	74.7	110.8	81.4	81.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.4	31.4	31.4	40.1	83.8	83.8	150.8	74.7	74.7	110.8	81.4	81.4
Queue:	26	28	3	13	55	8	7	41	11	12	62	7

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method '(Base Volume Alternative)

Intersection #23 Allen Blvd/Lombard Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 102 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	53	182	121	119	269	126	95	920	127	114	1222	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	182	121	119	269	126	95	920	127	114	1222	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	56	193	128	126	286	134	101	977	135	121	1297	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	193	128	126	286	134	101	977	135	121	1297	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	56	193	128	126	286	134	101	1025	142	121	1362	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.93	0.93	0.94	0.94	0.94	0.93	0.96	0.96	0.94	0.98	0.98
Lanes:	1.00	0.60	0.40	1.00	0.68	0.32	1.00	1.76	0.24	1.00	1.84	0.16
Final Sat.:	1787	1063	705	1787	1217	570	1770	3207	444	1787	3421	304
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.07	0.24	0.24	0.06	0.32	0.32	0.07	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.23	0.23	0.09	0.28	0.28	0.07	0.45	0.45	0.10	0.48	0.48
Volume/Cap:	0.83	0.79	0.79	0.79	0.83	0.83	0.83	0.71	0.71	0.71	0.83	0.83
Level Of Service Module:												
Delay/Veh:	74.0	34.9	34.9	49.6	34.0	34.0	60.1	18.2	18.2	42.5	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	34.9	34.9	49.6	34.0	34.0	60.1	18.2	18.2	42.5	20.1	20.1
Queue:	3	7	5	5	10	5	4	28	4	4	41	5

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #26 Watson Ave/5th St

****

Cycle (sec): 50 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh) 10.7
Optimal Cycle: 52 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 1	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	140	1011	71	0	221	155	65	371	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	140	1011	71	0	221	155	65	371	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	151	1089	77	0	238	167	70	400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	151	1089	77	0	238	167	70	400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	158	1144	80	0	238	167	70	400	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.83	0.63	0.83	0.83	1.00
Lanes:	0.00	0.00	0.00	0.23	1.65	0.12	0.00	0.59	0.41	0.15	0.85	0.00
Final Sat.:	0	0	0	422	3052	213	0	929	652	235	1345	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.26	0.26	0.30	0.30	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.00	0.00	0.47	0.47	0.47	0.00	0.37	0.37	0.37	0.37	0.00
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.80	0.00	0.69	0.69	0.80	0.80	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	9.3	9.3	9.3	0.0	11.0	11.0	14.5	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.3	9.3	9.3	0.0	11.0	11.0	14.5	14.5	0.0
Queue:	0	0	0	3	15	2	0	3	2	2	6	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #28 Hall Boulevard/5th Avenue

****

Cycle (sec): 50 Critical Vol./Cap. (X): 0.910
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 73 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	0 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	79	942	47	0	0	0	57	325	0	0	409	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	942	47	0	0	0	57	325	0	0	409	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	90	1074	54	0	0	0	65	371	0	0	466	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1074	54	0	0	0	65	371	0	0	466	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	1128	56	0	0	0	65	371	0	0	466	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	1.00	1.00	1.00	0.68	0.68	1.00	1.00	0.85	0.85
Lanes:	0.15	1.76	0.09	0.00	0.00	0.00	0.15	0.85	0.00	0.00	0.70	0.30
Final Sat.:	271	3220	160	0	0	0	194	1105	0	0	1125	493
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.41	0.41
Crit Moves:		****									****	
Green/Cycle:	0.38	0.38	0.38	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.46	0.46
Volume/Cap:	0.91	0.91	0.91	0.00	0.00	0.00	0.74	0.74	0.00	0.00	0.91	0.91
Level Of Service Module:												
Delay/Veh:	16.0	16.0	16.0	0.0	0.0	0.0	10.6	10.6	0.0	0.0	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	16.0	16.0	0.0	0.0	0.0	10.6	10.6	0.0	0.0	19.2	19.2
Queue:	3	18	2	0	0	0	1	5	0	0	9	5

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #33 Murray Blvd/Farmington Rd

Cycle (sec): 160 Critical Vol./Cap. (X): 1.342
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 201.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	315	1115	167	180	1664	309	202	660	264	344	1128	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	1115	167	180	1664	309	202	660	264	344	1128	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	336	1189	178	192	1774	329	215	704	281	367	1203	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1189	178	192	1774	329	215	704	281	367	1203	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	336	1248	187	192	1863	346	215	739	296	367	1263	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	1.07	1.02	0.99	1.05	1.01	1.00	1.07	1.00	1.01	1.07	1.04
Lanes:	1.00	1.73	0.27	1.00	1.68	0.32	1.00	1.40	0.60	1.00	1.74	0.26
Final Sat.:	1875	3512	526	1875	3339	620	1893	2843	1139	1912	3533	517
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.10	0.56	0.56	0.11	0.26	0.26	0.19	0.36	0.36
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.43	0.43	0.12	0.42	0.42	0.08	0.20	0.20	0.15	0.27	0.27
Volume/Cap:	1.34	0.83	0.83	0.83	1.34	1.34	1.34	1.29	1.29	1.29	1.34	1.34
Level Of Service Module:												
Delay/Veh:	292.1	29.0	29.0	59.5	250	249.5	10.4	218	218.3	39.5	260	260.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	292.1	29.0	29.0	59.5	250	249.5	310.4	218	218.3	39.5	260	260.2
Queue:	38	51	9	10	220	43	25	73	31	37	140	23

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #34 Farmington Road/Watson Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 1.137
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 67.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 1	0	0 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	159	764	177	0	1386	407	104	1793	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	159	764	177	0	1386	407	104	1793	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	168	808	187	0	1467	431	110	1897	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	808	187	0	1467	431	110	1897	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	0	0	0	177	849	197	0	1540	452	110	1992	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.95	0.95	0.94	0.99	1.00
Lanes:	0.00	0.00	0.00	0.29	1.39	0.32	0.00	1.55	0.45	1.00	2.00	0.00
Final Sat.:	0	0	0	518	2483	576	0	2792	820	1787	3762	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.55	0.55	0.06	0.53	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.49	0.49	0.05	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	1.14	1.14	1.14	0.00	1.14	1.14	1.14	0.98	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	95.4	95.4	95.4	0.0	85.4	85.4	162.9	26.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	95.4	95.4	95.4	0.0	85.4	85.4	162.9	26.5	0.0
Queue:	0	0	0	12	46	13	0	84	27	8	63	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #35 Farmington/Hall Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.102
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 52.9
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	0	0 0	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	400	953	161	0	0	0	184	1304	0	0	1501	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	953	161	0	0	0	184	1304	0	0	1501	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	421	1003	169	0	0	0	194	1373	0	0	1580	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	1003	169	0	0	0	194	1373	0	0	1580	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	421	1053	178	0	0	0	194	1441	0	0	1659	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	1.00	1.00	1.00	0.94	0.99	1.00	1.00	0.96	0.96
Lanes:	1.00	1.71	0.29	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.73	0.27
Final Sat.:	1825	3123	528	0	0	0	1787	3762	0	0	3165	486
Capacity Analysis Module:												
Vol/Sat:	0.23	0.34	0.34	0.00	0.00	0.00	0.11	0.38	0.00	0.00	0.52	0.52
Crit Moves:			****				****				****	
Green/Cycle:	0.31	0.31	0.31	0.00	0.00	0.00	0.10	0.57	0.00	0.00	0.48	0.48
Volume/Cap:	0.75	1.10	1.10	0.00	0.00	0.00	1.10	0.67	0.00	0.00	1.10	1.10
Level Of Service Module:												
Delay/Veh:	24.2	78.0	78.0	0.0	0.0	0.0	120.5	10.1	0.0	0.0	68.6	68.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	78.0	78.0	0.0	0.0	0.0	120.5	10.1	0.0	0.0	68.6	68.6
Queue:	11	50	11	0	0	0	11	28	0	0	79	15

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Compytation Report
1994 HCM Operations Method (Base Volume Alternative)

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Intersection #37 Farmington Road/Lombard Avenue

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.039
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 47.3
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	155	286	98	252	362	83	75	1213	198	191	1542	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	286	98	252	362	83	75	1213	198	191	1542	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	163	301	103	266	381	87	79	1278	209	201	1625	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	301	103	266	381	87	79	1278	209	201	1625	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	163	301	103	266	381	87	79	1342	209	201	1706	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.95	0.95	0.92	0.94	0.94	0.94	0.99	0.83	0.94	0.99	0.84
Lanes:	1.00	0.75	0.25	1.00	0.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1787	1346	460	1752	1457	333	1787	3762	1580	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.15	0.26	0.26	0.04	0.36	0.13	0.11	0.45	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.22	0.22	0.15	0.27	0.27	0.04	0.36	0.46	0.11	0.44	0.58
Volume/Cap:	0.98	1.04	1.04	1.04	0.98	0.98	1.04	0.98	0.29	0.98	1.04	0.26
Level Of Service Module:												
Delay/Veh:	76.0	72.1	72.1	83.2	49.6	49.6	126.0	35.1	11.0	71.2	45.8	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	72.1	72.1	83.2	49.6	49.6	126.0	35.1	11.0	71.2	45.8	6.7
Queue:	7	14	6	13	15	4	5	44	4	9	65	3

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM operations Method (Base Volume Alternative)

Intersection #41 Allen Blvd/ORE 217 NB ramps

Cycle (sec): 110 Critical Vol./Cap. (X): 1.147
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 71.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	682	0	372	0	0	0	337	876	0	0	1142	513
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	0	372	0	0	0	337	876	0	0	1142	513
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	754	0	411	0	0	0	372	968	0	0	1262	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	754	0	411	0	0	0	372	968	0	0	1262	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	791	0	411	0	0	0	372	1016	0	0	1325	595
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	1.00	1.00	1.00	0.92	0.97	1.00	1.00	0.92	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.38	0.62
Final Sat.:	3505	0	1568	0	0	0	1752	3689	0	0	2419	1086
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.26	0.00	0.00	0.00	0.21	0.28	0.00	0.00	0.55	0.55
Crit Moves:			tttt				****				tttt	
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.19	0.66	0.00	0.00	0.48	0.48
Volume/Cap:	0.99	0.00	1.15	0.00	0.00	0.00	1.15	0.42	0.00	0.00	1.15	1.15
Level Of Service Module:												
Delay/Veh:	49.1	0.0	122.5	0.0	0.0	0.0	126.3	5.7	0.0	0.0	93.3	93.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	0.0	122.5	0.0	0.0	0.0	126.3	5.7	0.0	0.0	93.3	93.3
Queue:	30	0	25	0	0	0	23	15	0	0	79	37

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #44 Allen Blvd/ORE 217 SB ramps

Cycle (sec): 110 Critical Vol./Cap. (X): 1.430
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 214.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	425	6	676	0	854	599	560	1303	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	425	6	676	0	854	599	560	1303	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	457	6	728	0	919	645	603	1403	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	457	6	728	0	919	645	603	1403	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	0	0	0	457	6	728	0	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.83	1.00	0.92	0.92	0.93	0.98	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	1.18	0.82	1.00	2.00	0.00
Final Sat.:	0	0	0	1548	20	1568	0	2058	1444	1770	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.46	0.00	0.47	0.47	0.34	0.40	0.00
Crit Moves:						tttt		****		tttt		
Green/Cycle:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.33	0.33	0.24	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.91	0.91	1.43	0.00	1.43	1.43	1.43	0.70	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	37.5	37.5	345.6	0.0	336	336.0	352.1	11.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.5	37.5	345.6	0.0	336	336.0	352.1	11.8	0.0
Queue:	0	0	0	16	1	87	0	115	81	71	33	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #53 BH Hwy/ORB 217 SB ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.089
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 40.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0 0	0 1	1 0	1	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	238	728	225	0	1025	726	213	1780	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	238	728	225	0	1025	726	213	1780	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	253	775	240	0	1092	773	227	1896	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	253	775	240	0	1092	773	227	1896	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	266	814	240	0	1146	773	227	1990	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.82	0.82	0.82	1.00	0.99	0.84	0.94	0.99	1.00
Lanes:	0.00	1.00	0.00	0.49	1.51	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	1900	0	765	2341	1553	0	3762	1599	1787	3762	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.35	0.15	0.00	0.30	0.48	0.13	0.53	0.00
crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.44	0.44	0.12	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	1.09	1.09	0.48	0.00	0.69	1.09	1.09	0.94	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	72.9	72.9	18.3	0.0	15.2	73.1	108.8	20.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	72.9	72.9	18.3	0.0	15.2	73.1	108.8	20.2	0.0
Queue:	0	0	0	14	38	5	0	26	37	12	57	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #54 BH Hwy/Griffith Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 95 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	203	104	206	175	77	131	99	1416	81	161	1663	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	104	206	175	77	131	99	1416	81	161	1663	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	211	108	214	182	80	136	103	1469	84	167	1725	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	108	214	182	80	136	103	1469	84	167	1725	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	211	108	214	182	80	136	103	1542	88	167	1811	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	1.00	0.84	0.64	1.00	0.84	0.94	0.98	0.98	0.94	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.77	0.23
Final Sat.:	1406	1900	1596	1216	1900	1596	1787	3524	201	1787	3272	416
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.13	0.15	0.04	0.09	0.06	0.44	0.44	0.09	0.55	0.55
Crit Moves:	****						****				****	
Green/Cycle:	0.17	0.17	0.30	0.17	0.17	0.24	0.07	0.58	0.58	0.12	0.64	0.64
Volume/Cap:	0.87	0.33	0.45	0.86	0.24	0.35	0.87	0.75	0.75	0.75	0.87	0.87
Level Of Service Module:												
Delay/Veh:	43.9	23.6	18.9	45.7	23.1	20.6	59.9	11.1	11.1	36.3	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	23.6	18.9	45.7	23.1	20.6	59.9	11.1	11.1	36.3	12.0	12.0
Queue:	7	3	5	6	2	3	4	33	2	5	43	7

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #59 BH Hwy/ORE 217 NB ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.139
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 54.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 0	0 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	815	884	284	0	0	0	200	1003	0	0	1203	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	815	884	284	0	0	0	200	1003	0	0	1203	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	848	920	296	0	0	0	208	1044	0	0	1252	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	848	920	296	0	0	0	208	1044	0	0	1252	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	848	966	296	0	0	0	208	1096	0	0	1314	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.83	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.99	0.84
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1583	3725	1583	0	0	0	1770	3725	0	0	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.54	0.26	0.19	0.00	0.00	0.00	0.12	0.29	0.00	0.00	0.35	0.21
Crit Moves:	****						****				****	
Green/Cycle:	0.47	0.47	0.47	0.00	0.00	0.00	0.10	0.41	0.00	0.00	0.31	0.31
Volume/Cap:	1.14	0.55	0.40	0.00	0.00	0.00	1.14	0.72	0.00	0.00	1.14	0.70
Level Of Service Module:												
Delay/Veh:	95.3	12.5	11.3	0.0	0.0	0.0	137.7	17.1	0.0	0.0	95.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.3	12.5	11.3	0.0	0.0	0.0	137.7	17.1	0.0	0.0	95.7	22.7
Queue:	48	19	5	n	o	0	13	26	0	0	69	9

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #66 Canyon Road/Broadway-117th Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 1.028
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	23	71	262	290	88	70	83	1639	21	241	1549	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	71	262	290	88	70	83	1639	21	241	1549	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	24	75	278	308	94	74	88	1742	22	256	1646	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	75	278	308	94	74	88	1742	22	256	1646	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	24	75	278	317	94	74	88	1829	22	256	1728	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.83	0.79	0.90	0.90	0.91	0.84	0.82	0.92	0.88	0.95
Lanes:	1.00	1.00	1.00	2.00	0.56	0.44	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1787	1881	1580	3000	959	755	1736	3200	1553	1752	2999	378
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.18	0.11	0.10	0.10	0.05	0.57	0.01	0.15	0.58	0.58
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.04	0.18	0.10	0.10	0.10	0.06	0.56	0.60	0.14	0.64	0.64
Volume/Cap:	0.35	1.03	0.97	1.03	0.95	0.95	0.90	1.03	0.02	1.03	0.90	0.90
Level Of Service Module:												
Delay/Veh:	31.5	123	60.2	76.5	68.3	68.3	71.3	37.6	5.4	79.9	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	123	60.2	76.5	68.3	68.3	71.3	37.6	5.4	79.9	13.7	13.7
Queue:	1	5	11	14	5	4	4	68	0	12	44	7

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #67 Canyon Road/ORB 217 SB ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.050
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.5
Optimal Cycle: 180 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	1 0	1	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	468	447	528	0	1478	573	274	1417	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	468	447	528	0	1478	573	274	1417	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	481	459	543	0	1519	589	282	1456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	481	459	543	0	1519	589	282	1456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	481	459	543	0	1595	589	282	1529	0
saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.82	0.98	0.83	1.00	1.00	0.83	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final sat.:	0	0	0	1565	1863	1583	0	3800	1568	1752	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.25	0.34	0.00	0.42	0.38	0.16	0.40	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.40	0.40	0.15	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.94	0.75	1.05	0.00	1.05	0.94	1.05	0.73	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	32.9	21.3	66.8	0.0	51.0	34.8	85.3	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.9	21.3	66.8	0.0	51.0	34.8	85.3	11.7	0.0
Queue:	0	0	0	16	12	24	0	63	19	14	32	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #69 Canyon Road/ORB 217 NB ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.105
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 48.2
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	0 0	0 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	647	341	483	0	0	0	516	1294	0	0	1195	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	647	341	483	0	0	0	516	1294	0	0	1195	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	672	354	502	0	0	0	536	1344	0	0	1241	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	672	354	502	0	0	0	536	1344	0	0	1241	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	705	354	502	0	0	0	536	1411	0	0	1303	461
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.97	0.82	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00	0.83
Lanes:	2.00	1.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3099	1845	1550	0	0	0	1752	3800	0	0	3800	1568
Capacity Analysis Module:												
Vol/Sat:	0.23	0.19	0.32	0.00	0.00	0.00	0.31	0.37	0.00	0.00	0.34	0.29
Crit Moves:			****				****				****	
Green/Cycle:	0.29	0.29	0.29	0.00	0.00	0.00	0.28	0.59	0.00	0.00	0.31	0.31
Volume/Cap:	0.78	0.65	1.11	0.00	0.00	0.00	1.11	0.63	0.00	0.00	1.11	0.95
Level Of Service Module:												
Delay/Veh:	22.9	20 7	92.4	0.0	0.0	0.0	91.7	9.2	0.0	0.0	78.7	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	20.7	92.4	0.0	0.0	0.0	91.7	9.2	0.0	0.0	78.7	42.3
Queue:	19	9	26	0	0	0	27	26	0	0	62	16

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #76 Canyon Road/Hall Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.050
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.1
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 1	0	0 0	0 0	0	1 0	1 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	548	623	189	0	0	0	96	1729	0	0	1431	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	623	189	0	0	0	96	1729	0	0	1431	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	555	631	191	0	0	0	97	1752	0	0	1450	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	631	191	0	0	0	97	1752	0	0	1450	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	555	663	201	0	0	0	97	1839	0	0	1522	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	1.00	1.00	0.93	0.84	1.00	1.00	0.88	0.96
Lanes:	1.00	1.53	0.47	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	1806	2772	840	0	0	0	1770	3201	0	0	3002	381
Capacity Analysis Module:												
Vol/Sat:	0.31	0.24	0.24	0.00	0.00	0.00	0.05	0.57	0.00	0.00	0.51	0.51
Crit Moves:	****							****		****		
Green/Cycle:	0.29	0.29	0.29	0.00	0.00	0.00	0.05	0.55	0.00	0.00	0.49	0.49
Volume/Cap:	1.05	0.82	0.82	0.00	0.00	0.00	1.03	1.05	0.00	0.00	1.03	1.03
Level Of Service Module:												
Delay/Veh:	55.6	23.5	23.5	0.0	0.0	0.0	111.6	45.1	0.0	0.0	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	23.5	23.5	0.0	0.0	0.0	111.6	45.1	0.0	0.0	39.9	39.9
Queue:	24	18	6	0	0	0	5	74	0	0	57	10

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #81 Canyon Road/Watson Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.176
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 73.1
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	0 1	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	209	635	131	0	1671	148	249	1665	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	209	635	131	0	1671	148	249	1665	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	227	691	143	0	1818	161	271	1812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	691	143	0	1818	161	271	1812	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	0	0	0	227	726	150	0	1909	169	271	1902	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.84	0.96	0.92	0.88	1.00
Lanes:	0.00	0.00	0.00	1.00	1.66	0.34	0.00	1.86	0.14	1.00	2.00	0.00
Final Sat.:	0	0	0	1843	3055	631	0	2970	263	1752	3350	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.24	0.24	0.00	0.64	0.64	0.15	0.57	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.55	0.55	0.13	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.61	1.18	1.18	0.00	1.18	1.18	1.18	0.84	0.00
Level Of service Module:												
Delay/Veh:	0.0	0.0	0.0	23.9	122	122.1	0.0	106	105.7	150.6	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.9	122	122.1	0.0	106	105.7	150.6	9.8	0.0
Queue:	0	0	0	6	44	11	0	121	13	18	41	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #86 TV Hwy/Hocken Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.410
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 261.4
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	288	203	223	248	542	123	143	1363	579	91	1813	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	203	223	248	542	123	143	1363	579	91	1813	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	305	215	236	262	574	130	151	1442	613	96	1919	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	215	236	262	574	130	151	1442	613	96	1919	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	305	215	236	262	574	130	151	1514	643	96	2014	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.90	0.93	1.02	0.83	0.92	0.92	0.92	0.92	0.93	0.95
Lanes:	1.00	0.48	0.52	1.00	1.00	1.00	1.00	1.40	0.60	1.00	1.81	0.19
Final Sat.:	1770	820	900	1770	1946	1583	1752	2460	1045	1752	3190	345
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.15	0.29	0.08	0.09	0.62	0.62	0.05	0.63	0.63
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.21	0.21	0.12	0.21	0.27	0.06	0.47	0.47	0.04	0.45	0.45
Volume/Cap:	1.41	1.24	1.24	1.24	1.41	0.30	1.41	1.32	1.32	1.32	1.41	1.41
Level Of Service Module:												
Delay/Veh:	349.3	177	177.4	194.8	330	18.9	383.5	214	213.9	313.9	306	306.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	349.3	177	177.4	194.8	330	18.9	383.5	214	213.9	313.9	306	306.2
Queue:	34	17	19	20	63	3	18	141	62	10	233	28

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #87 Farmington Road/Hocken Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.398
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 194.9
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1 1	0 0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	870	0	274	268	852	0	0	1638	472
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	870	0	274	268	852	0	0	1638	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	907	0	286	279	888	0	0	1708	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	907	0	286	279	888	0	0	1708	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	953	0	286	279	933	0	0	1793	517
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.94	0.99	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	1.62	0.00	0.38	1.00	2.00	0.00	0.00	2.65	0.35
Final Sat.:	0	0	0	2846	0	657	1787	3762	0			
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.44	0.16	0.25	0.00	0.00	0.64	0.64
Crit Moves:						tttt	tttt				****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.11	0.57	0.00	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	1.08	0.00	1.40	1.40	0.44	0.00	0.00	1.40	1.40
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	66.2	0.0	302.2	339.6	8.1	0.0	0.0	293	292.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	66.2	0.0	302.2	339.6	8.1	0.0	0.0	293	292.8
Queue:	0	0	0	42	0	33	31	15	0	0	203	61

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #90 TV Hwy/Murray Boulevard

****

Cycle (sec): 120 Critical Vol./Cap. (X): 1.413
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 214.0
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	371	1076	220	265	1461	176	110	1484	580	275	1675	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	1076	220	265	1461	176	110	1484	580	275	1675	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	387	1123	230	277	1525	184	115	1549	605	287	1748	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	1123	230	277	1525	184	115	1549	605	287	1748	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.10	1.10	1.00	1.10	1.10
Final Vol.:	387	1179	241	277	1601	184	115	1704	666	287	1923	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.06	0.94	0.92	1.06	0.82	0.92	0.94	0.92	0.93	0.95	0.96
Lanes:	1.00	1.63	0.37	1.00	2.00	1.00	1.00	2.15	0.85	1.00	2.72	0.28
Final Sat.:	1752	3282	671	1752	4040	1550	1752	3825	1495	1770	4888	519
Capacity Analysis Module:												
Vol/Sat:	0.22	0.36	0.36	0.16	0.40	0.12	0.07	0.45	0.45	0.16	0.39	0.39
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.30	0.30	0.13	0.28	0.34	0.06	0.32	0.32	0.11	0.37	0.37
Volume/Cap:	1.41	1.18	1.18	1.18	1.41	0.35	1.07	1.41	1.41	1.41	1.07	1.07
Level Of Service Module:												
Delay/Veh:	349.4	126	126.0	160.8	322	19.2	129.3	318	317.6	360.6	60.4	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	349.4	126	126.0	160.8	322	19.2	129.3	318	317.6	360.6	60.4	60.4
Queue:	45	79	18	20	184	5	7	198	79	34	91	12

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #101 Hall Blvd/Westgate-Center

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.464
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 235.5
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	809	708	89	327	644	25	29	206	799	61	151	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	809	708	89	327	644	25	29	206	799	61	151	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	839	734	92	339	668	26	30	214	829	63	157	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	839	734	92	339	668	26	30	214	829	63	157	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	839	731	97	339	701	27	30	214	829	63	157	446
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.97	0.97	0.94	0.98	0.98	0.09	0.88	0.88	0.09	0.87	0.87
Lanes:	1.00	1.78	0.22	1.00	1.93	0.07	1.00	0.21	0.79	1.00	0.26	0.74
Final Sat.:	1787	3275	412	1787	3587	138	171	343	1329	168	432	1226
Capacity Analysis Module:												
Vol/Sat:	0.47	0.24	0.24	0.19	0.20	0.20	0.18	0.62	0.62	0.38	0.36	0.36
Crit Moves:	****				****			****				
Green/Cycle:	0.32	0.25	0.25	0.20	0.13	0.13	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	1.46	0.94	0.94	0.94	1.46	1.46	0.41	1.46	1.46	0.88	0.85	0.85
Level Of Service Module:												
Delay/Veh:	382.2	35.6	35.6	48.0	391	390.5	15.0	376	375.9	63.1	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	382.2	35.6	35.6	48.0	391	390.5	15.0	376	375.9	63.1	23.7	23.7
Queue:	104	25	4	12	84	5	1	30	109	3	5	13

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #108 Murray Boulevard/Jenkins Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.962
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 805.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	. 1 0	1
Volume Module:												
Base Vol:	766	1285	250	276	1466	459	391	860	741	173	782	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	766	1285	250	276	1466	459	391	860	741	173	782	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	809	1357	264	291	1548	485	413	908	782	183	826	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	809	1357	264	291	1548	485	413	908	782	183	826	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	809	1425	277	291	1625	509	413	908	782	183	826	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.03	0.96	0.92	1.01	0.93	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.65	0.35	1.00	1.49	0.51	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1770	3244	631	1752	2868	898	1770	1863	1583	1770	1863	1583
Capacity Analysis Module:												
Vol/Sat:	0.46	0.44	0.44	0.17	0.57	0.57	0.23	0.49	0.49	0.10	0.44	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.38	0.38	0.14	0.29	0.29	0.12	0.29	0.52	0.06	0.23	0.23
Volume/Cap:	1.96	1.16	1.16	1.16	1.96	1.96	1.96	1.71	0.95	1.73	1.96	0.68
Level Of Service Module:												
Delay/Veh:	1337	107	107.0	144.1	1319	1319	1366	762	33.1	879.4	1337	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1337	107	107.0	144.1	1319	1319	1366	762	33.1	879.4	1337	31.1
Queue:	233	90	20	20	476	152	117	183	29	39	237	8

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #113 Walker Road/OR8 217 NB ramps

Cycle (sec): 80 Critical Vol./Cap. (X): 1.269
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 135.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	766	7	65	0	0	0	142	710	0	0	340	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	766	7	65	0	0	0	142	710	0	0	340	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	851	8	72	0	0	0	158	789	0	0	378	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	851	8	72	0	0	0	158	789	0	0	378	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	851	8	72	0	0	0	158	789	0	0	378	329
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	1.00	1.00	1.00	0.94	0.99	1.00	1.00	0.83	0.83
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.53	0.47
Final Sat.:	1569	15	1583	0	0	0	1787	1881	0	0	845	735
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.05	0.00	0.00	0.00	0.09	0.42	0.00	0.00	0.45	0.45
Crit Moves:		****					****				****	
Green/Cycle:	0.43	0.43	0.43	0.00	0.00	0.00	0.07	0.42	0.00	0.00	0.35	0.35
Volume/Cap:	1.27	1.27	0.11	0.00	0.00	0.00	1.27	0.99	0.00	0.00	1.27	1.27
Level Of Service Module:												
Delay/Veh:	178.6	179	8.9	0.0	0.0	0.0	233.9	37.8	0.0	0.0	183	183.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	178.6	179	8.9	0.0	0.0	0.0	233.9	37.8	0.0	0.0	183	183.3
Queue:	63	2	1	0	0	0	13	24	0	0	29	26

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #117 Walker Road/ORE 217 SB ramps

****

Cycle (sec): 80 critical Vol./Cap. (X): 1.029
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.3
Optimal Cycle: 180 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	271	11	341	0	558	931	39	965	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	271	11	341	0	558	931	39	965	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	290	12	365	0	597	996	42	1032	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	290	12	365	0	597	996	42	1032	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	290	12	365	0	597	996	42	1032	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.99	0.84	0.93	0.98	0.98
Lanes:	0.00	0.00	0.00	0.96	0.04	1.00	0.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	0	0	0	1535	64	1599	0	1881	1599	1770	1857	5
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.23	0.00	0.32	0.62	0.02	0.56	0.56
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.61	0.61	0.02	0.63	0.63
Volume/Cap:	0.00	0.00	0.00	0.85	0.85	1.03	0.00	0.52	1.03	1.03	0.88	0.88
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	31.5	31.5	65.3	0.0	6.3	40.1	47.2	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.5	31.5	65.3	0.0	6.3	40.1	47.2	14.0	14.0
Queue:	0	0	0	8	1	14	0	8	34	3	22	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #125 Cedar Hills Blvd/Hall Blvd

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.150
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 68.6
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	109	692	67	840	1241	69	106	107	160	125	161	1018
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	692	67	840	1241	69	106	107	160	125	161	1018
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	115	733	71	890	1315	73	112	113	169	132	171	1078
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	733	71	890	1315	73	112	113	169	132	171	1078
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	770	75	890	1380	77	112	113	169	132	171	1078
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.94	0.98	0.98	0.94	0.99	0.84	0.94	0.99	0.84
Lanes:	1.00	1.82	0.18	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1770	3361	327	1787	3528	197	1787	1881	1599	1787	1881	1599
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.50	0.39	0.39	0.06	0.06	0.11	0.07	0.09	0.67
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.20	0.20	0.43	0.54	0.54	0.05	0.12	0.12	0.09	0.15	0.59
Volume/Cap:	0.72	1.15	1.15	1.15	0.72	0.72	1.15	0.49	0.86	0.86	0.59	1.15
Level Of Service Module:												
Delay/Veh:	38.4	110	110.0	101.8	12.0	12.0	70.0	27.0	42.2	54.3	27.8	94.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	110	110.0	101.8	12.0	12.0	170.0	27.0	42.2	54.3	27.8	94.6
Queue:	4	43	6	51	29	2	8	3	6	5	5	66

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #126 Cedar Hills Boulevard/Walker Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.335
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 166.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	220	1561	343	200	1142	105	215	911	208	300	669	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1561	343	200	1142	105	215	911	208	300	669	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	238	1686	370	216	1233	113	232	984	225	324	722	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1686	370	216	1233	113	232	984	225	324	722	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	238	1770	370	216	1295	119	232	1033	236	324	759	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.93	0.97	0.97	0.94	0.96	0.96	0.94	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	1.00	1.63	0.37	1.00	1.49	0.51
Final Sat.:	1787	3762	1599	1770	3378	310	1787	2971	679	1787	2693	919
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.23	0.12	0.38	0.38	0.13	0.35	0.35	0.18	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.35	0.35	0.09	0.33	0.33	0.12	0.26	0.26	0.14	0.27	0.27
Volume/Cap:	1.16	1.34	0.66	1.34	1.16	1.16	1.04	1.34	1.34	1.34	1.04	1.04
Level Of Service Module:												
Delay/Veh:	147.6	235	19.6	285.2	108	108.3	87.0	240	240.5	269.3	56.2	56.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	147.6	235	19.6	285.2	108	108.3	87.0	240	240.5	269.3	56.2	56.2
Queue:	16	163	9	21	74	9	11	94	24	31	31	12

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #127 Cedar Hills Boulevard/Jenkins Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.330
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 147.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	0 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	356	1029	4	3	1207	469	952	2	660	13	8	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	1029	4	3	1207	469	952	2	660	13	8	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	367	1062	4	3	1246	484	982	2	681	13	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	1062	4	3	1246	484	982	2	681	13	8	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	367	1115	4	3	1308	508	1032	2	681	13	8	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.94	0.94	0.94	0.94	0.84	0.97	0.97	1.00
Lanes:	1.00	1.99	0.01	1.00	1.44	0.56	1.99	0.01	1.00	0.62	0.38	0.00
Final Sat.:	1770	3712	13	1770	2576	1000	3567	7	1599	1141	702	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.30	0.30	0.00	0.51	0.51	0.29	0.29	0.43	0.01	0.01	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.53	0.53	0.00	0.38	0.38	0.32	0.32	0.32	0.01	0.01	0.00
Volume/Cap:	1.33	0.56	0.56	0.56	1.33	1.33	0.90	0.90	1.33	1.33	1.33	0.00
Level Of Service Module:												
Delay/Veh:	265.4	12.3	12.3	89.4	233	232.7	32.5	32.5	245.8	508.4	508	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	265.4	12.3	12.3	89.4	233	232.7	32.5	32.5	245.8	508.4	508	0.0
Queue:	36	25	0	0	130	52	36	0	67	2	2	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****
Intersection #130 Farmington Road/Cedar Hills Boulevard
****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.117
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 48.0
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	558	0	508	263	1497	0	0	1614	473
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	558	0	508	263	1497	0	0	1614	473
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	599	0	545	282	1606	0	0	1732	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	599	0	545	282	1606	0	0	1732	508
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	599	0	545	282	1687	0	0	1818	508
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.94	1.00	0.84	0.93	0.98	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1787	0	1599	1770	3725	0	0	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.34	0.16	0.45	0.00	0.00	0.49	0.32
Crit Moves:				tttt			tttt				tttt	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.44	0.14	0.58	0.00	0.00	0.44	0.74
Volume/Cap:	0.00	0.00	0.00	1.12	0.00	0.77	1.12	0.78	0.00	0.00	1.12	0.44
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	94.4	0.0	18.8	115.4	11.8	0.0	0.0	77.1	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	94.4	0.0	18.8	115.4	11.8	0.0	0.0	77.1	3.5
Queue:	0	0	0	31	0	14	16	37	0	0	90	6

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****
Intersection #131 Canyon Road/Cedar Hills Boulevard
****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.922
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 1089.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	305	411	74	369	821	278	104	1464	169	100	1573	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	411	74	369	821	278	104	1464	169	100	1573	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	314	424	76	380	846	287	107	1509	174	103	1622	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	424	76	380	846	287	107	1509	174	103	1622	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	314	424	76	399	889	301	107	1509	174	103	1622	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.85	0.85	0.84	0.84	0.84	0.07	0.84	0.84	0.07	0.86	0.73
Lanes:	0.78	1.03	0.19	0.50	1.12	0.38	0.87	1.01	0.12	0.89	1.11	1.00
Final Sat.:	1243	1678	301	800	1781	603	114	1606	185	116	1830	1395
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.50	0.50	0.50	0.94	0.94	0.94	0.89	0.89	0.19
Crit Moves:			****			tttt		tttt				
Green/Cycle:	0.13	0.13	0.13	0.26	0.26	0.26	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.92	1.81	1.81	0.38
Level Of Service Module;												
Delay/Veh:	1230	1230	1230	1214	1214	1214	1206	1206	1206	50.9	951	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1230	1230	1230	1214	1214	1214	1206	1206	1206	950.9	951	10.5
Queue:	83	111	23	108	237	83	52	691	83	35	504	5

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #133 Canyon Rd./Fred Meyer Access

Cycle (sec): 120 Critical Vol./Cap. (X): 1.710
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 609.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	1	1	0	0	1
	0	1	0	2	0	1	1	0	1	1	0	
Volume Module:												
Base Vol:	185	40	131	375	25	100	100	1888	116	116	1751	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	40	131	375	25	100	100	1888	116	116	1751	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	203	44	144	412	27	110	110	2072	127	127	1922	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	44	144	412	27	110	110	2072	127	127	1922	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	203	44	144	412	27	110	110	2176	127	127	2018	461
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.87	0.87	0.43	0.43	0.43	0.93	0.84	0.83	0.93	0.86	0.95
Lanes:	1.00	0.23	0.77	0.75	0.05	0.20	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	1016	387	1268	614	40	164	1770	3201	1583	1770	2696	616
Capacity Analysis Module:												
Vol/Sat:	0.20	0.11	0.11	0.67	0.67	0.67	0.06	0.68	0.08	0.07	0.75	0.75
Crit Moves:					****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.04	0.43	0.43	0.05	0.44	0.44
Volume/Cap:	0.51	0.29	0.29	1.71	1.71	1.71	1.71	1.59	0.19	1.59	1.71	1.71
Level Of Service Module:												
Delay/Veh:	18.8	16.2	16.2	770.1	770	770.1	883.2	537	13.8	644.0	746	745.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	16.2	16.2	770.1	770	770.1	883.2	537	13.8	644.0	746	745.9
Queue:	5	1	3	91	8	26	23	385	3	22	460	108

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #162 Cedar Hills Blvd/Westgate Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			Bast Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	0	0
	0	0	1	1	0	0	0	1	1	0	0	
Volume Module:												
Base Vol:	10	705	166	41	1254	13	13	10	22	51	11	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	705	166	41	1254	13	13	10	22	51	11	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	11	760	179	44	1351	14	14	11	24	55	12	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	760	179	44	1351	14	14	11	24	55	12	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	798	188	44	1419	15	14	11	24	55	12	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.94	0.99	0.99	0.82	0.82	0.82	0.82	0.82	0.82
Lanes:	0.02	1.60	0.38	1.00	1.98	0.02	0.29	0.22	0.49	0.42	0.09	0.49
Final Sat.:	40	2892	681	1787	3723	39	446	350	765	655	143	750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.02	0.38	0.38	0.03	0.03	0.03	0.08	0.08	0.08
Crit Moves:	****				****			****			tttt	
Green/Cycle:	0.31	0.69	0.69	0.06	0.43	0.43	0.04	0.04	0.04	0.10	0.10	0.10
Volume/Cap:	0.88	0.40	0.40	0.40	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Level Of Service Module:												
Delay/Veh:	26.7	4.4	4.4	30.5	20.9	20.9	83.5	83.5	83.5	56.7	56.7	56.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	4.4	4.4	30.5	20.9	20.9	83.5	83.5	83.5	56.7	56.7	56.7
Queue:	1	10	2	1	38	1	1	1	1	3	1	3

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM operations Method (Base Volume Alternative)

Intersection #169 Farmington Road/149th Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 1.141
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 61.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	12	15	27	86	15	85	60	810	25	60	1459	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	15	27	86	15	85	60	810	25	60	1459	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	13	16	29	92	16	91	64	866	27	64	1560	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	16	29	92	16	91	64	866	27	64	1560	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	16	29	92	16	91	64	866	27	64	1560	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.53	0.53	0.83	0.83	0.85	0.91	0.96	0.96	0.94	0.98	0.98
Lanes:	0.22	0.28	0.50	0.85	0.15	1.00	1.00	0.97	0.03	1.00	0.95	0.05
Final Sat.:	226	278	505	1343	234	1615	1736	1772	55	1787	1765	97
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.06	0.04	0.49	0.49	0.04	0.88	0.88
Crit Moves:					tttt		tttt				tttt	
Green/Cycle:	0.06	0.06	0.06	0.06	0.06	0.06	0.03	0.75	0.75	0.06	0.77	0.77
Volume/Cap:	0.96	0.96	0.96	1.14	1.14	0.94	1.14	0.65	0.65	0.65	1.14	1.14
Level Of Service Module:												
Delay/Veh:	100.7	101	100.7	163.2	163	78.7	192.5	4.3	4.3	36.3	79.1	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.7	101	100.7	163.2	163	78.7	192.5	4.3	4.3	36.3	79.1	79.1
Queue:	1	1	2	7	2	4	5	11	1	2	112	8

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #170 TV Highway/153rd Drive

Cycle (sec): 103 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 11.6
Optimal Cycle: 101 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 .	0 1	1 0	1 1	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	438	0	65	38	1713	0	0	2037	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	438	0	65	38	1713	0	0	2037	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	464	0	69	40	1815	0	0	2158	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	464	0	69	40	1815	0	0	2158	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	0	0	0	478	0	69	40	1905	0	0	2266	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.83	0.92	0.97	1.00	1.00	0.97	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3505	0	1568	1752	3689	0	0	3689	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.04	0.02	0.52	0.00	0.00	0.61	0.13
Crit Moves:				****			tttt				tttt	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.18	0.03	0.72	0.00	0.00	0.70	0.85
Volume/Cap:	0.00	0.00	0.00	0.88	0.00	0.24	0.88	0.71	0.00	0.00	0.88	0.15
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	37.4	0.0	22.7	91.2	5.7	0.0	0.0	10.4	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.4	0.0	22.7	91.2	5.7	0.0	0.0	10.4	0.8
Queue:	0	0	0	15	0	2	2	31	0	0	52	1

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #171 TV Highway/160th Avenue-Millikan Way

Cycle (sec): 120 Critical Vol./Cap. (X): 1.361
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 152.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	104	257	119	110	622	625	390	1455	135	174	1803	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	257	119	110	622	625	390	1455	135	174	1803	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	110	271	125	116	655	659	411	1533	142	183	1900	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	271	125	116	655	659	411	1533	142	183	1900	72
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	110	271	125	116	655	659	411	1610	142	183	1995	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.94	0.99	0.84	0.92	0.97	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1787	1881	1599	1787	1881	1599	1752	3689	1568	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.08	0.06	0.35	0.41	0.23	0.44	0.09	0.10	0.54	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.21	0.32	0.09	0.26	0.43	0.17	0.46	0.50	0.11	0.39	0.49
Volume/Cap:	1.36	0.69	0.25	0.69	1.36	0.96	1.36	0.95	0.18	0.95	1.36	0.09
Level Of Service Module:												
Delay/Veh:	355.6	32.1	19.7	41.9	279	40.4	292.2	29.7	10.6	72.2	262	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	355.6	32.1	19.7	41.9	279	40.4	292.2	29.7	10.6	72.2	262	10.7
Queue:	13	9	3	4	68	26	43	57	3	9	213	1

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #174 Jenkins Road/153rd Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 2.085
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 1044.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	402	0	293	0	0	0	0	1725	498	337	1826	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	0	293	0	0	0	0	1725	498	337	1826	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	422	0	307	0	0	0	0	1810	523	354	1916	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	0	307	0	0	0	0	1810	523	354	1916	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	422	0	307	0	0	0	0	1810	523	354	1916	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	19'00
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.85	0.85	0.94	0.99	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.78	0.22	1.00	1.00	0.00
Final Sat.:	1770	0	1583	0	0	0	0	1257	363	1787	1881	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.19	0.00	0.00	0.00	0.00	1.44	1.44	0.20	1.02	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.11	0.00	0.21	0.00	0.00	0.00	0.00	0.69	0.69	0.10	0.79	0.00
Volume/Cap:	2.08	0.00	0.93	0.00	0.00	0.00	0.00	2.08	2.08	2.08	1.30	0.00
Level Of Service Module:												
Delay/Veh:	1720	0.0	52.3	0.0	0.0	0.0	0.0	1653	1653	1731	187	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1720	0.0	52.3	0.0	0.0	0.0	0.0	1653	1653	1731	187	0.0
Queue:	140	0	13	0	0	0	0	xxxx	xxxxx	117	XXXX	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #175 Jenkins Road/158th Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 2.282
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 1417.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	52	221	232	764	356	232	175	1166	54	206	1404	660
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	221	232	764	356	232	175	1166	54	206	1404	660
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	54	229	241	793	369	241	182	1210	56	214	1456	685
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	229	241	793	369	241	182	1210	56	214	1456	685
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	54	229	241	793	369	241	182	1270	59	214	1456	685
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	0.81	0.93	0.98	0.83	0.94	0.98	0.98	0.93	0.93	0.93
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00	0.68	0.32
Final Sat.:	1719	1810	1538	1770	1863	1583	1787	3559	165	1770	1203	566
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.16	0.45	0.20	0.15	0.10	0.36	0.36	0.12	1.21	1.21
Crit Moves:			****	****			****				****	
Green/Cycle:	0.04	0.07	0.07	0.20	0.23	0.27	0.04	0.43	0.43	0.15	0.53	0.53
Volume/Cap:	0.87	1.84	2.28	2.28	0.87	0.56	2.28	0.83	0.83	0.83	2.28	2.28
Level Of Service Module:												
Delay/Veh:	77.1	1059	2399	2371	35.7	21.3	2490	19.1	19.1	40.5	2337	2337
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	1059	2399	2371	35.7	21.3	2490	19.1	19.1	40.5	2337	2337
Queue:	3	55	100	326	12	6	76	33	2	7	XXXX	xxxxx

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #176 Farmington Road/170th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 2.569
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 2836.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	145	258	108	45	486	395	113	957	316	112	1247	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	258	108	45	486	395	113	957	316	112	1247	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	156	277	116	48	523	425	122	1029	340	120	1341	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	277	116	48	523	425	122	1029	340	120	1341	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	156	277	116	48	523	425	122	1029	340	120	1341	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.20	0.20	0.68	0.68	0.84	0.93	0.94	0.94	0.94	0.98	0.98
Lanes:	0.28	0.51	0.21	0.08	0.92	1.00	1.00	0.75	0.25	1.00	0.93	0.07
Final Sat.:	106	188	79	109	1189	1599	1770	1344	444	1787	1740	122
Capacity Analysis Module:												
Vol/Sat:	1.47	1.47	1.47	0.44	0.44	0.27	0.07	0.77	0.77	0.07	0.77	0.77
Crit Moves:		****					****				****	
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.03	0.30	0.30	0.03	0.30	0.30
Volume/Cap:	2.57	2.57	2.57	0.77	0.77	0.46	2.57	2.55	2.55	2.55	2.57	2.57
Level Of Service Module:												
Delay/Veh:	3670	3670	3670	16.0	16.0	9.9	3913	3535	3535	3808	3638	3638
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3670	3670	3670	16.0	16.0	9.9	3913	3535	3535	3808	3638	3638
Queue:	XXXX	XXXX	XXXXX	2	14	8	71	615	207	68	818	62

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #177 TV Highway/170th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 1.358
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 183.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	208	349	95	327	655	18	85	1491	353	374	1838	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	349	95	327	655	18	85	1491	353	374	1838	538
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	220	369	100	345	692	19	90	1574	373	395	1941	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	369	100	345	692	19	90	1574	373	395	1941	568
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	220	369	100	345	692	19	90	1653	373	395	2038	568
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.98	0.98	0.92	0.97	0.83	0.93	0.98	0.83
Lanes:	1.00	0.79	0.21	1.00	0.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1770	1422	385	1770	1813	50	1752	3689	1568	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.19	0.38	0.38	0.05	0.45	0.24	0.22	0.55	0.36
Crit Moves:	tttt				tttt			****		tttt		
Green/Cycle:	0.09	0.21	0.21	0.16	0.28	0.28	0.04	0.33	0.42	0.16	0.45	0.61
Volume/Cap:	1.36	1.22	1.22	1.22	1.36	1.36	1.21	1.36	0.56	1.36	1.21	0.59
Level Of Service Module:												
Delay/Veh:	313.2	168	168.4	177.6	274	273.9	230.8	262	17.9	290.7	135	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	313.2	168	168.4	177.6	274	273.9	230.8	262	17.9	290.7	135	9.8
Queue:	24	29	9	27	72	3	8	171	10	41	151	12

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #179 Merlo Road/170th Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 1.125
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 74.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	15	305	393	25	350	14	20	30	50	618	38	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	305	393	25	350	14	20	30	50	618	38	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	16	333	429	27	382	15	22	33	55	674	41	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	333	429	27	382	15	22	33	55	674	41	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	333	429	27	382	15	22	33	55	674	41	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.66	0.66	0.66	0.69	0.69	0.69	0.94	0.89	0.89
Lanes:	0.02	0.43	0.55	0.06	0.90	0.04	0.20	0.30	0.50	1.00	0.30	0.70
Final Sat.:	31	649	835	80	1135	45	262	393	654	1787	514	1179
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.34	0.34	0.34	0.08	0.08	0.08	0.38	0.08	0.08
Crit Moves:		****								tttt		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.07	0.07	0.07	0.33	0.40	0.40
Volume/Cap:	1.10	1.10	1.10	0.72	0.72	0.72	1.25	1.25	1.25	1.13	0.20	0.20
Level Of Service Module:												
Delay/Veh:	77.6	77.6	77.6	15.6	15.6	15.6	240.0	240	240.0	94.8	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.6	77.6	77.6	15.6	15.6	15.6	240.0	240	240.0	94.8	11.3	11.3
Queue:	2	18	22	1	8	1	3	4	6	34	1	2

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****
Intersection #180 Baseline Road/170th Avenue
****

Cycle (sec): 90 Critical Vol./Cap. (X): 0.969
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 142 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	203	167	134	118	126	14	26	1168	178	237	1556	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	167	134	118	126	14	26	1168	178	237	1556	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	218	179	144	126	135	15	28	1252	191	254	1668	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	179	144	126	135	15	28	1252	191	254	1668	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	218	179	144	126	135	15	28	1314	200	254	1751	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.92	0.92	0.23	0.99	0.99	0.94	0.97	0.97	0.95	0.98	0.98
Lanes:	1.00	0.55	0.45	1.00	0.90	0.10	1.00	1.74	0.26	1.00	1.75	0.25
Final sat.:	1091	970	780	437	1693	188	1787	3200	487	1805	3267	457
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.18	0.29	0.08	0.08	0.02	0.41	0.41	0.14	0.54	0.54
Crit Moves:				****			****				****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.02	0.42	0.42	0.15	0.55	0.55
Volume/Cap:	0.67	0.62	0.62	0.97	0.27	0.27	0.97	0.97	0.97	0.97	0.97	0.97
Level Of Service Module:												
Delay/Veh:	21.6	19.2	19.2	71.5	15.7	15.7	142.7	28.2	28.2	59.4	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	19.2	19.2	71.5	15.7	15.7	142.7	28.2	28.2	59.4	22.5	22.5
Queue:	5	4	3	6	3	0	2	38	8	10	49	9

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****
Intersection #186 Walker Road/158th Avenue
****

Cycle (sec): 110 Critical Vol./Cap. (X): 1.384
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 203.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	433	1104	106	692	1311	86	68	764	231	120	684	407
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	1104	106	692	1311	86	68	764	231	120	684	407
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	449	1145	110	718	1360	89	71	793	240	124	710	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1145	110	718	1360	89	71	793	240	124	710	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	449	1202	115	718	1428	94	71	832	252	124	710	422
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.94	0.98	0.98	0.94	0.96	0.96	0.94	0.99	0.84
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	1.00	1.54	0.46	1.00	1.00	1.00
Final Sat.:	1736	3301	316	1787	3495	230	1787	2801	848	1787	1881	1599
Capacity Analysis Module:												
Vol/Sat:	0.26	0.36	0.36	0.40	0.41	0.41	0.04	0.30	0.30	0.07	0.38	0.26
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.26	0.26	0.29	0.34	0.34	0.03	0.24	0.24	0.06	0.27	0.56
Volume/Cap:	1.21	1.38	1.38	1.38	1.21	1.21	1.38	1.22	1.22	1.22	1.38	0.47
Level Of Service Module:												
Delay/Veh:	157.2	291	290.7	297.3	136	136.0	414.4	149	149.0	213.4	298	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	157.2	291	290.7	297.3	136	136.0	414.4	149	149.0	213.4	298	9.5
Queue:	32	126	14	77	97	8	9	58	20	10	76	8

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #187 Walker Road/167th Avenue

****

Average Delay (sec/veh): 35.2 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	0 0	11	0 0	1 0 0	1	0	1 0 0	1	0
Volume Module:												
Base Vol:	14	2	12	28	1	79	111	1278	34	17	1252	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	*1.00*	1.00	*1.00*	1.00	1.00	1.00
Initial Bse:	14	2	12	28	1	79	111	1278	34	17	1252	59
User Adj:	1.00	1.00	1.00	1.00	*1.00*	*1.00*	1.00	*1.00*	*1.00*	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	15	2	13	30	1	84	118	1357	36	18	1329	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	2	13	30	1	84	118	1357	36	18	1329	63
Adjusted Volume Module:												
Grade:	0%			0%			0%			01		
% Cycle/Cars:	xxxx	xxxx		0.00	0.98		0.00	0.98		0.00	0.99	
% Truck/Comb:	xxxx	xxxx		0.02	0.00		0.02	0.00		0.01	0.00	
PCE Adj:	1.10	1.10	1.10	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	xxxx	xxxx		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	16	2	14	30	1	85	119	1357	36	18	1329	63
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2913	2902	1375	2878	2889	1360	1392	xxxx	xxxxx	1393	xxxx	xxxxx
Potent Cap.:	22	33	278	23	33	283	372	xxxx	xxxxx	372	xxxx	xxxxx
Adj Cap:	0.49	0.65	1.00	0.63	0.65	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	11	21	278	14	22	283	372	xxxx	xxxxx	372	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	1674	189	13.5	2544	176	18.0	14.1	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	C	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	102	xxxx	48	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	41.4	xxxxx	2716	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	E	*	F	*	*	*	*	*	*	*
ApproachDel:	856.2			674.5			1.1			0.1		

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #188 Walker Road/173rd Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.562
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 347.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1	0	*1 0 0*	*1*	*0*	1 0 0	1	0	1 0 0	1	0
Volume Module:												
Base Vol:	208	183	123	124	336	124	65	1121	299	171	1026	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*1.00*	*1.00*	1.00	1.00	1.00
Initial Bse:	208	183	123	124	336	124	65	1121	299	171	1026	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	218	191	129	130	351	130	68	1173	313	179	1073	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	191	129	130	351	130	68	1173	313	179	1073	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	*1.00*	*1.00*	1.00	*1.00*	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	*1.00*	*1.00*	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final vol.:	218	191	129	130	351	130	68	1173	313	179	1073	155
Saturation F ow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.93	0.93	0.94	0.95	0.95	0.93	0.95	0.95	0.93	0.96	0.96
Lanes:	1.00	0.60	0.40	1.00	0.73	0.27	1.00	0.79	0.21	1.00	0.87	0.13
Final Sat.:	1787	1055	713	1787	1318	488	1770	1426	381	1770	1595	230
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.07	0.27	0.27	0.04	0.82	0.82	0.10	0.67	0.67
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.18	0.18	0.07	0.17	0.17	0.03	0.53	0.53	0.06	0.56	0.56
Volume/Cap:	1.56	1.02	1.02	1.02	1.56	1.56	1.20	1.56	1.56	1.56	1.20	1.20
Delay/Veh:	563.6	71.5	71.5	98.2	530	529.6	236.4	499	499.1	575.5	126	126.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	*1.00*	*1.00*	*1.00*	1.00	1.00	1.00
AdjDel/Veh:	563.6	71.5	71.5	98.2	530	529.6	236.4	499	499.1	575.5	126	126.1
Queue:	33	9	7	7	53	21	6	219	61	28	77	13

****

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #191 Cornell Road/158th Avenue

****

Cycle (sec): 90 Critical Vol./Cap. (X): 1.516
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 244.9
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	2	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	995	0	1128	0	0	0	0	861	1101	824	936	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	995	0	1128	0	0	0	0	861	1101	824	936	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	1076	0	1219	0	0	0	0	931	1190	891	1012	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1076	0	1219	0	0	0	0	931	1190	891	1012	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.00	1.13	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00
Final Vol.:	1106	0	1378	0	0	0	0	931	1190	918	1012	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.99	0.84	0.94	0.99	1.00
Lanes:	2'00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	3539	0	3167	0	0	0	0	1881	1599	3574	1881	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.44	0.00	0.00	0.00	0.00	0.49	0.74	0.26	0.54	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.21	0.00	0.38	0.00	0.00	0.00	0.00	0.49	0.49	0.17	0.66	0.00
Volume/Cap:	1.52	0.00	1.16	0.00	0.00	0.00	0.00	1.01	1.52	1.52	0.81	0.00
Level Of Service Module:												
Delay/Veh:	446.2	0.0	101.4	0.0	0.0	0.0	0.0	31.7	432.1	149.7	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	446.2	0.0	101.4	0.0	0.0	0.0	0.0	31.7	432.1	449.7	10.3	0.0
Queue:	144	0	74	0	0	0	0	32	179	119	20	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #192 Walker Road/Murray Boulevard

****

Cycle (sec): 140 Critical Vol./Cap. (X): 1.440
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 276.8
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Modul												
Base Vol:	244	1831	269	192	1501	217	379	755	186	198	700	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1831	269	192	1501	217	379	755	186	198	700	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.32	0.92
PHF Volume:	265	1990	292	209	1632	236	412	821	202	215	761	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1990	292	209	1632	236	412	821	202	215	761	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	265	2090	307	209	1713	248	412	862	212	215	799	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.96	0.96	0.92	0.95	0.95	0.93	0.95	0.95	0.94	0.96	0.96
Lanes:	1.00	1.74	0.26	1.00	1.75	0.25	1.00	1.61	0.39	1.00	1.64	0.36
Final Sat.:	1770	3183	468	1752	3158	457	1770	2900	713	1787	2991	659
Capacity Analysis Module:												
Vol/Sat:	0.15	0.66	0.66	0.12	0.54	0.54	0.23	0.30	0.30	0.12	0.27	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.46	0.46	0.08	0.42	0.42	0.16	0.25	0.25	0.10	0.19	0.19
Volume/Cap:	1.29	1.44	1.44	1.44	1.29	1.29	1.44	1.20	1.20	1.20	1.44	1.44
Level Of Service Module:												
Delay/Veh:	242.9	346	346.3	12.7	195	195.5	384.0	147	147.5	88.0	366	366.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	242.9	346	346.3	412.7	195	195.5	384.0	147	147.5	188.0	366	366.3
Queue:	26	298	46	28	166	26	53	66	18	18	101	24

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #193 Kinnaman/Farmington

Cycle (sec): 120 Critical Vol./Cap. (X): 1.612
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh) 402.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	10	7	7	592	5	83	71	876	14	12	1385	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	7	592	5	83	71	876	14	12	1385	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	11	8	8	647	5	91	78	957	15	13	1514	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	8	8	647	5	91	78	957	15	13	1514	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	8	8	647	5	91	78	957	15	13	1514	466
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.43	0.43	0.84	0.84	0.84	0.10	0.98	0.98	0.05	0.95	0.95
Lanes:	0.41	0.29	0.30	0.99	0.01	1.00	1.00	0.98	0.02	1.00	0.76	0.24
Final Sat.:	333	242	242	1587	12	1599	186	1834	29	94	1381	425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.41	0.41	0.06	0.42	0.52	0.52	0.14	1.10	1.10
Crit Moves:					****						****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.13	0.13	0.13	1.61	1.61	0.22	0.62	0.77	0.77	0.20	1.61	1.61
Level Of Service Module:												
Delay/Veh:	22.4	22.4	22.4	601.0	601	23.0	12.7	10.3	10.3	4.8	570	569.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	601.0	601	23.0	12.7	10.3	10.3	4.8	570	569.6
Queue:	0	0	0	110	2	2	2	22	1	0	xxxx	xxxxx

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #194 Davis Road/155th Avenue

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	39	0	18	0	0	0	0	270	121	46	396	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	18	0	0	0	0	270	121	46	396	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	45	0	21	0	0	0	0	311	139	53	456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	45	0	21	0	0	0	0	311	139	53	456	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
I Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		0.00	0.99		xxxx	xxxx	
I Truck/Comb:	xxxx	xxxx		xxxx	xxxx		0.01	0.00		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	xxxx	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		0.50	1.00		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		1.50	2.00		xxxx	xxxx	
Adj Vol.:	49	0	23	0	0	0	0	311	139	58	456	0
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	889	xxxx	380	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	450	xxxx	xxxxx
Potent Cap.:	324	xxxx	888	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1046	xxxx	xxxxx
Adj Cap:	0.92	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	299	xxxx	888	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1046	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	14.2	xxxx	4.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	378	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.0			0.0			0.0			0.4	

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #198 Canyon Road/Walker Road

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.924
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 23.6
Optimal Cycle: 122 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	2
Volume Module:												
Base Vol:	4	0	11	471	2	46	84	1373	1	7	1044	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	11	471	2	46	84	1373	1	7	1044	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	0	12	515	2	50	92	1502	1	8	1142	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	12	515	2	50	92	1502	1	8	1142	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	4	0	12	515	2	50	92	1577	1	8	1199	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	1.00	0.64	0.78	0.78	0.78	0.92	0.97	0.97	0.93	0.98	0.83
Lanes:	0.25	0.00	0.75	0.91	0.01	0.08	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	304	0	912	1353	5	131	1752	3687	2	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.38	0.38	0.38	0.05	0.43	0.43	0.00	0.32	0.29
Crit Moves:					****			****		****		
Green/Cycle:	0.41	0.00	0.41	0.41	0.41	0.41	0.07	0.46	0.46	0.00	0.40	0.40
Volume/Cap:	0.03	0.00	0.03	0.92	0.92	0.92	0.80	0.92	0.92	0.92	0.80	0.72
Level Of Service Module:												
Delay/Veh:	11.3	0.0	11.3	32.3	32.3	32.3	50.7	22.8	22.8	213.9	19.3	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	0.0	11.3	32.3	32.3	32.3	50.7	22.8	22.8	213.9	19.3	18.9
Queue:	0	0	0	17	0	3	3	45	0	1	31	11

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #199 Beaverton-Hillsdale Hwy/Western Avenue

****

Cycle (sec): 120 Critical Vol./Cap. (X): 1.340
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 161.7
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Round			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1 0	0	0	0 0 0	0	0	1 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	367	0	519	0	0	0	0	1337	292	590	1211	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	0	519	0	0	0	0	1337	292	590	1211	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	390	0	552	0	0	0	0	1421	310	627	1287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	0	552	0	0	0	0	1421	310	627	1287	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	390	0	552	0	0	0	0	1492	326	627	1351	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.95	0.95	0.93	0.98	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.64	0.36	1.00	2.00	0.00
Final Sat.:	1770	0	1583	0	0	0	0	2966	648	1770	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.35	0.00	0.00	0.00	0.00	0.50	0.50	0.35	0.36	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.38	0.38	0.26	0.64	0.00
Volume/Cap:	0.85	0.00	1.34	0.00	0.00	0.00	0.00	1.34	1.34	1.34	0.57	0.00
Level Of Service Module:												
Delay/Veh:	31.6	0.0	253.1	0.0	0.0	0.0	0.0	242	242.5	259.0	8.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	0.0	253.1	0.0	0.0	0.0	0.0	242	242.5	259.0	8.1	0.0
Queue:	14	0	56	0	0	0	0	151	35	63	26	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #200 Allen Boulevard/Western Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 3.032
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 2279.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 1	1 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	468	0	707	416	766	0	0	728	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	468	0	707	416	766	0	0	728	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	522	0	788	464	854	0	0	812	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	522	0	788	464	854	0	0	812	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	522	0	788	464	854	0	0	852	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.83	0.11	0.97	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1752	0	1568	203	1845	0	0	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.50	2.29	0.46	0.00	0.00	0.23	0.21
Crit Moves:						****	****					
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.75	0.75	0.00	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	1.80	0.00	3.03	3.03	0.61	0.00	0.00	0.30	0.28
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	950.8	0.0	6561	6513	4.0	0.0	0.0	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	950.8	0.0	6561	6513	4.0	0.0	0.0	2.5	2.5
Queue:	0	0	0	114	0	650	xxxx	11	0	0	8	3

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #202 Laurelwood Avenue/Beaverton-Hillsdale Hwy

Cycle (sec): 90 Critical Vol./Cap. (X): 1.252
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0 0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	64	103	85	181	76	43	32	1339	106	99	1219	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	103	85	181	76	43	32	1339	106	99	1219	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	66	106	88	187	78	44	33	1382	109	102	1258	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	106	88	187	78	44	33	1382	109	102	1258	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	66	106	88	187	78	44	33	1451	115	102	1321	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.44	0.44	0.44	0.07	0.98	0.98	0.07	0.97	0.97
Lanes:	0.25	0.41	0.34	0.61	0.25	0.14	1.00	1.85	0.15	1.00	1.75	0.25
Final Sat.:	325	522	433	511	213	120	132	3451	274	132	3232	455
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.37	0.37	0.37	0.25	0.42	0.42	0.77	0.41	0.41
Crit Moves:					****					****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.70	0.70	0.70	1.25	1.25	1.25	0.41	0.68	0.68	1.25	0.66	0.66
Level Of Service Module:												
Delay/Veh:	22.1	22.1	22.1	191.9	192	191.9	7.4	7.9	7.9	230.1	7.7	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.1	22.1	191.9	192	191.9	7.4	7.9	7.9	230.1	7.7	7.7
Queue:	2	3	2	15	7	5	0	24	2	11	22	3

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #203 Hall Boulevard/Denney Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.174
Lo88 Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 69.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L		T		R		L		T		R		L		T		R		L		T		R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:		Ovl						Include						Include						Ovl				
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	2	0	1		1	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	1268		653		152	1277		0		0		0		0		0		940		0		277	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	1268		653		152	1277		0		0		0		0		0		940		0		277	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.93	0.93		0.93		0.93	0.93		0.93		0.93		0.93		0.93		0.93		0.93		0.93		0.93	
PHF Volume:	0	1365		703		164	1375		0		0		0		0		0		1012		0		298	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Reduced Vol:	0	1365		703		164	1375		0		0		0		0		0		1012		0		298	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.05		1.00		1.00	1.05		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	0	1433		703		164	1443		0		0		0		0		0		1012		0		298	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	1.00	0.99		0.84		0.94	0.99		1.00		1.00		1.00		1.00		1.00		0.95		1.00		0.85	
Lanes:	0.00	2.00		1.00		1.00	2.00		0.00		0.00		0.00		0.00		0.00		1.00		0.00		1.00	
Final Sat.:	0	3762		1599		1787	3762		0		0		0		0		0		1805		0		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.38		0.44		0.09	0.38		0.00		0.00		0.00		0.00		0.00		0.56		0.00		0.18	
Crit Moves:		tttt				****													tttt					
Green/Cycle:	0.00	0.32		0.80		0.08	0.40		0.00		0.00		0.00		0.00		0.00		0.48		0.00		0.56	
Volume/Cap:	0.00	1.17		0.55		1.17	0.95		0.00		0.00		0.00		0.00		0.00		1.17		0.00		0.33	
Level Of Service Module:																								
Delay/Veh:	0.0	114		2.7		168.2	28.7		0.0		0.0		0.0		0.0		0.0		112.9		0.0		7.9	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0	114		2.7		168.2	28.7		0.0		0.0		0.0		0.0		0.0		112.9		0.0		7.9	
Queue:	0	84		7		12	44		0		0		0		0		0		63		0		5	

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #205 Denney Road/Hwy 217 SB ramps

Average Delay (sec/veh): 25.6 Worst Case Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L		T		R		L		T		R		L		T		R		L		T		R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:		Include						Include						Include						Include				
Lanes:	0	0	0	0	0		0	1	0	0	1		0	0	0	1	0		1	0	1	0	0	
Volume Module:																								
Base Vol:	0	0		0		90	5		518		0		619		171		176		592		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:	0	0		0		90	5		518		0		619		171		176		592		0			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92		0.92		0.92		0.92		0.92		0.92			
PHF Volume:	0	0		0		97	5		561		0		670		185		190		641		0			
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			
Final Vol.:	0	0		0		97	5		561		0		670		185		190		641		0			
Adjusted Volume Module:																								
Grade:		0%						0%						0%						0%				
% Cycle/Cars:	xxxx	xxxx				0.00	0.97				0.00	0.96					0.00	0.99						
% Truck/Comb:	xxxx	xxxx				0.03	0.00				0.04	0.00					0.01	0.00						
PCE Adj:	1.10	1.10		1.10		xxxx	xxxx		xxxxx		xxxx	1.00		1.00			xxxx	1.00		1.00				
Cycl/Car PCE:	xxxx	xxxx				0.50	1.00				0.50	1.00					0.50	1.00						
Trck/Cmb PCE:	xxxx	xxxx				1.50	2.00				1.50	2.00					1.50	2.00						
Adj Vol.:	0	0		0		99	5		569		0		670		185		191		641		0			
Critical Gap Module:																								
MoveUp Time:	xxxxx	xxxx		xxxxx		3.4	3.3		2.6		xxxxx	xxxx		xxxxx			2.1	xxxx		xxxxx				
Critical Gp:	xxxxx	xxxx		xxxxx		6.5	6.0		5.5		xxxxx	xxxx		xxxxx			5.0	xxxx		xxxxx				
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx		1594	1686		641		xxxx	xxxx		xxxxx			855	xxxx		xxxxx				
Potent cap.:	xxxx	xxxx		xxxxx		126	142		656		xxxx	xxxx		xxxxx			671	xxxx		xxxxx				
Adj Cap:	xxxx	xxxx		xxxxx		0.71	0.71		1.00		xxxx	xxxx		xxxxx			1.00	xxxx		xxxxx				
Move Cap.:	xxxx	xxxx		xxxxx		90	102		656		xxxx	xxxx		xxxxx			671	xxxx		xxxxx				
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx		xxxxx		396.2	37.4		34.6		xxxxx	xxxx		xxxxx			7.5	xxxx		xxxxx				
LOS by Move:	*	*		*		F	F		E		*	*		*			B	*		*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT		LT	-	LTR	-	RT			
Shared Cap.:	xxxx	xxxx		xxxxx		91	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx				
Shrd StpDel:	xxxxx	xxxx		xxxxx		464.6	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx				
Shared LOS:	*	*		*		F	F		*		*	*		*			*	*		F				
ApproachDel:		0.0					87.7					0.0						1.7						

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #207 Denney Road/Hwy 217 NB ramps

Average Delay (sec/veh): 900.6 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	1! 0	0	1 0	1	0 0	0 0	0 1	0
Volume Module:												
Base Vol:	222	4	191	0	0	0	408	312	0	0	531	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	4	191	0	0	0	408	312	0	0	531	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	255	5	219	0	0	0	468	358	0	0	610	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	255	5	219	0	0	0	468	358	0	0	610	145
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.98		xxxx	xxxx		0.00	0.97		0.00	0.99	
% Truck/Comb:	0.02	0.00		xxxx	xxxx		0.03	0.00		0.01	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	1.10	1.10	1.10	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		xxxx	xxxx		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		xxxx	xxxx		1.50	2.00		1.50	2.00	
Adj Vol.:	257	5	221	0	0	0	475	358	0	0	610	145
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	Xxxxx	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1509	1581	358	xxxx	xxxx	xxxxx	754	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	142	161	912	xxxx	xxxx	xxxxx	749	Xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	0.37	0.37	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	52	59	912	xxxx	xxxx	xxxxx	749	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	7218	66.1	5.2	xxxxx	xxxx	xxxxx	12.7	Xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	•	*	B	*	*	*	C	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	52	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	7357	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	Xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	•	*	*	*	*	*	*	*	*	*
ApproachDel:	3845.5			0.0			7.3			0.0		

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #214 Denney Road/Scholls Perry Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.981
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 166 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Right8:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	167	730	1	2	933	347	242	6	131	0	4	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	730	1	2	933	347	242	6	131	0	4	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	171	746	1	2	953	354	247	6	134	0	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	746	1	2	953	354	247	6	134	0	4	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	746	1	2	953	354	247	6	134	0	4	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.83	0.80	0.80	0.80	1.00	0.87	0.87
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	0.64	0.01	0.35	0.00	0.80	0.20
Final Sat.:	1770	1860	2	1770	1863	1583	970	24	526	0	1322	331
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.40	0.00	0.51	0.22	0.25	0.25	0.25	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.62	0.62	0.00	0.52	0.52	0.26	0.26	0.26	0.00	0.26	0.26
Volume/Cap:	0.98	0.65	0.65	0.65	0.98	0.43	0.98	0.98	0.98	0.00	0.01	0.01
Level Of Service Module:												
Delay/Veh:	75.9	8.8	8.8	142.5	33.3	9.7	53.9	53.9	53.9	0.0	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	8.8	8.8	142.5	33.3	9.7	53.9	53.9	53.9	0.0	17.8	17.8
Queue:	8	14	0	0	32	6	10	1	6	0	0	0

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #215 Allen Boulevard/Scholls Ferry Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.169
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 89.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	62	718	154	147	720	145	201	609	82	249	654	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	718	154	147	720	145	201	609	82	249	654	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	64	740	159	152	742	149	207	628	85	257	674	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	740	159	152	742	149	207	628	85	257	674	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	740	159	152	742	149	207	628	85	257	674	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.94	0.99	0.84	0.94	0.97	0.97	0.94	0.99	0.84
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1770	1863	1583	1787	1881	1599	1787	1624	220	1787	1881	1599
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.10	0.09	0.39	0.09	0.12	0.39	0.39	0.14	0.36	0.20
Crit Moves:		****		****				****		****		
Green/Cycle:	0.03	0.34	0.46	0.07	0.38	0.49	0.11	0.33	0.33	0.12	0.34	0.42
Volume/Cap:	1.04	1.17	0.22	1.17	1.04	0.19	1.04	1.17	1.17	1.17	1.04	0.48
Level Of Service Module:												
Delay/Veh:	144.2	122	12.5	173.9	62.3	11.2	98.3	123	123.2	153.5	65.3	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	144.2	122	12.5	173.9	62.3	11.2	98.3	123	123.2	153.5	65.3	16.9
Queue:	5	49	3	12	35	3	12	42	7	18	32	8

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #218 Hall Boulevard/Hart Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 127 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	272	1479	0	0	1588	565	284	0	132	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	1479	0	0	1588	565	284	0	132	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	296	1608	0	0	1726	614	309	0	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1608	0	0	1726	614	309	0	143	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	296	1688		0	1812	614	309	0	143	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	1.00	1.00	0.99	0.84	0.94	1.00	0.84	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1787	3762	0	0	3762	1599	1787	0	1599	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.45	0.00	0.00	0.48	0.38	0.17	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.18	0.69	0.00	0.00	0.52	0.70	0.19	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.93	0.65	0.00	0.00	0.93	0.55	0.93	0.00	0.25	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	50.1	5.9	0.0	0.0	21.0	5.1	49.2	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	5.9	0.0	0.0	21.0	5.1	49.2	0.0	14.4	0.0	0.0	0.0
Queue:	11	26	0	0	51	8	11	0	3	0	0	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #219 Murray Boulevard/Hart Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.258
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 106.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	205	1229	48	29	1792	336	174	139	195	102	500	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	1229	48	29	1792	336	174	139	195	102	500	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	222	1329	52	31	1937	363	188	150	211	110	541	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1329	52	31	1937	363	188	150	211	110	541	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	222	1395	54	31	2034	363	188	150	211	110	541	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.94	0.99	0.84	0.93	0.98	0.83	0.95	1.00	0.85
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1770	3551	137	1787	3762	1599	1770	1863	1583	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.39	0.02	0.54	0.23	0.11	0.08	0.13	0.06	0.28	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.51	0.51	0.02	0.43	0.51	0.08	0.21	0.31	0.10	0.23	0.25
Volume/Cap:	1.26	0.78	0.78	0.78	1.26	0.44	1.26	0.38	0.43	0.63	1.26	0.12
Level Of Service Module:												
Delay/Veh:	216.4	14.4	14.4	70.4	166	10.1	223.3	22.0	18.0	32.7	188	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	216.4	14.4	14.4	70.4	166	10.1	223.3	22.0	18.0	32.7	188	18.8
Queue:	18	32	2	1	157	6	16	4	5	3	42	1

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
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Level Of Service Computation Report
1994 HCM Operations Met-hod (Base Volume Alternative)

Intersection #220 Hart Road/155th Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 1.751
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 538.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	93	48	108	22	104	14	9	409	148	245	773	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	48	108	22	104	14	9	409	148	245	773	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	105	54	122	25	117	16	10	462	167	277	872	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	54	122	25	117	16	10	462	167	277	872	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	54	122	25	117	16	10	462	167	277	872	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.52	0.52	0.75	0.75	0.75	0.77	0.77	0.77	0.35	0.52	0.35
Lanes:	0.37	0.19	0.44	0.16	0.74	0.10	0.02	0.72	0.26	0.32	0.66	0.02
Final Sat.:	371	191	431	225	1054	144	23	1054	381	209	657	14
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.11	0.11	0.11	0.44	0.44	0.44	1.33	1.33	1.33
Crit Moves:		****									****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	1.75	1.75	1.75	0.69	0.69	0.69	0.58	0.58	0.58	1.75	1.75	1.75
Level Of Service Module:												
Delay/Veh:	880.4	880	880.4	31.1	31.1	31.1	3.9	3.9	3.9	818.2	818	818.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	880.4	880	880.4	31.1	31.1	31.1	3.9	3.9	3.9	818.2	818	818.2
Queue:	24	13	27	1	4	1	0	6	2	XXXX	XXXX	XXXXX

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #221 Hart-Bany/170th Avenue

Cycle (sec): 1 Critical Vol./Cap. (X): 1.46
Loss Time (sec): 0 Average Delay (sec/veh) 15.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1 1 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	331	42	232	541	129	63	160	48	43	297	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	331	42	232	541	129	63	160	48	43	297	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	42	363	46	254	593	141	69	175	53	47	326	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	363	46	254	593	141	69	175	53	47	326	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	363	46	254	593	141	69	175	53	47	326	162
Saturation Flow Module:												
Sat/Lane:	590	590	590	702	702	702	407	407	407	370	370	370
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane6:	0.09	0.81	0.10	0.26	0.60	0.14	0.23	0.59	0.18	0.09	0.61	0.30
Final Sat.:	55	475	60	180	421	100	95	240	73	33	225	112
Capacity Analysis Module:												
Vol/Sat:	0.76	0.76	0.76	1.41	1.41	1.41	0.73	0.73	0.73	1.45	1.45	1.45
Crit Moves:		****				****	****					****
Level Of Service Module:												
Delay/Veh:	18.3	18.3	18.3	210.2	210	210.2	16.0	16.0	16.0	243.4	243	243.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	18.3	18.3	210.2	210	210.2	16.0	16.0	16.0	243.4	243	243.4
LOS by Move:	C	C	C	F	F	F	C	C	C	F	F	F

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #222 Hart Road/Sorrento Avenue

Cycle (sec): 1 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 12 Average Delay (sec/veh) 14.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 1	0 0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	86	0	77	0	0	0	0	172	142	174	546	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	0	77	0	0	0	0	172	142	174	546	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	91	0	82	0	0	0	0	182	150	184	578	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	0	82	0	0	0	0	182	150	184	578	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	0	82	0	0	0	0	182	150	184	578	0
Saturation Flow Module:												
Sat/Lane:	327	327	327	0	0	0	694	694	694	959	959	959
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.00	0.47	0.00	0.00	0.00	0.00	0.55	0.45	0.24	0.76	0.00
Final Sat.:	172	0	155	0	0	0	0	380	314	232	727	0
Capacity Analysis Module:												
Vol/Sat:	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.48	0.48	0.79	0.79	0.00
Crit Moves:			****			****			****	****		
Level Of Service Module:												
Delay/Veh:	7.5	0.0	7.5	0.0	0.0	0.0	0.0	6.2	6.2	20.5	20.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	0.0	7.5	0.0	0.0	0.0	0.0	6.2	6.2	20.5	20.5	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	D	D	*

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #223 Brockman Road/Sorrento Avenue

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			75	0	101			16	445	0			0	940	105		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			75	0	101			16	445	0			0	940	105		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.91	0.91	0.91			0.91	0.91	0.91			0.91	0.91	0.91			0.91	0.91	0.91		
PHF Volume:	0	0	0			83	0	111			18	491	0			0	1036	116		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	0			83	0	111			18	491	0			0	1036	116		
Adjusted Volume Module:																				
Grade:	0%					0%					0%					0%				
Cycle/Cars:	xxxx	xxxx				0.00	0.99				0.00	0.99				0.00	0.99			
Truck/Comb:	xxxx	xxxx				0.01	0.00				0.01	0.00				0.01	0.00			
PCE Adj:	1.10	1.10	1.10			xxxx	xxxx	xxxxx			xxxx	1.00	1.00			xxxx	1.00	1.00		
Cycl/Car PCE:	xxxx	xxxx				0.50	1.00				0.50	1.00				0.50	1.00			
Trck/Cmb PCE:	xxxx	xxxx				1.50	2.00				1.50	2.00				1.50	2.00			
Adj Vol.:	0	0	0			83	0	112			18	491	0			0	1036	116		
Critical Gap Module:																				
MoveUp Time:	xxxxx	xxxx	xxxxx			3.4	xxxx	2.6			2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Critical Gp:	xxxxx	xxxx	xxxxx			6.5	xxxx	5.5			5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			1603	xxxx	1094			1152	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx			125	xxxx	386			484	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Adj Cap:	xxxx	xxxx	xxxxx			0.96	xxxx	1.00			1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx			120	xxxx	386			484	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Level Of Service Module:																				
Stopped Del:	xxxxx	xxxx	xxxxx			89.2	xxxx	13.1			7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*			F	*	C			B	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	0.0					45.5					0.3					0.0				

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #224 Murray Boulevard/Brockman Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.015
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	105	1199	113			124	1456	130			53	208	82			176	459	101		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	105	1199	113			124	1456	130			53	208	82			176	459	101		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.94	0.94	0.94			0.94	0.94	0.94			0.94	0.94	0.94			0.94	0.94	0.94		
PHF Volume:	111	1270	120			131	1542	138			56	220	87			186	486	107		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	111	1270	120			131	1542	138			56	220	87			186	486	107		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.05	1.05			1.00	1.05	1.05			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	111	1334	126			131	1619	145			56	220	87			186	486	107		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.93	0.97	0.97			0.94	0.98	0.98			0.11	0.92	0.92			0.27	0.95	0.95		
Lanes:	1.00	1.83	0.17			1.00	1.84	0.16			1.00	0.72	0.28			1.00	0.82	0.18		
Final Sat.:	1770	3370	318			1787	3419	306			201	1257	497			522	1481	326		
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.40	0.40			0.07	0.47	0.47			0.28	0.18	0.18			0.36	0.33	0.33		
Crit Moves:	****						****									****				
Green/Cycle:	0.06	0.45	0.45			0.08	0.47	0.47			0.35	0.35	0.35			0.35	0.35	0.35		
Volume/Cap:	1.01	0.89	0.89			0.89	1.01	1.01			0.79	0.50	0.50			1.01	0.93	0.93		
Level Of Service Module:																				
Delay/Veh:	101.6	21.0	21.0			59.0	37.3	37.3			47.6	17.0	17.0			76.6	35.4	35.4		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	101.6	21.0	21.0			59.0	37.3	37.3			47.6	17.0	17.0			76.6	35.4	35.4		
Queue:	6	37	5			5	58	7			2	5	2			9	16	5		

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #225 Murray Boulevard/Maverick Terrace

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			nest Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 1 0			1 0 2 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	1336	12	32	1733	0	0	0	0	7	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1336	12	32	1733	0	0	0	0	7	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	1501	13	36	1947	0	0	0	0	8	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	1501	13	36	1947	0	0	0	0	8	0	10
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.98		0.00	0.99		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	0.02	0.00		0.01	0.00		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	0.50	1.00		0.50	1.00		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	1501	13	36	1947	0	0	0	0	9	0	11
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6
Critical Gp:	xxxxx	xxxx	xxxxx	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.0	xxxx	5.5
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1515	xxxx	xxxxx	xxxx	xxxx	xxxxx	3491	xxxx	757
Potent Cap.:	xxxx	xxxx	xxxxx	264	xxxx	xxxxx	xxxx	xxxx	xxxxx	6	xxxx	572
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.86	xxxx	1.00
Move Cap.:	xxxx	xxxx	xxxxx	264	xxxx	xxxxx	xxxx	xxxx	Mxxx	5	xxxx	572
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	15.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2493	xxxx	6.4
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	12	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1730	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	0.0			0.3			0.0			1094.2		

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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #226 155th Avenue/Nora-Beard (Brockman)

Cycle (sec): 1 Critical Vol./Cap. (X): 0.905
Loss Time (sec): 0 Average Delay (sec/veh) 18.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	1	90	45	111	154	15	7	97	2	74	257	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	90	45	111	154	15	7	97	2	74	257	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	1	99	49	122	169	16	8	106	2	81	282	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	99	49	122	169	16	8	106	2	81	282	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	99	49	122	169	16	8	106	2	81	282	189
Saturation Flow Module:												
Sat/Lane:	362	362	362	576	576	576	534	534	534	610	610	610
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.66	0.33	0.40	0.55	0.05	0.07	0.91	0.02	0.15	0.51	0.34
Final Sat.:	2	241	119	229	317	30	37	488	9	90	312	209
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.53	0.53	0.53	0.22	0.22	0.22	0.90	0.90	0.90
Crit Moves:			****			****			****			****
Level Of Service Module:												
Delay/Veh:	4.8	4.8	4.8	7.6	7.6	7.6	2.3	2.3	2.3	31.1	31.1	31.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.8	4.8	4.8	7.6	7.6	7.6	2.3	2.3	2.3	31.1	31.1	31.1
LOS by Move:	A	A	A	B	B	B	A	A	A	E	E	E

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #227 Brockman Road/125th Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 2.092
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 1419.6
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	244	326	68	41	378	167	155	223	134	173	645	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	326	68	41	378	167	155	223	134	173	645	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	277	370	77	46	429	189	176	253	152	196	731	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	370	77	46	429	189	176	253	152	196	731	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	277	370	77	46	429	189	176	253	152	196	731	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.96	0.96	0.86	0.86	0.86	0.27	0.27	0.84	0.42	0.42	0.42
Lanes:	0.78	1.01	0.21	0.07	0.65	0.28	0.41	0.59	1.00	0.20	0.75	0.05
Final Sat.:	1385	1850	385	113	1056	465	208	300	1599	159	592	44
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.41	0.41	0.41	0.84	0.84	0.10	1.23	1.23	1.23
Crit Moves:			****		****						****	
Green/Cycle:	0.10	0.10	0.10	0.19	0.19	0.19	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	2.09	2.09	2.09	2.09	2.09	2.09	1.43	1.43	0.16	2.09	2.09	2.09
Level Of Service Module:												
Delay/Veh:	1715	1715	1715	1714	1714	1714	347.6	348	6.0	1690	1690	1690
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1715	1715	1715	1714	1714	1714	347.6	348	6.0	1690	1690	1690
Queue:	92	121	28	18	143	65	29	41	2	XXXX	XXXX	XXXXX

****

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Beaverton Transportation System Plan
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #229 Hall Boulevard/Greenway

****

Cycle (sec): 120 Critical Vol./Cap. (X): 1.125
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 59.5
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	146	1	299	6	46	4	3	567	386	808	1279	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1	299	6	46	4	3	567	386	808	1279	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	160	1	328	7	50	4	3	622	424	887	1404	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1	328	7	50	4	3	622	424	887	1404	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	160	1	328	7	50	4	3	654	445	887	1474	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.84	0.84	0.60	0.60	0.60	0.94	0.93	0.93	0.94	0.98	0.98
Lanes:	1.00	0.01	0.99	0.11	0.82	0.07	1.00	1.19	0.81	1.00	1.92	0.08
Final Sat.:	1524	5	1594	130	929	74	1787	2105	1432	1787	3579	146
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.21	0.05	0.05	0.05	0.00	0.31	0.31	0.50	0.41	0.41
Crit Moves:		****						****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.00	0.28	0.28	0.44	0.71	0.71
Volume/Cap:	0.57	1.13	1.13	0.29	0.29	0.29	0.58	1.13	1.13	1.13	0.58	0.58
Level Of Service Module:												
Delay/Veh:	31.0	120	120.1	27.6	27.6	27.6	94.6	96.0	96.0	92.2	5.6	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	120	120.1	27.6	27.6	27.6	94.6	96.0	96.0	92.2	5.6	5.6
Queue:	5	0	21	0	1	0	0	39	27	53	24	1

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #230 Hall Boulevard/Nimbus Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 1.020
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	448	62	349	235	109	158	33	696	194	241	1472	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	62	349	235	109	158	33	696	194	241	1472	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	472	65	368	248	115	166	35	733	204	254	1551	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	65	368	248	115	166	35	733	204	254	1551	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	472	65	368	248	115	166	35	770	215	254	1629	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.86	0.86	0.92	0.88	0.88	0.93	0.95	0.95	0.94	0.99	0.84
Lanes:	1.00	0.15	0.85	1.00	0.41	0.59	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1787	246	1391	1752	687	992	1770	2825	789	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.14	0.17	0.17	0.02	0.27	0.21	0.14	0.43	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.28	0.28	0.15	0.16	0.16	0.02	0.29	0.29	0.15	0.42	0.42
Volume/Cap:	1.02	0.96	0.96	0.96	1.02	1.02	1.02	0.93	0.93	0.93	1.02	0.15
Level Of Service Module:												
Delay/Veh:	66.4	51.4	51.4	65.9	80.1	80.1	166.0	37.4	37.4	59.4	44.5	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	51.4	51.4	65.9	80.1	80.1	166.0	37.4	37.4	59.4	44.5	13.8
Queue:	22	4	16	11	7	9	3	29	9	11	68	2

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #232 Scholls Ferry Road/Hall Boulevard

Cycle (sec): 110 Critical Vol./Cap. (X): 1.319
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 151.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	549	537	252	230	532	143	208	934	323	344	678	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	549	537	252	230	532	143	208	934	323	344	678	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	582	569	267	244	564	152	221	990	343	365	719	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	582	569	267	244	564	152	221	990	343	365	719	178
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	582	598	281	244	592	159	221	1040	360	365	755	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.93	0.95	0.95	0.94	0.95	0.95	0.93	0.95	0.95
Lanes:	1.00	1.36	0.64	1.00	1.58	0.42	1.00	1.49	0.51	1.00	1.60	0.40
Final Sat.:	1787	2432	1143	1770	2849	765	1787	2683	929	1770	2896	717
Capacity Analysis Module:												
Vol/Sat:	0.33	0.25	0.25	0.14	0.21	0.21	0.12	0.39	0.39	0.21	0.26	0.26
Crit Moves:	****				****			****		****		
Green/Cycle:	0.25	0.26	0.26	0.15	0.16	0.16	0.14	0.29	0.29	0.16	0.31	0.31
Volume/Cap:	1.32	0.95	0.95	0.95	1.32	1.32	0.85	1.32	1.32	1.32	0.85	0.85
Level Of Service Module:												
Delay/Veh:	239.4	39.4	39.4	60.9	238	238.3	45.5	226	226.3	253.2	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	239.4	39.4	39.4	60.9	238	238.3	45.5	226	226.3	253.2	27.9	27.9
Queue:	54	22	11	10	54	16	8	95	35	34	24	7

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #236 Scholls Ferry Road/125th Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 1.514
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 280.7
Optimal Cycle: 180 Level of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	306	214	72	160	173	403	234	1220	93	94	1986	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	214	72	160	173	403	234	1220	93	94	1986	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	326	228	77	170	184	429	249	1299	99	100	2115	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	228	77	170	184	429	249	1299	99	100	2115	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	326	228	77	170	184	429	249	1364	104	100	2221	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.95	0.90	0.90	0.93	0.97	0.97	0.94	0.99	0.84
Lanes:	1.00	1.00	1.00	1.00	0.30	0.70	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1787	1881	1599	1805	513	1197	1770	3427	261	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.18	0.12	0.05	0.09	0.36	0.36	0.14	0.40	0.40	0.06	0.59	0.11
Crit Moves:	****				tttt		tttt				tttt	
Green/Cycle:	0.12	0.20	0.26	0.16	0.24	0.24	0.09	0.42	0.42	0.06	0.39	0.55
Volume/Cap:	1.51	0.60	0.18	0.60	1.51	1.51	1.51	0.94	0.94	0.94	1.51	0.20
Level Of Service Module:												
Delay/Veh:	475.9	25.4	18.6	28.0	454	454.5	487.8	26.3	26.3	79.4	434	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	475.9	25.4	18.6	28.0	454	454.5	487.8	26.3	26.3	79.4	434	7.5
Queue:	45	6	2	5	27	59	35	41	5	5	311	2

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #237 Scholls Ferry Road/Nimbus Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 1.167
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 74.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	140	34	233	614	45	581	118	1376	74	78	1876	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	34	233	614	45	581	118	1376	74	78	1876	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	142	35	237	625	46	591	120	1400	75	79	1908	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	35	237	625	46	591	120	1400	75	79	1908	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	142	35	237	656	48	591	120	1470	75	79	2004	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.95	0.95	0.84	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	0.80	0.20	1.00	1.86	0.14	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1449	357	1599	3366	246	1599	1770	3725	1583	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.15	0.19	0.19	0.37	0.07	0.39	0.05	0.04	0.54	0.06
Crit Moves:			****			tttt	****				tttt	
Green/Cycle:	0.09	0.09	0.14	0.26	0.26	0.32	0.06	0.47	0.56	0.05	0.46	0.72
Volume/Cap:	1.10	1.10	1.05	0.75	0.75	1.17	1.17	0.85	0.09	0.85	1.17	0.08
Level Of Service Module:												
Delay/Veh:	130.6	131	94.6	28.9	28.9	125.6	183.5	21.1	8.1	68.2	106	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.6	131	94.6	28.9	28.9	125.6	183.5	21.1	8.1	68.2	106	3.2
Queue:	10	3	13	21	2	39	10	45	1	4	131	1

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #238 Murray Boulevard/Old Scholls Ferry Road

Cycle (sec): 110 Critical Vol./Cap. (X): 1.105
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 69.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	98	594	30	606	493	613	387	402	56	43	1016	693
Grnwth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	594	30	606	493	613	387	402	56	43	1016	693
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	104	633	32	645	525	653	412	428	60	46	1082	738
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	633	32	645	525	653	412	428	60	46	1082	738
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	104	664	34	678	525	653	412	450	60	46	1136	738
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.92	0.97	0.83	0.93	0.98	0.83	0.94	0.99	0.84
Lanes:	1.00	1.90	0.10	1.73	1.27	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3579	183	3029	2346	1568	1770	3725	1583	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.22	0.22	0.42	0.23	0.12	0.04	0.03	0.30	0.46
Crit Moves:		****			****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.20	0.20	0.41	0.21	0.21	0.38	0.27	0.27	0.48
Volume/Cap:	0.34	1.10	1.10	1.10	1.10	1.01	1.10	0.57	0.10	0.09	1.10	0.97
Level Of Service Module:												
Delay/Veh:	26.4	93.4	93.4	85.3	85.3	49.9	01.2	25.9	14.3	19.3	83.4	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	93.4	93.4	85.3	85.3	49.9	101.2	25.9	14.3	19.3	83.4	37.0
Queue:	3	35	3	36	28	27	23	13	1	1	58	27

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #239 Old Scholls Ferry Road/Davies Road

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1 1	0 0	1 0	0 1	0	1 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	127	22	366	65	22	32	20	1124	187	548	1670	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	22	366	65	22	32	20	1124	187	548	1670	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	137	24	396	70	24	35	22	1216	202	593	1807	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	137	24	396	70	24	35	22	1216	202	593	1807	192
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		0.00	0.99		0.00	0.98		0.00	0.99	
% Truck/Comb:	xxxx	xxxx		0.01	0.00		0.02	0.00		0.01	0.00	
PCE Adj:	1.10	1.10	1.10	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	xxxx	xxxx		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	151	26	436	71	24	35	22	1216	202	596	1807	192
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	7.0	6.5	5.5	7.0	6.5	5.5	5.5	xxxx	xxxxx	5.5	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	3752	3931	709	3650	3841	904	1999	xxxx	xxxxx	1419	xxxx	xxxxx
Potent Cap.:	4	5	605	5	6	482	145	xxxx	xxxxx	297	xxxx	xxxxx
Adj Cap:	1.49	5.68	1.00	0.26	5.68	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	6	31	605	1	35	482	145	xxxx	xxxxx	297	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	38748	358	17.0	xxxxx	271	8.0	29.2	xxxx	xxxxx	1833	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	D	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	24	xxxxx	xxxx	xxxx	78	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	158.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	F	*	*	*	*	*	*
ApproachDel:	9582.7			xxxxxx			0.4			421.1		

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #241 Scholls Ferry/Old Scholls Ferry (east)

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.933
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 142 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	1	1 0	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	47	0	249	0	0	0	0	950	65	308	1405	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	249	0	0	0	0	950	65	308	1405	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	52	0	275	0	0	0	0	1047	72	340	1549	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	275	0	0	0	0	1047	72	340	1549	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05
Final Vol.:	52	0	275	0	0	0	0	1047	72	340	1627	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.80	1.00	1.00	1.00	1.00	0.95	0.95	0.93	0.98	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.94	0.06	1.00	2.00	0.00
Final Sat.:	1792	0	1524	0	0	1900	1900	1692	116	1770	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.18	0.00	0.00	0.00	0.00	0.62	0.62	0.19	0.44	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.03	0.00	0.24	0.00	0.00	0.00	0.00	0.66	0.66	0.21	0.87	0.00
Volume/Cap:	0.93	0.00	0.76	0.00	0.00	0.00	0.00	0.93	0.93	0.93	0.50	0.00
Level Of Service Module:												
Delay/Veh:	106.0	0.0	33.8	0.0	0.0	0.0	0.0	21.1	21.1	52.3	1.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.0	0.0	33.8	0.0	0.0	0.0	0.0	21.1	21.1	52.3	1.3	0.0
Queue:	3	0	9	0	0	0	0	35	4	14	13	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #243 Scholls Ferry/Old Scholls Ferry (west)

****

Average Delay (sec/veh): 370.8 Worst Case Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1 1	0 0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	300	0	346	131	453	0	0	458	584
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	300	0	346	131	453	0	0	458	584
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	0	0	348	0	402	152	526	0	0	532	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	348	0	402	152	526	0	0	532	678
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		0.00	0.98		0.00	0.97		0.00	0.98	
% Truck/Comb:	xxxx	xxxx		0.02	0.00		0.03	0.00		0.02	0.00	
PCE Adj:	1.10	1.10	1.10	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	xxxx	xxxx		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	352	0	406	154	526	0	0	532	678
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1210	xxxx	532	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	211	xxxx	744	454	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.66	xxxx	1.00	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	139	xxxx	744	454	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	2774	xxxx	10.5	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	247	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	3713	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	0.0			1293.7			2.7			0.0		

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #244 Scholls Ferry Road/Walnut Street

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 1 0			0 0 1 1 0 0			0 0 1 1 0 0			1 0 0 1 0		
Volume Module:												
Base Vol:	231	492	24	1	341	148	175	506	141	75	638	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	492	24	1	341	148	175	506	141	75	638	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	273	582	28	1	403	175	207	598	167	89	754	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	273	582	28	1	403	175	207	598	167	89	754	1
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	0.98		xxxx	xxxx		0.00	0.96		0.00	0.97	
% Truck/Comb:	0.02	0.00		xxxx	xxxx		0.04	0.00		0.03	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	1.10	1.10	1.10	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		xxxx	xxxx		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		xxxx	xxxx		1.50	2.00		1.50	2.00	
Adj Vol.:	276	587	29	1	443	192	211	598	167	90	754	1
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	Xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2021	1732	681	2037	1815	755	755	xxxx	xxxxx	765	Xxxx	xxxxx
Potent Cap.:	72	135	625	70	122	574	748	xxxx	xxxxx	741	xxxx	xxxxx
Adj Cap:	0.00	0.43	1.00	0.00	0.43	1.00	1.00	xxxx	Xxxxx	1.00	xxxx	Xxxxx
Move cap.:	0	58	625	0	52	574	748	xxxx	xxxxx	741	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	6.0	xxxxx	xxxx	9.0	6.6	xxxx	xxxxx	5.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	60	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	16577	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	Xxxxx	xxxx	xxxxx
Shared LOS:	F	*	F	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1.4			0.6		

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM operations Method (Base Volume Alternative)

Intersection #250 Hall Boulevard/Hwy 217 SB ramps-Cascade Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 1.122
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 64.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1 0 1			1 0 1 1 0 0			1 0 1 1 0			1 0 2 0 1		
Volume Modul												
Base Vol:	101	23	137	396	79	343	201	903	114	45	1343	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	23	137	396	79	343	201	903	114	45	1343	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	108	24	146	422	84	365	214	962	121	48	1430	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	24	146	422	84	365	214	962	121	48	1430	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	108	24	146	443	84	365	214	1010	127	48	1502	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.91	0.91	0.91	0.93	0.96	0.96	0.94	0.99	0.84
Lanes:	1.00	1.00	1.00	1.33	0.13	0.54	1.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1770	1863	1583	2305	217	943	1770	3243	408	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.09	0.19	0.39	0.39	0.12	0.31	0.31	0.03	0.40	0.02
Crit Moves:			****			****	****				****	
Green/Cycle:	0.06	0.06	0.10	0.34	0.34	0.34	0.11	0.43	0.43	0.04	0.36	0.70
Volume/Cap:	1.05	0.22	0.97	0.56	1.12	1.12	1.12	0.73	0.73	0.73	1.12	0.03
Level Of Service Module:												
Delay/Veh:	122.7	35.0	82.6	20.9	94.1	94.1	133.1	19.7	19.7	58.2	88.2	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.7	35.0	82.6	20.9	94.1	94.1	133.1	19.7	19.7	58.2	88.2	3.6
Queue:	7	1	7	12	7	23	14	29	4	2	84	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #259 Scholls Ferry/Hwy 217 SB ramps

Cycle (sec): 120 critical Vol./Cap. (X): 1.148
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 73.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	1 1	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	117	2	587	0	1181	879	273	1647	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	117	2	587	0	1181	879	273	1647	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	123	2	617	0	1241	923	287	1730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	123	2	617	0	1241	923	287	1730	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.05	1.00
Final Vol.:	0	0	0	123	2	617	0	1365	1016	287	1817	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.93	0.93	0.94	0.99	1.00
Lanes:	0.00	0.00	0.00	0.98	0.02	1.00	0.00	1.72	1.28	1.00	2.00	0.00
Final Sat.:	0	0	0	1573	26	1599	0	3041	2264	1787	3762	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.39	0.00	0.45	0.45	0.16	0.48	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.39	0.39	0.14	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.23	0.23	1.15	0.00	1.15	1.15	1.15	0.91	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	18.6	18.6	113.7	0.0	97.6	97.6	137.7	21.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.6	18.6	113.7	0.0	97.6	97.6	137.7	21.4	0.0
Queue:	0	0	0	3	0	39	0	84	63	19	58	0

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #277 Scholls Ferry/Hwy 217 NB off-ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.908
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh) 22.1
Optimal Cycle: 105 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	0	0 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1295	0	0	1199	0	0	0	0	693	0	638
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1295	0	0	1199	0	0	0	0	693	0	638
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1409	0	0	1305	0	0	0	0	754	0	694
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1409	0	0	1305	0	0	0	0	754	0	694
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1480	0	0	1370	0	0	0	0	754	0	694
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3725	0	0	3725	0	0	0	0	1770	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.43	0.00	0.44
Crit Moves:		****										****
Green/Cycle:	0.00	0.44	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.91	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.88	0.00	0.91
Level Of Service Module:												
Delay/Veh:	0.0	22.7	0.0	0.0	19.1	0.0	0.0	0.0	0.0	22.7	0.0	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.7	0.0	0.0	19.1	0.0	0.0	0.0	0.0	22.7	0.0	25.9
Queue:	0	42	0	0	36	0	0	0	0	21	0	21

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Beaverton Transportation System Plan
2015 BASE Traffic Conditions (existing geometry)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #278 Scholls Ferry/Hwy 217 NB on-ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 1.766
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 451.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	750	970	0	0	772	970	0	0	0	311	884	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	970	0	0	772	970	0	0	0	311	884	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	774	1001	0	0	797	1001	0	0	0	321	912	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	774	1001	0	0	797	1001	0	0	0	321	912	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	774	1051	0	0	837	1001	0	0	0	321	912	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.98	0.83	1.00	1.00	1.00	0.84	0.99	0.84
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1770	3725	0	0	3725	1583	0	0	0	1599	1881	1599
Capacity Analysis Module:												
Vol/Sat:	0.44	0.28	0.00	0.00	0.22	0.63	0.00	0.00	0.00	0.20	0.48	0.24
Crit Moves:	****					****					****	
Green/Cycle:	0.25	0.61	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	1.77	0.47	0.00	0.00	0.63	1.77	0.00	0.00	0.00	0.73	1.77	0.86
Level Of Service Module:												
Delay/Veh:	873.7	7.1	0.0	0.0	17.9	865.2	0.0	0.0	0.0	25.5	870	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	873.7	7.1	0.0	0.0	17.9	865.2	0.0	0.0	0.0	25.5	870	33.1
Queue:	163	16	0	0	20	221	0	0	0	9	194	12

Traffix 6.8.1511 (c) 1995 Dowling Assoc. Licensed to DKS Associates, Portland

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Murray Blvd/Allen Blvd	D	33.2	0.977	D	33.2	0.977	+ 0.000 D/V
# 13 Murray Boulevard/6th Avenue	C	18.4	0.953	C	18.4	0.953	+ 0.000 D/V
# 22 Hall Blvd/Allen Blvd	E	40.1	0.987	E	40.1	0.987	+ 0.000 D/V
# 23 Allen Blvd/Lombard Ave	D	30.6	0.894	D	30.6	0.894	+ 0.000 D/V
# 26 Watson Ave/5th St	B	7.2	0.657	B	7.2	0.657	+ 0.000 D/V
# 28 Hall Boulevard/5th Avenue	B	9.4	0.763	B	9.4	0.763	+ 0.000 D/V
# 33 Murray Blvd/Farmington Rd	E	51.2	1.049	E	51.2	1.049	+ 0.000 D/V
# 34 Farmington Road/Watson Avenue	D	27.3	0.962	D	27.3	0.962	+ 0.000 D/V
# 35 Farmington/Hall Boulevard	E	58.9	1.102	E	58.9	1.102	+ 0.000 D/V
# 37 Farmington Road/Lombard Avenue	D	32.7	0.965	D	32.7	0.965	+ 0.000 D/V
# 41 Allen Blvd/ORE 217 NB ramps	D	28.8	0.967	D	28.8	0.967	+ 0.000 D/V
# 44 Allen Blvd/ORE 217 SB ramps	D	33.1	0.967	D	33.1	0.967	+ 0.000 D/V
# 53 BH Hwy/ORE 217 SB ramps	C	21.0	0.918	C	21.0	0.918	+ 0.000 D/V
# 54 BH Hwy/Griffith Drive	C	18.0	0.886	C	18.0	0.886	+ 0.000 D/V
# 59 BH Hwy/ORE 217 NB ramps	C	24.3	0.872	C	24.3	0.872	+ 0.000 D/V
# 66 Canyon Road/Broadway-117th Ave	D	27.1	0.916	D	27.1	0.916	+ 0.000 D/V
# 67 Canyon Road/ORE 217 SB ramps	D	29.0	0.928	D	29.0	0.928	+ 0.000 D/V
# 69 Canyon Road/ORE 217 NB ramps	C	24.3	0.863	C	24.3	0.863	+ 0.000 D/V
# 76 Canyon Road/Hall Boulevard	D	34.5	0.993	D	34.5	0.993	+ 0.000 D/V
# 81 Canyon Road/Watson Avenue	D	35.7	1.019	D	35.7	1.019	+ 0.000 D/V
# 86 TV Hwy/Hocken Avenue	D	35.9	0.991	D	35.9	0.991	+ 0.000 D/V
# 87 Farmington Road/Hocken Avenue	D	34.6	0.997	D	34.6	0.997	+ 0.000 D/V
# 90 TV Hwy/Murray Boulevard	E	40.3	1.037	E	40.3	1.037	+ 0.000 D/V

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#101 Hall Blvd/Westgate-Center	D	31.7	0.902	D	31.7	0.902	+ 0.000 D/V
#108 Murray Boulevard/Jenkins Road	E	53.4	1.066	E	53.4	1.066	+ 0.000 D/V
#113 Walker Road/ORE 217 NB ramps	D	32.4	0.947	D	32.4	0.947	+ 0.000 D/V
#117 Walker Road/ORE 217 SB ramps	D	27.3	0.935	D	27.3	0.935	+ 0.000 D/V
#125 Cedar Hills Blvd/Hall Blvd	D	39.8	0.985	D	39.8	0.985	+ 0.000 D/V
#126 Cedar Hills Boulevard/Walker R	E	55.9	1.079	E	55.9	1.079	+ 0.000 D/V
#127 Cedar Hills Boulevard/Jenkins	D	29.2	0.896	D	29.2	0.896	+ 0.000 D/V
#130 Farmington Road/Cedar Hills Bo	D	26.8	0.971	D	26.8	0.971	+ 0.000 D/V
#131 Canyon Road/Cedar Hills Boulev	D	36.3	0.994	D	36.3	0.994	+ 0.000 D/V
#133 Canyon Rd./Fred Meyer Access	D	32.1	0.962	D	32.1	0.962	+ 0.000 D/V
#162 Cedar Hills Blvd/Westgate Driv	B	10.4	0.800	B	10.4	0.800	+ 0.000 D/V
#169 Farmington Road/149th Avenue	B	10.4	0.858	B	10.4	0.858	+ 0.000 D/V
#170 TV Highway/153rd Drive	B	9.7	0.782	B	9.7	0.782	+ 0.000 D/V
#171 TV Highway/160th Avenue-Millik	D	35.1	0.995	D	35.1	0.995	+ 0.000 D/V
#174 Jenkins Road/153rd Drive	C	17.5	0.910	C	17.5	0.910	+ 0.000 D/V
#175 Jenkins Road/158th Avenue	D	30.6	0.881	D	30.6	0.881	+ 0.000 D/V
#176 Farmington Road/170th Avenue	D	39.9	0.983	D	39.9	0.983	+ 0.000 D/V
#177 TV Highway/170th Avenue	E	53.7	1.071	E	53.7	1.071	+ 0.000 D/V
#179 Merlo Road/170th Avenue	C	23.5	0.871	C	23.5	0.871	+ 0.000 D/V
#180 Baseline Road/170th Avenue	E	46.8	0.995	E	46.8	0.995	+ 0.000 D/V
#186 Walker Road/158th Avenue	E	42.5	1.020	E	42.5	1.020	+ 0.000 D/V
#187 Walker Road/167th Avenue	B	10.5	0.602	B	10.5	0.602	+ 0.000 D/V
#188 Walker Road/173rd Avenue	E	51.3	1.034	E	51.3	1.034	+ 0.000 D/V
#191 Cornell Road/158th Avenue	C	20.1	0.858	C	20.1	0.858	+ 0.000 D/V
#192 Walker Road/Murray Boulevard	E	43.2	0.998	E	43.2	0.998	+ 0.000 D/V

Beaverton Transportation System Plan
2015 ENHANCEC Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#193 Kinnaman/Farmington	D	25.2	0.958	D	25.2	0.958	+ 0.000 D/V
#194 Davis Road/155th Avenue	A	3.6	0.337	A	3.6	0.337	+ 0.000 D/V
#198 Canyon Road/Walker Road	C	23.8	0.872	C	23.8	0.872	+ 0.000 D/V
#199 Beaverton-Hillsdale Hwy/Wester	C	22.3	0.889	C	22.3	0.889	+ 0.000 D/V
#200 Allen Boulevard/Western Avenue	E	47.8	0.784	E	47.8	0.784	+ 0.000 D/V
#202 Laurelwood Avenue/Beaverton-Hi	C	16.6	0.857	C	16.6	0.857	+ 0.000 D/V
#203 Hall Boulevard/Denney Road	C	19.7	0.934	C	19.7	0.934	t 0.000 D/V
#205 Denney Road/Hwy 217 SB ramps	C	16.7	0.550	C	16.7	0.550	+ 0.000 D/V
#207 Denney Road/Hwy 217 NB ramps	B	14.2	0.702	B	14.2	0.702	+ 0.000 D/V
#214 Denney Road/Scholls Ferry Road	C	21.1	0.914	C	21.1	0.914	t 0.000 D/V
#215 Allen Boulevard/Scholls Ferry	E	44.2	0.984	E	44.2	0.984	+ 0,000 D/V
#218 Hall Boulevard/Hart Road	C	17.9	0.927	C	17.9	0.927	+ 0.000 D/V
#219 Murray Boulevard/Hart Road	E	41.7	1.016	E	41.7	1.016	+ 0.000 D/V
#220 Hart Road/155th Avenue	B	10.8	0.634	B	10.8	0.634	+ 0.000 D/V
#221 Hart-Bany/170th Avenue	B	13.6	0.769	B	13.6	0.769	+ 0.000 D/V
#222 Hart Road/Sorrento Avenue	C	10.0	0.681	C	10.0	0.681	+ 0.000 V/C
#224 Murray Boulevard/Brockman Road	C	23.8	0.891	C	23.8	0.891	t 0.000 D/V
#225 Murray Boulevard/Maverick Terr	A	1.9	0.581	A	1.9	0.581	+ 0.000 D/V
#226 155th Avenue/Nora-Beard (Brock	C	12.2	0.787	C	12.2	0.787	+ 0.000 V/C
#227 Brockman Road/125th Avenue	D	27.0	0.869	D	27.0	0.869	+ 0.000 D/V
#229 Hall Boulevard/Greenway	D	26.0	0.974	D	26.0	0.974	+ 0.000 D/V
#230 Hall Boulevard/Nimbus Avenue	D	35.3	0.946	D	35.3	0.946	+ 0,000 D/V
#232 Scholls Ferry Road/Hall Boulev	D	38.7	0.975	D	38.7	0.975	+ 0.000 D/V
#236 Scholls Ferry Road/125th Avenu	D	36.8	0.992	D	36.8	0.992	+ 0.000 D/V

Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#237 Scholls Ferry Road/Nimbus Aven	D	31.2	0.941	D	31.2	0.941	+ 0.000 D/V
#238 Murray Boulevard/Old Scholls F	D	34.3	0.948	D	34.3	0.948	+ 0.000 D/V
#239 Old Scholls Ferry Road/Davies	C	18.0	0.892	C	18.0	0.892	+ 0.000 D/V
#243 Scholls Ferry/Old Scholls Ferr	C	24.2	0.910	C	24.2	0.910	+ 0.000 D/V
#244 Scholls Ferry Road/Walnut Stre	D	30.6	0.935	D	30.6	0.935	+ 0.000 D/V
#250 Hall Boulevard/Hwy 217 SB ramp	D	39.9	0.991	D	39.9	0.991	+ 0.000 D/V
#259 Scholls Ferry/Hwy 217 SB ramps	D	37.4	0.974	D	37.4	0.974	+ 0.000 D/V
#277 Scholls Ferry/Hwy 217 NB off-r	D	38.2	1.001	D	38.2	1.001	+ 0.000 D/V
#278 Scholls Ferry/Hwy 217 NB on-ra	E	56.2	1.073	E	56.2	1,073	+ 0.000 D/V

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #1 Murray Blvd/Allen Blvd

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.977
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 180 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	142	1120	242	330	1474	312	193	301	112	331	632	546
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1120	242	330	1474	312	193	301	112	331	632	546
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	149	1179	255	347	1552	328	203	317	118	348	665	575
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1179	255	347	1552	328	203	317	118	348	665	575
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.00	1.00	1.00	1.00	1.00	1.05	1.00
Final Vol.:	149	1238	255	358	1629	328	203	317	118	348	699	575
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.06	0.83	0.93	1.07	0.83	0.49	0.99	0.84	0.54	0.99	0.84
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1770	4044	1583	3539	4081	1583	926	1881	1599	1033	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.16	0.10	0.40	0.21	0.22	0.17	0.07	0.34	0.19	0.36
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.37	0.57	0.12	0.40	0.52	0.29	0.17	0.26	0.41	0.26	0.38
Volume/Cap:	0.99	0.83	0.28	0.83	0.99	0.40	0.76	0.96	0.28	0.82	0.71	0.94
Level Of Service Module:												
Delay/Veh:	87.8	25.3	8.6	42.3	37.3	11.5	30.8	61.2	23.0	28.2	27.6	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.8	25.3	8.6	42.3	37.3	11.5	30.8	61.2	23.0	28.2	27.6	39.1
Queue:	8	39	4	13	62	7	10	14	3	15	22	22

****

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #13 Murray Boulevard/6th Avenue

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 160 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	204	1555	37	17	2126	31	6	8	43	79	116	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1555	37	17	2126	31	6	8	43	79	116	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	215	1637	39	18	2238	33	6	8	45	83	122	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1637	39	18	2238	33	6	8	45	83	122	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	215	1719	41	18	2350	34	6	8	45	83	122	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.29	0.87	0.87	0.80	0.94	0.94
Lanes:	1.00	1.95	0.05	1.00	1.97	0.03	1.00	0.15	0.85	1.00	0.62	0.38
Final Sat.:	1805	3711	89	1805	3746	54	551	250	1403	1520	1100	686
Capacity Analysis Module:												
Vol/Sat:	0.12	0.46	0.46	0.01	0.63	0.63	0.01	0.03	0.03	0.05	0.11	0.11
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.77	0.77	0.02	0.66	0.66	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.95	0.60	0.60	0.60	0.95	0.95	0.09	0.28	0.28	0.47	0.95	0.95
Level Of Service Module:												
Delay/Veh:	67.7	4.2	4.2	56.6	19.0	19.0	30.6	31.5	31.5	33.5	69.8	69.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	4.2	4.2	56.6	19.0	19.0	30.6	31.5	31.5	33.5	69.8	69.8
Queue:	10	25	1	1	78	2	0	0	1	3	6	4

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #26 Watson Ave/5th St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 1	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	113	1088	42	0	92	128	63	200	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	113	1088	42	0	92	128	63	200	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	122	1172	45	0	99	138	68	216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	1172	45	0	99	138	68	216	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	128	1231	48	0	99	138	68	216	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.99	0.99	0.99	1.00	0.81	0.81	0.84	0.84	1.00
Lanes:	0.00	0.00	0.00	0.18	1.75	0.07	0.00	0.42	0.58	0.24	0.76	0.00
Final Sat.:	0	0	0	342	3292	128	0	644	898	383	1216	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.15	0.15	0.18	0.18	0.00
Crit Moves:					tttt						tttt	
Green/Cycle:	0.00	0.00	0.00	0.57	0.57	0.57	0.00	0.27	0.27	0.27	0.27	0.00
Volume/Cap:	0.00	0.00	0.00	0.66	0.66	0.66	0.00	0.57	0.57	0.66	0.66	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	5.3	5.3	5.3	0.0	11.5	11.5	13.0	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	5.3	5.3	5.3	0.0	11.5	11.5	13.0	13.0	0.0
Queue:	0	0	0	2	12	1	0	1	2	1	3	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #28 Hall Boulevard/5th Avenue

Cycle (sec): 50 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	0 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	53	1008	50	0	0	0	21	206	0	0	265	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1008	50	0	0	0	21	206	0	0	265	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	60	1149	57	0	0	0	24	235	0	0	302	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1149	57	0	0	0	24	235	0	0	302	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	1207	60	0	0	0	24	235	0	0	302	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	1.00	1.00	1.00	0.87	0.87	1.00	1.00	0.85	0.85
Lanes:	0.09	1.82	0.09	0.00	0.00	0.00	0.09	0.91	0.00	0.00	0.67	0.33
Final Sat.:	173	3314	165	0	0	0	153	1502	0	0	1091	527
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.28	0.28
Crit Moves:		tttt									****	
Green/Cycle:	0.48	0.48	0.48	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.36	0.36
Volume/Cap:	0.76	0.76	0.76	0.00	0.00	0.00	0.43	0.43	0.00	0.00	0.76	0.76
Level Of Service Module:												
Delay/Veh:	8.4	8.4	8.4	0.0	0.0	0.0	8.1	8.1	0.0	0.0	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	0.0	0.0	0.0	8.1	8.1	0.0	0.0	13.1	13.1
Queue:	1	15	1	0	0	0	0	3	0	0	5	3

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #33 Murray Blvd/Farmington Rd

Cycle (sec): 160 Critical Vol./Cap. (X): 1.049
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 51.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	313	1132	214	124	1486	475	207	797	341	380	1481	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	1132	214	124	1486	475	207	791	341	380	1481	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	329	1192	225	131	1564	500	218	839	359	400	1559	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	1192	225	131	1564	500	218	839	359	400	1559	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.05	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00
Final Vol.:	339	1251	237	134	1642	500	224	881	359	412	1637	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	1.07	1.02	0.99	1.08	0.87	1.00	1.13	0.88	1.01	1.09	0.89
Lanes:	2.00	1.67	0.33	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3750	3391	642	3750	4107	1658	3787	4279	1674	3824	4149	1691
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.37	0.04	0.40	0.30	0.06	0.21	0.21	0.11	0.39	0.07
Crit Moves:	****				tttt		****				****	
Green/Cycle:	0.09	0.43	0.43	0.04	0.38	0.44	0.06	0.29	0.37	0.14	0.38	0.42
Volume/Cap:	1.05	0.87	0.87	0.87	1.05	0.69	1.05	0.72	0.57	0.74	1.05	0.16
Level Of Service Module:												
Delay/Veh:	100.8	30.5	30.5	74.4	63.0	25.3	112.2	34.4	26.7	46.1	63.3	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.8	30.5	30.5	74.4	63.0	25.3	112.2	34.4	26.7	46.1	63.3	18.8
Queue:	21	53	11	7	93	18	15	36	13	18	92	3

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #34 Farmington Road/Watson Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 171 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	1 1	0	0 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	180	877	123	0	1415	304	108	1825	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	180	877	123	0	1415	304	108	1825	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	189	923	129	0	1489	320	114	1921	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	923	129	0	1489	320	114	1921	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.10	1.10	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	0	0	0	208	1015	142	0	1564	336	114	2017	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.96	0.96	0.94	0.99	1.00
Lanes:	0.00	0.00	0.00	0.46	2.23	0.31	0.00	1.65	0.35	1.00	2.00	0.00
Final Sat.:	0	0	0	834	4071	570	0	3004	645	1787	3762	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.52	0.52	0.06	0.54	0.00
Crit Moves:						tttt		tttt		****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.54	0.54	0.07	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.88	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	40.0	40.0	40.0	0.0	26.3	26.3	88.0	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.0	40.0	40.0	0.0	26.3	26.3	88.0	16.1	0.0
Queue:	0	0	0	10	39	7	0	56	14	6	60	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #35 Farmington/Hall Boulevard

Cycle (sec): 120 Critical Vol./Cap. (X): 1.102
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 58.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 1	0	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	358	1029	113	0	0	0	188	1350	0	0	1581	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	1029	113	0	0	0	188	1350	0	0	1581	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	377	1083	119	0	0	0	198	1421	0	0	1664	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	1083	119	0	0	0	198	1421	0	0	1664	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	415	1191	131	0	0	0	198	1492	0	0	1747	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	1.00	1.00	1.00	0.94	0.99	1.00	1.00	0.96	0.96
Lanes:	0.72	2.06	0.22	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.70	0.30
Final Sat.:	1309	3755	413	0	0	0	1787	3762	0	0	3098	553
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.00	0.00	0.00	0.11	0.40	0.00	0.00	0.56	0.56
Crit Moves:			tttt				tttt				tttt	
Green/Cycle:	0.29	0.29	0.29	0.00	0.00	0.00	0.10	0.61	0.00	0.00	0.51	0.51
Volume/Cap:	1.10	1.10	1.10	0.00	0.00	0.00	1.10	0.65	0.00	0.00	1.10	1.10
Level Of Service Module:												
Delay/Veh:	80.0	80.0	80.0	0.0	0.0	0.0	125.6	10.1	0.0	0.0	70.0	70.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	80.0	80.0	0.0	0.0	0.0	125.6	10.1	0.0	0.0	70.0	70.0
Queue:	24	63	9	0	0	0	13	32	0	0	95	20

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operation6 Method (Base Volume Alternative)

Intersection #37 Farmington Road/Lombard Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.965
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 173 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	1 00	20 0	10
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1			
Volume Module:												
Base Vol:	152	173	113	193	305	53	68	1173	242	255	1694	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	173	113	193	305	53	68	1173	242	255	1694	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	182	119	203	321	56	72	1235	255	268	1783	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	182	119	203	321	56	72	1235	255	268	1783	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	160	182	119	203	321	56	72	1296	255	268	1872	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.92	0.95	0.95	0.94	0.99	0.83	0.94	0.99	0.84
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1787	1881	1599	1752	1539	269	1787	3762	1580	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.07	0.12	0.21	0.21	0.04	0.34	0.16	0.15	0.50	0.09
Crit Moves:	****				****		tttt				tttt	
Green/Cycle:	0.09	0.14	0.31	0.17	0.22	0.22	0.04	0.39	0.48	0.17	0.52	0.68
Volume/Cap:	0.96	0.69	0.24	0.69	0.96	0.96	0.96	0.89	0.34	0.89	0.96	0.13
Level Of Service Module:												
Delay/Veh:	78.7	36.7	20.0	34.8	56.9	56.9	104.8	27.1	12.5	49.3	27.8	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.7	36.7	20.0	34.8	56.9	56.9	104.8	27.1	12.5	49.3	27.8	4.2
Queue:	8	6	3	7	14	3	4	43	5	11	67	2

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #41 Allen Blvd/ORE 217 NB ramps

Cycle (sec): 110 Critical Vol./Cap. (X): 0,967
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 165 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	ov1			Include			Include			ov1		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	0 0	0 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	572	0	339	0	0	0	415	828	0	0	1283	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	572	0	339	0	0	0	415	828	0	0	1283	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	602	0	357	0	0	0	437	872	0	0	1351	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	602	0	357	0	0	0	437	872	0	0	1351	451
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	632	0	357	0	0	0	437	915	0	0	1418	451
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	1.00	1.00	1.00	0.92	0.97	1.00	1.00	0.97	0.83
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3505	0	1568	0	0	0	1752	3689	0	0	3689	1568
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.23	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.38	0.29
Crit Moves:			****				tttt				tttt	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.26	0.66	0.00	0.00	0.40	0.40
Volume/Cap:	0.77	0.00	0.97	0.00	0.00	0.00	0.97	0.38	0.00	0.00	0.97	0.72
Level Of Service Module:												
Delay/Veh:	28.4	0.0	55.1	0.0	0.0	0.0	51.1	5.7	0.0	0.0	33.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	55.1	0.0	0.0	0.0	51.1	5.7	0.0	0.0	33.0	21.0
Queue:	19	0	15	0	0	0	17	13	0	0	49	12

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #44 Allen Blvd/ORE 217 SB ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 33.1
Optimal Cycle: 176 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0 0	2	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	401	6	726	0	907	581	548	1347	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	401	6	726	0	907	0	548	1347	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	0	0	0	422	6	764	0	955	0	577	1418	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0				0	955	0	577	1418	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.13	1.00	1.05	0.00	1.00	1.05	1.00
Final Vol.:	0	0	0	422	6	864	0	1002	0	577	1489	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.83	1.00	0.98	1.00	0.93	0.98	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	2.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1546	22	3136	0	3725	1900	1770	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.28	0.00	0.27	0.00	0.33	0.40	0.00
Crit Moves:						****		tttt		tttt		
Green/Cycle:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.28	0.00	0.54	0.62	0.00
Volume/Cap:	0.00	0.00	0.00	0.96	0.96	0.97	0.00	0.97	0.00	0.97	0.65	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	50.8	50.8	44.0	0.0	42.8	0.0	46.6	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	50.8	50.8	44.0	0.0	42.8	0.0	46.6	10.0	0.0
Queue:	0	0	0	18	1	34	0	39	0	24	32	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf-0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #53 BH Hwy/ORE 217 SB ramps

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 131 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	2 0	1	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	240	714	418	0	1175	524	90	1848	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	714	418	0	1175	524	90	1848	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	253	752	440	0	1237	552	95	1945	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	253	752	440	0	1237	552	95	1945	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	253	789	440	0	1299	552	95	2043	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.82	0.96	0.82	1.00	0.99	0.84	0.94	0.99	1.00
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1553	3654	1553	0	3762	1599	1787	3762	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.22	0.28	0.00	0.35	0.35	0.05	0.54	0.00
Crit Moves:						tttt	tttt				tttt	
Green/Cycle:	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.51	0.51	0.08	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.70	0.92	0.00	0.67	0.67	0.67	0.92	0.00
Level of Service Module:												
Delay/Veh:	0.0	0.0	0.0	23.0	25.0	42.1	0.0	14.7	15.6	42.7	19.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	25.0	42.1	0.0	14.7	15.6	42.7	19.0	0.0
Queue:	0	0	0	7	24	17	0	33	14	3	65	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #54 BH Hwy/Griffith Drive

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.886
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 18.0
Optimal Cycle: 111 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	133	147	155	186	94	95	35	1403	99	137	1855	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	147	155	186	94	95	35	1403	99	137	1855	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	138	152	161	193	98	99	36	1455	103	142	1924	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	152	161	193	98	99	36	1455	103	142	1924	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	138	152	161	193	98	99	36	1528	108	142	2020	313
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.84	0.62	1.00	0.84	0.94	0.98	0.98	0.94	0.99	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1523	1900	1596	1171	1900	1596	1787	3479	246	1787	3762	1580
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.10	0.16	0.05	0.06	0.02	0.44	0.44	0.08	0.54	0.20
Crit Moves:		tttt		tttt			tttt				****	
Green/Cycle:	0.21	0.09	0.19	0.25	0.09	0.12	0.02	0.53	0.53	0.10	0.61	0.73
Volume/Cap:	0.44	0.89	0.54	0.66	0.55	0.53	0.89	0.82	0.82	0.82	0.89	0.27
Level Of Service Module:												
Delay/Veh:	22.7	55.5	25.3	24.2	30.5	29.0	97.6	14.7	14.7	46.6	14.1	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	55.5	25.3	24.2	30.5	29.0	97.6	14.7	14.7	46.6	14.1	3.0
Queue:	4	6	4	7	3	3	2	37	4	5	50	3

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf-0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #59 BH Hwy/ORE 217 NB ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	0	0	0	0	1	0	2
Volume Module:												
Base Vol:	746	807	237	0	0	0	304	1052	0	0	1217	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	807	237	0	0	0	304	1052	0	0	1217	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	776	840	247	0	0	0	316	1095	0	0	1266	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	776	840	247	0	0	0	316	1095	0	0	1266	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	800	882	247	0	0	0	316	1149	0	0	1330	482
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.83	1.00	1.00	1.00	0.93	0.98	1.00	1.00	0.99	0.84
Lanes:	2.00	2.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3167	3725	1583	0	0	0	1770	3725	0	0	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.25	0.24	0.16	0.00	0.00	0.00	0.18	0.31	0.00	0.00	0.35	0.30
Crit Moves:	****						****				****	
Green/Cycle:	0.29	0.29	0.29	0.00	0.00	0.00	0.20	0.61	0.00	0.00	0.41	0.41
Volume/Cap:	0.87	0.82	0.54	0.00	0.00	0.00	0.87	0.51	0.00	0.00	0.87	0.74
Level Of Service Module:												
Delay/Veh:	32.7	29.1	24.2	0.0	0.0	0.0	43.8	8.7	0.0	0.0	25.4	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	29.1	24.2	0.0	0.0	0.0	43.8	8.7	0.0	0.0	25.4	22.8
Queue:	28	29	7	0	0	0	12	22	0	0	43	14

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #66 Canyon Road/Broadway-117th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.916
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 138 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	2	0	0	1	0	1	0
Volume Module:												
Base Vol:	23	136	67	249	149	193	204	1418	21	51	1366	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	136	67	249	149	193	204	1418	21	51	1366	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	143	71	262	157	203	215	1493	22	54	1438	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	143	71	262	157	203	215	1493	22	54	1438	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	24	143	71	270	157	203	215	1567	22	54	1510	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.83	0.79	0.88	0.88	0.91	0.84	0.82	0.92	0.90	0.79
Lanes:	1.00	1.00	1.00	2.00	0.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1787	1881	1580	3000	731	945				1752	3418	1494
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.04	0.09	0.21	0.21	0.12	0.49	0.01	0.03	0.44	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.01	0.11	0.15	0.14	0.23	0.23	0.14	0.58	0.60	0.04	0.48	0.48
Volume/Cap:	0.92	0.67	0.30	0.67	0.92	0.92	0.92	0.84	0.02	0.84	0.92	0.17
Level Of Service Module:												
Delay/Veh:	135.2	38.1	29.5	34.7	47.3	47.3	59.2	16.0	6.4	77.4	24.7	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.2	38.1	29.5	34.7	47.3	47.3	59.2	16.0	6.4	77.4	24.7	11.3
Queue:	2	5	2	9	7	9	9	45	0	3	50	2

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #67 Canyon Road/ORE 217 SB ramps

Cycle (sec): 120 Critical vol./Cap. (X): 0.928
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 138 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1 1	1	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	439	560	596	0	1266	553	362	1190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	439	560	596	0	1266	553	362	1190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	451	576	613	0	1301	568	372	1223	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	451	576	613	0	1301	568	372	1223	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	451	633	674	0	1366	568	372	1284	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	0.83	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	1.45	1.55	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1714	2490	2651	0	3800	1568	1752	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.25	0.25	0.00	0.36	0.36	0.21	0.34	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.39	0.39	0.23	0.62	0.00
Volume/Cap:	0.00	0.00	0.00	0.93	0.90	0.90	0.00	0.93	0.93	0.93	0.55	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	44.4	32.2	32.2	0.0	30.4	38.6	49.1	8.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.4	32.2	32.2	0.0	30.4	38.6	49.1	8.8	0.0
Queue:	0	0	0	18	23	24	0	48	22	15	25	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf-0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #69 Canyon Road/ORE 217 NB ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0,863
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 102 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	0 0	0 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	662	518	452	0	0	0	296	1274	0	0	1042	353
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	662	518	452	0	0	0	296	1274	0	0	1042	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	687	538	469	0	0	0	307	1323	0	0	1082	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	687	538	469	0	0	0	307	1323	0	0	1082	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	756	592	469	0	0	0	307	1389	0	0	1136	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00	0.83
Lanes:	1.68	1.32	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2607	2041	1550	0	0	0	1752	3800	0	0	3800	1568
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.30	0.00	0.00	0.00	0.18	0.37	0.00	0.00	0.30	0.23
Crit Moves:			****				****				****	
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.20	0.55	0.00	0.00	0.35	0.35
Volume/Cap:	0.83	0.83	0.86	0.00	0.00	0.00	0.86	0.67	0.00	0.00	0.86	0.68
Level Of Service Module:												
Delay/Veh:	25.6	25.6	32.9	0.0	0.0	0.0	43.1	13.0	0.0	0.0	28.0	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	25.6	32.9	0.0	0.0	0.0	43.1	13.0	0.0	0.0	28.0	23.9
Queue:	25	19	16	0	0	0	13	23	0	0	27	11

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #76 Canyon Road/Hall Boulevard

Cycle (sec): 140 Critical Vol./Cap. (X): 0.993
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 1	0	0 0	0 0	0	1 0	1 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	282	1064	150	0	0	0	80	1807	0	0	1300	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	1064	150	0	0	0	80	1807	0	0	1300	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	286	1078	152	0	0	0	81	1831	0	0	1317	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1078	152	0	0	0	81	1831	0	0	1317	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	314	1186	167	0	0	0	81	1922	0	0	1383	295
Saturation F ow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	1.00	1.00	0.93	0.84	1.00	1.00	0.87	0.95
Lanes:	0.57	2.13	0.30	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.67	0.33
Final Sat.:	1021	3856	543	0	0	0	1770	3201	0	0	2774	592
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.00	0.00	0.00	0.05	0.60	0.00	0.00	0.50	0.50
Crit Moves:			tttt					****		tttt		
Green/Cycle:	0.31	0.31	0.31	0.00	0.00	0.00	0.05	0.60	0.00	0.00	0.55	0.55
Volume/Cap:	0.99	0.99	0.99	0.00	0.00	0.00	0.90	0.99	0.00	0.00	0.90	0.90
Level Of Service Module:												
Delay/Veh:	46.6	46.6	46.6	0.0	0.0	0.0	86.6	32.0	0.0	0.0	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	46.6	46.6	0.0	0.0	0.0	86.6	32.0	0.0	0.0	22.6	22.6
Queue:	16	54	10	0	0	0	5	84	0	0	51	12

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #81 Canyon Road/Watson Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 1.019
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 35.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	1 1	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	277	1060	162	0	1584	42	77	1439	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	277	1060	162	0	1584	42	77	1439	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	292	1116	171	0	1667	44	81	1515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	292	1116	171	0	1667	44	81	1515	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.10	1.10	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	0	0	0	321	1227	188	0	1751	46	81	1590	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.85	0.97	0.92	0.88	1.00
Lanes:	0.00	0.00	0.00	0.55	2.13	0.32	0.00	1.95	0.05	1.00	2.00	0.00
Final Sat.:	0	0	0	1012	3869	593	0	3160	83	1752	3350	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.55	0.55	0.05	0.47	0.00
Crit Moves:						tttt		tttt		tttt		
Green/Cycle:	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.54	0.54	0.05	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	1.02	1.02	1.02	0.00	1.02	1.02	1.02	0.81	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	48.1	48.1	48.1	0.0	38.8	38.8	122.0	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.1	48.1	48.1	0.0	38.8	38.8	122.0	14.3	0.0
Queue:	0	0	0	16	52	10	0	73	3	5	43	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #86 TV Hwy/Hocken Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Bas? Vol:	93	161	115	57	589	163	192	1681	169	42	2228	34
Grovth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Inicial Bse:	93	161	115	57	589	163	192	1681	169	42	2228	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	169	121	60	620	172	202	1769	178	44	2345	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	169	121	60	620	172	202	1769	178	44	2345	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.10	1.10
Final Vol.:	98	169	121	60	651	180	202	1858	178	44	2580	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.91	0.93	0.99	0.95	0.92	0.97	0.82	0.92	0.95	0.97
Lanes:	1.00	0.58	0.42	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.96	0.04
Final Sat.:	1770	1013	?26	1770	2929	810	1752	3689	1550	1752	5320	80
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.03	0.22	0.22	0.12	0.50	0.11	0.03	0.48	0.48
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.23	0.23	0.05	0.22	0.22	0.12	0.58	0.63	0.03	0.49	0.49
Volume/Cap:	0.99	0.72	0.72	0.72	0.99	0.99	0.99	0.87	0.18	0.87	0.99	0.99
Level Of Service Module:												
Delay/Veh:	109.2	36.0	36.0	58.7	56.9	56.9	85.8	19.4	6.9	98.4	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.2	36.0	36.0	58.7	56.9	56.9	85.8	19.4	6.9	98.4	34.6	34.6
Queue:	6	7	5	3	31	10	11	64	3	3	111	3

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #87 Farmington Road/Hocken Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 0.997
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 34.6
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	328	0	404	269	920	0	0	1671	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	328	0	404	269	920	0	0	1671	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	342	0	421	281	959	0	0	1742	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	342	0	421	281	959	0	0	1742	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	352	0	421	281	1007	0	0	1830	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.94	1.00	0.84	0.94	0.99	1.00	1.00	0.98	0.82
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3574	0	1599	1787	3762	0	0	3725	1565
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.26	0.16	0.27	0.00	0.00	0.49	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.16	0.65	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	1.00	1.00	0.41	0.00	0.00	1.00	0.11
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	27.3	0.0	66.2	78.5	7.6	0.0	0.0	38.5	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.3	0.0	66.2	78.5	7.6	0.0	0.0	38.5	12.7
Queue:	0	0	0	11	0	21	15	19	0	0	81	3

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #90 TV Hwy/Murray Boulevard

Cycle (sec): 120 Critical Vol./Cap. (X): 1.037
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 40.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	453	932	164	293	1395	180	191	1650	549	225	2060	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	932	164	293	1395	180	191	1650	549	225	2060	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	477	981	173	308	1468	189	201	1737	578	237	2168	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	981	173	308	1468	189	201	1737	578	237	2168	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.10	1.10	1.03	1.10	1.00	1.03	1.10	1.00	1.03	1.10	1.00
Final Vol.:	491	1079	190	318	1615	189	207	1911	578	244	2385	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustmebt:	0.92	1.07	0.95	0.92	1.06	0.82	0.92	0.99	0.82	0.93	0.97	0.80
Lanes:	2.00	2.50	0.50	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3505	5107	899	3505	6060	1550	3505	5626	1550	3539	5509	1527
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.21	0.09	0.27	0.12	0.06	0.34	0.37	0.07	0.43	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.27	0.21	0.12	0.26	0.31	0.06	0.40	0.54	0.07	0.42	0.54
Volume/Cap:	1.04	0.77	0.77	0.77	1.04	0.39	1.04	0.85	0.70	0.93	1.04	0.32
Level Of Service Module:												
Delay/Veh:	75.8	27.5	27.5	39.1	56.0	21.0	97.4	23.4	15.1	62.6	46.6	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	27.5	27.5	39.1	56.0	21.0	97.4	23.4	15.1	62.6	46.6	10.2
Queue:	24	34	7	11	70	5	11	60	15	11	102	5

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #101 Hall Blvd/Westgate-Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.902
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 31.7
Optimal Cycle: 130 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	180	924	29	234	752	10	10	279	331	14	326	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	924	29	234	752	10	10	279	331	14	326	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	187	959	30	243	780	10	10	289	343	15	338	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	959	30	243	780	10	10	289	343	15	338	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	187	1006	32	243	819	11	10	289	343	15	338	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.99	0.94	0.99	0.99	0.10	0.92	0.92	0.09	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.97	0.03	1.00	0.46	0.54	1.00	0.57	0.43
Final Sat.:	1787	3646	116	1787	3713	50	185	799	949	177	995	756
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.28	0.14	0.22	0.22	0.05	0.36	0.36	0.08	0.34	0.34
Crit Moves:		tttt		****				****		****		
Green/Cycle:	0.15	0.31	0.31	0.15	0.31	0.31	0.41	0.40	0.40	0.44	0.40	0.40
Volume/Cap:	0.71	0.90	0.90	0.90	0.71	0.71	0.13	0.90	0.90	0.19	0.84	0.84
Level Of Service Module:												
Delay/Veh:	37.4	33.0	33.0	54.0	25.2	25.2	16.4	32.5	32.5	16.4	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	33.0	33.0	54.0	25.2	25.2	16.4	32.5	32.5	16.4	27.2	27.2
Queue:	7	35	2	10	25	1	1	11	13	1	12	9

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #108 Murray Boulevard/Jenkins Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.066
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	358	1088	159	360	1156	264	226	967	437	221	1215	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	1088	159	360	1156	264	226	967	437	221	1215	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	377	1145	167	379	1217	278	238	1018	460	233	1279	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	1145	167	379	1217	278	238	1018	460	233	1279	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final vol.:	388	1203	167	390	1278	278	238	1069	460	233	1343	384
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.05	0.83	0.92	1.05	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3539	4001	1583	3505	4003	1568	1770	3725	1583	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.11	0.11	0.32	0.18	0.13	0.29	0.29	0.13	0.36	0.24
Crit Moves:	****				tttt		tttt				tttt	
Green/Cycle:	0.10	0.29	0.44	0.11	0.30	0.43	0.13	0.32	0.42	0.14	0.34	0.45
Volume/Cap:	1.07	1.02	0.24	1.02	1.07	0.42	1.07	0.90	0.69	0.91	1.07	0.54
Level Of Service Module:												
Delay/Veh:	92.3	53.6	13.7	76.7	66.9	15.8	102.7	31.9	20.3	56.1	64.9	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	53.6	13.7	76.7	66.9	15.8	102.7	31.9	20.3	56.1	64.9	16.3
Queue:	21	52	4	19	61	7	14	37	13	10	64	10

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #113 Walker Road/ORE 217 NB ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0.947
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 32.4
Optimal Cycle: 154 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	1067	380	70	0	0	0	275	664	0	0	447	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1067	380	70	0	0	0	275	664	0	0	447	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1123	400	74	0	0	0	289	699	0	0	471	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1123	400	74	0	0	0	289	699	0	0	471	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1157	400	74	0	0	0	289	699	0	0	471	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	1.00	1.00	1.00	0.94	0.99	1.00	1.00	0.86	0.86
Lanes:	2.00	0.84	0.16	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.77	0.23
Final Sat.:	3651	1540	285	0	0	0	1787	1881	0	0	1262	375
Capacity Analysis Module:												
Vol/Sat:	0.32	0.26	0.26	0.00	0.00	0.00	0.16	0.37	0.00	0.00	0.37	0.37
Crit Moves:	****						tttt				****	
Green/Cycle:	0.33	0.33	0.33	0.00	0.00	0.00	0.17	0.57	0.00	0.00	0.39	0.39
Volume/Cap:	0.95	0.78	0.78	0.00	0.00	0.00	0.95	0.66	0.00	0.00	0.95	0.95
Level Of Service Module:												
Delay/Veh:	36.0	27.5	27.5	0.0	0.0	0.0	59.0	12.7	0.0	0.0	39.6	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	27.5	27.5	0.0	0.0	0.0	59.0	12.7	0.0	0.0	39.6	39.6
Queue:	42	13	3	0	0	0	13	17	0	0	19	7

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #117 Walker Road/ORE 217 SB ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 144 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	1 0	2	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	193	369	572	0	722	1175	47	1366	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	193	369	572	0	722	1175	47	1366	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	203	388	602	0	760	1237	49	1438	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	203	388	602	0	760	1237	49	1438	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.00	1.05	1.05
Final Vol.:	0	0	0	203	388	602	0	760	1398	49	1510	3
saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.99	0.84	0.93	0.98	0.98
Lanes:	0.00	0.00	0.00	0.34	0.66	1.00	0.00	1.00	2.00	1.00	1.99'	0.01
Final Sat.:	0	0	0	549	1050	1599	0	1881	3198	1770	3718	7
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.37	0.38	0.00	0.40	0.44	0.03	0.41	0.41
Crit Moves:						****			tttt	tttt		
Green/Cycle:	0.00	0.00	0.00	0.40	0.40	0.40	0.00	0.47	0.47	0.03	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.92	0.92	0.93	0.00	0.86	0.93	0.93	0.82	0.82
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	35.0	35.0	37.4	0.0	24.7	27.7	109.0	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.0	35.0	37.4	0.0	24.7	27.7	109.0	18.6	18.6
Queue:	0	0	0	9	15	23	0	25	49	3	44	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #125 Cedar Hills Blvd/Hall Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.985
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	184	624	212	187	1097	71	106	613	241	231	518	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	624	212	187	1097	71	106	613	241	231	518	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	194	657	223	197	1155	75	112	645	254	243	545	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	657	223	197	1155	75	112	645	254	243	545	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	194	690	223	197	1212	78	112	678	266	243	545	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.94	0.98	0.98	0.94	0.95	0.95	0.94	0.99	0.84
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	1.44	0.56	1.00	1.00	1.00
Final Sat.:	1770	3725	1583	1787	3500	--225	1787	2594	1018	1787	1881	1599
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.14	0.11	0.35	0.35	0.06	0.26	0.26	0.14	0.29	0.15
Crit Moves:	****				tttt			****		tttt		
Green/Cycle:	0.11	0.29	0.43	0.17	0.35	0.35	0.07	0.27	0.27	0.14	0.33	0.50
Volume/Cap:	0.98	0.64	0.33	0.64	0.98	0.98	0.87	0.98	0.98	0.98	0.87	0.29
Level Of Service Module:												
Delay/Veh:	79.3	24.9	14.8	32.8	40.9	40.9	65.5	47.4	47.4	73.2	33.5	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.3	24.9	14.8	32.8	40.9	40.9	65.5	47.4	47.4	73.2	33.5	11.2
Queue:	10	20	5	6	47	5	5	28	13	12	19	5

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #126 Cedar Hills Boulevard/Walker Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.079
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 55.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	2	0	1	1	0	2	0
Volume Module:												
Base Vol:	412	1437	482	115	1089	98	188	1130	384	566	1006	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	1437	482	115	1089	98	188	1130	384	566	1006	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	1437	482	115	1089	98	188	1130	384	566	1006	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	1437	482	115	1089	98	188	1130	384	566	1006	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.05	1.03	1.05	1.00	1.03	1.05	1.05
Final Vol.:	424	1509	482	118	1143	103	194	1187	384	583	1056	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.93	0.97	0.97	0.94	0.99	0.84	0.94	0.97	0.97
Lanes:	2.00	2.00	1.00	2.00	1.83	0.17	2.00	2.00	1.00	2.00	1.72	0.28
Final Sat.:	3574	3762	1599	3539	3383	305	3574	3762	1599	3574	3176	511
Capacity Analysis Module:												
Vol/Sat:	0.12	0.40	0.30	0.03	0.34	0.34	0.05	0.32	0.24	0.16	0.33	0.33
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.39	0.54	0.03	0.31	0.31	0.06	0.29	0.40	0.15	0.38	0.38
Volume/Cap:	1.08	1.03	0.56	1.03	1.08	1.08	0.87	1.08	0.60	1.08	0.87	0.87
Level Of Service Module:												
Delay/Veh:	95.5	48.4	12.3	111.5	71.8	71.8	56.2	73.1	19.3	88.1	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.5	48.4	12.3	111.5	71.8	71.8	56.2	73.1	19.3	88.1	26.7	26.7
Queue:	23	64	11	7	57	7	8	59	10	30	35	7

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #127 Cedar Hills Boulevard/Jenkins Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 29.2
Optimal Cycle: 127 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	2	0	2	0	1	2	0
Volume Module:												
Base Vol:	59	350	15	816	533	601	980	463	280	13	465	947
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	59	350	15	816	533	601	980	463	280	13	465	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	61	361	15	842	550	620	1011	478	289	13	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	361	15	842	550	620	1011	478	289	13	480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.05	1.05	1.03	1.05	1.00	1.03	1.05	1.05	1.00	1.05	0.00
Final Vol.:	61	379	16	867	578	620	1042	502	303	13	504	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.93	0.98	0.83	0.94	0.93	0.93	0.95	1.00	1.00
Lanes:	1.00	1.92	0.08	2.00	2.00	1.00	2.00	1.25	0.75	1.00	2.00	1.00
Final Sat.:	1770	3539	149	3539	3725	1583	3574	2205	1331	1805	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.24	0.16	0.39	0.29	0.23	0.23	0.01	0.13	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.12	0.12	0.27	0.36	0.69	0.33	0.46	0.46	0.01	0.15	0.00
Volume/Cap:	1.08	0.90	0.90	0.90	0.43	0.57	0.90	0.50	0.50	0.50	0.90	0.00
Level Of Service Module:												
Delay/Veh:	168.7	48.1	48.1	34.9	18.9	6.8	31.5	14.9	14.9	48.2	44.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.7	48.1	48.1	34.9	18.9	6.8	31.5	14.9	14.9	48.2	44.4	0.0
Queue:	5	15	1	31	15	11	36	12	7	1	19	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #130 Farmington Road/Cedar Hills Boulevard

Cycle (sec): 120 Critical Vol./Cap. (X): 0.971
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 26.8
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module:																								
Base Vol:	0	0	0	998	0	500	315	1009	0	0	1293	786
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	998	0	500	315	1009	0	0	1293	786
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1051	0	526	332	1062	0	0	1361	827
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1051	0	526	332	1062	0	0	1361	827
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	1082	0	526	332	1115	0	0	1429	827
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.94	1.00	0.84	0.93	0.98	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3574	0	1599	1770	3725	0	0	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.33	0.19	0.30	0.00	0.00	0.38	0.52
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.50	0.19	0.59	0.00	0.00	0.40	0.71
Volume/Cap:	0.00	0.00	0.00	0.97	0.00	0.65	0.97	0.51	0.00	0.00	0.97	0.74
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	41.4	0.0	15.5	61.4	9.5	0.0	0.0	35.7	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.4	0.0	15.5	61.4	9.5	0.0	0.0	35.7	8.8
Queue:	0	0	0	42	0	13	15	22	0	0	53	18

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #131 Canyon Road/Cedar Hills Boulevard

Cycle (sec): 120 Critical Vol./Cap. (X): 0.994
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 36.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0	3	0	1	1	0	2	1	0
Volume Module:																								
Base Vol:	647	170	224	147	712	218	3	1373	375	164	1442	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	647	170	224	147	712	218	3	1373	375	164	1442	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	681	179	236	155	749	229	3	1445	395	173	1518	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	681	179	236	155	749	229	3	1445	395	173	1518	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.00	1.00	1.00	1.05	1.00	1.00	1.10	1.00	1.00	1.10	1.10
Final Vol.:	701	179	236	155	787	229	3	1590	395	173	1670	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.88	0.73	0.83	0.87	0.73	0.81	0.86	0.72	0.82	0.86	0.86
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	3181	1674	1390	1575	3316	1393	1545	4878	1366	1560	4629	247
Capacity Analysis Module:												
Vol/Sat:	0.22	0.11	0.17	0.10	0.24	0.16	0.00	0.33	0.29	0.11	0.36	0.36
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.29	0.29	0.17	0.24	0.24	0.00	0.33	0.55	0.11	0.44	0.44
Volume/Cap:	0.99	0.37	0.58	0.58	0.99	0.68	0.83	0.99	0.53	0.99	0.83	0.83
Level Of Service Module:												
Delay/Veh:	54.8	21.9	24.3	32.0	52.7	30.5	243.5	42.0	11.6	85.1	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	21.9	24.3	32.0	52.7	30.5	243.5	42.0	11.6	85.1	21.2	21.2
Queue:	30	5	7	5	33	7	0	62	8	9	51	4

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #133 Canyon Rd./Fred Meyer Access

Cycle (sec): 120 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 32.1
Optimal Cycle: 170 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 1	0 0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	200	41	200	383	22	95	90	1482	150	100	1417	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	41	200	383	22	95	90	1482	150	100	1417	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	211	43	211	403	23	100	95	1560	158	105	1492	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	43	211	403	23	100	95	1560	158	105	1492	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.00	1.00	1.00	1.10	1.10	1.00	1.10	1.10
Final Vol,:	211	43	211	423	23	100	95	1716	174	105	1641	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.86	0.86	0.92	0.92	0.92	0.93	0.83	0.97	0.93	0.85	0.94
Lanes:	1.00	0.17	0.83	1.63	0.07	0.30	1.00	2.76	0.24	1.00	2.35	0.65
Final Sat.:	1787	277	1360	2859	120	524	1770	4372	443	1770	3785	1156
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.15	0.19	0.19	0.05	0.39	0.39	0.06	0.43	0.43
Crit Moves:		tttt			****		tttt				tttt	
Green/Cycle:	0.16	0.16	0.16	0.20	0.20	0.20	0.06	0.44	0.44	0.07	0.45	0.45
Volume/Cap:	0.73	0.96	0.96	0.74	0.96	0.96	0.96	0.89	0.89	0.89	0.96	0.96
Level Of Service Module:												
Delay/Veh:	37.1	65.2	65.2	32.1	51.7	51.7	93.8	23.8	23.8	71.2	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	65.2	65.2	32.1	51.7	51.7	93.8	23.8	23.8	71.2	29.1	29.1
Queue:	7	3	10	14	2	5	5	56	7	5	59	20

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #162 Cedar Hills Blvd/Westgate Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 81 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	955	40	41	1334	119	84	10	13	20	10	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	955	40	41	1334	119	84	10	13	20	10	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	18	1029	43	44	1438	128	91	11	14	22	11	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1029	43	44	1438	128	91	11	14	22	11	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	1029	43	44	1509	135	91	11	14	22	11	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.94	0.98	0.98	0.54	0.54	0.54	0.73	0.73	0.73
Lanes:	1.00	0.96	0.04	1.00	1.84	0.16	0.79	0.09	0.12	0.23	0.11	0.66
Final Sat.:	1770	1770	74	1787	3419	306	800	97	123	318	159	910
Capacity Analysis Module:												
Vol/Sat:	0.01	0.58	0.58	0.02	0.44	0.44	0.11	0.11	0.11	0.07	0.07	0.07
Crit Moves:		tttt		****				tttt				
Green/Cycle:	0.02	0.73	0.73	0.03	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.60	0.80	0.80	0.80	0.60	0.60	0.80	0.80	0.80	0.49	0.49	0.49
Level Of Service Module:												
Delay/Veh:	55.5	9.4	9.4	72.9	4.9	4.9	49.6	49.6	49.6	32.2	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	9.4	9.4	72.9	4.9	4.9	49.6	49.6	49.6	32.2	32.2	32.2
Queue:	1	24	2	2	24	2	4	1	1	1	0	2

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #169 Farmington Road/149th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.858
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	11 0	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	15	25	86	15	85	60	1023	26	75	2149	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	15	25	86	15	85	60	1023	26	75	2149	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	16	26	91	16	89	63	1077	27	26	2262	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	16	26	91	16	89	63	1077	27	26	2262	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	13	16	26	91	16	89	63	1131	29	26	2375	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.71	0.75	0.75	0.85	0.91	0.96	0.96	0.94	0.98	0.98
Lanes:	0.24	0.29	0.47	0.85	0.15	1.00	1.00	1.95	0.05	1.00	1.93	0.07
Final Sat.:	317	390	634	1212	213	1615	1736	3563	91	1787	3592	133
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.06	0.04	0.32	0.32	0.01	0.66	0.66
Crit Moves:					****		****				****	
Green/Cycle:	0.09	0.09	0.09	0.09	0.09	0.09	0.04	0.78	0.78	0.04	0.77	0.77
Volume/Cap:	0.47	0.47	0.47	0.86	0.86	0.63	0.86	0.41	0.41	0.41	0.86	0.86
Level Of Service Module:												
Delay/Veh:	35.8	35.8	35.8	62.9	62.9	40.1	76.9	2.9	2.9	38.9	8.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	35.8	35.8	62.9	62.9	40.1	76.9	2.9	2.9	38.9	8.1	8.1
Queue:	0	1	1	4	1	3	3	12	0	1	56	3

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #170 TV Highway/153rd Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 0.782
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 77 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	431	0	67	36	1983	0	0	2622	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	431	0	67	36	1983	0	0	2622	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	454	0	71	38	2087	0	0	2760	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	454	0	71	38	2087	0	0	2760	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.10	1.10	1.00	1.10	1.00
Final Vol.:	0	0	0	467	0	71	38	2296	0	0	3036	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.83	0.92	0.97	1.00	1.00	0.97	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3505	0	1568	1752	5534	0	0	5534	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.05	0.02	0.41	0.00	0.00	0.55	0.05
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.20	0.03	0.73	0.00	0.00	0.70	0.87
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.23	0.78	0.57	0.00	0.00	0.78	0.06
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	35.4	0.0	26.2	72.8	5.0	0.0	0.0	8.4	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.4	0.0	26.2	72.8	5.0	0.0	0.0	8.4	0.7
Queue:	0	0	0	16	0	2	2	36	0	0	68	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #171 TV Highway/160th Avenue-Millikan Way

Cycle (sec): 140 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 35.1
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	241	180	143	153	251	431	196	1657	307	120	2424	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	180	143	153	251	431	196	1657	307	120	2424	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	180	143	153	251	431	196	1657	307	120	2424	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	180	143	153	251	431	196	1657	307	120	2424	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00
Final Vol.:	241	180	143	153	251	431	196	1823	307	120	2666	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.94	0.99	0.84	0.92	0.97	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1787	1881	1599	1787	1881	1599	1752	5534	1568	1770	5588	1583
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.09	0.09	0.13	0.27	0.11	0.33	0.20	0.07	0.48	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.14	0.16	0.26	0.14	0.16	0.27	0.11	0.49	0.63	0.10	0.48	0.62
Volume/Cap:	1.00	0.62	0.35	0.62	0.84	1.00	1.00	0.67	0.31	0.67	1.00	0.09
Level Of Service Module:												
Delay/Veh:	82.2	38.4	27.7	39.9	50.1	65.0	88.0	18.0	7.9	45.5	35.9	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.2	38.4	27.7	39.9	50.1	65.0	88.0	18.0	7.9	45.5	35.9	7.0
Queue:	13	7	5	6	11	22	11	54	6	5	115	1

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phfs0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #174 Jenkins Road/153rd Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 0.910
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 17.5
Optimal Cycle: 126 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	262	0	193	0	0	0	0	1434	350	204	1611	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	0	193	0	0	0	0	1434	350	204	1611	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	275	0	203	0	0	0	0	1505	367	214	1690.	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	203	0	0	0	0	1505	367	214	1690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	275	0	203	0	0	0	0	1580	386	214	1775	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.95	0.95	0.94	0.99	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.61	0.39	1.00	2.00	0.00
Final Sat.:	1770	0	1583	0	0	0	0	2904	710	1787	3762	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.13	0.00	0.00	0.00	0.00	0.54	0.54	0.12	0.47	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.17	0.00	0.30	0.00	0.00	0.00	0.00	0.60	0.60	0.13	0.73	0.00
Volume/Cap:	0.91	0.00	0.42	0.00	0.00	0.00	0.00	0.91	0.91	0.91	0.65	0.00
Level Of Service Module:												
Delay/Veh:	52.7	0.0	22.0	0.0	0.0	0.0	0.0	18.3	18.3	58.3	5.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	0.0	22.0	0.0	0.0	0.0	0.0	18.3	18.3	58.3	5.8	0.0
Queue:	11	0	5	0	0	0	0	50	14	9	31	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #175 Jenkins Road/158th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	52	216	384	342	459	136	119	982	58	625	1062	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	216	384	342	459	136	119	982	58	625	1062	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	54	224	398	355	476	141	123	1019	60	648	1102	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	224	398	355	476	141	123	1019	60	648	1102	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.03	1.05	1.05
Final Vol.:	54	235	398	355	500	148	123	1070	63	668	1157	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	0.81	0.93	0.95	0.95	0.94	0.98	0.98	0.93	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	1.89	0.11	2.00	1.72	0.28
Final Sat.:	1719	3619	1538	1770	2788	825	1787	3518	207	3539	3143	508
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.26	0.20	0.18	0.18	0.07	0.30	0.30	0.19	0.37	0.37
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.08	0.29	0.23	0.26	0.26	0.09	0.35	0.35	0.21	0.47	0.47
Volume/Cap:	0.69	0.82	0.88	0.88	0.69	0.69	0.78	0.88	0.88	0.88	0.78	0.78
Level Of Service Module:												
Delay/Veh:	50.6	46.4	38.7	42.7	27.2	27.2	49.1	29.2	29.2	37.8	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	46.4	38.7	42.7	27.2	27.2	49.1	29.2	29.2	37.8	18.8	18.8
Queue:	2	9	15	13	15	5	5	36	3	24	33	6

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditione MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #176 Farmington Road/170th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.983
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 39.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permit+Prot			..Permit+Prot..		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Modul												
Base Vol:	75	309	184	52	598	350	137	957	168	330	1418	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	309	184	52	598	350	137	957	168	330	1418	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	79	325	194	55	629	368	144	1007	177	347	1493	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	325	194	55	629	368	144	1007	177	347	1493	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	79	342	203	55	661	387	144	1058	186	347	1567	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.92	0.92	0.40	0.93	0.93	0.32	0.96	0.96	0.45	0.98	0.98
Lanes:	1.00	1.26	0.74	1.00	1.26	0.74	1.00	1.70	0.30	1.00	1.89	0.11
Final Sat.:	588	2198	1304	768	2231	1306	617	3105	546	847	3514	211
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.07	0.30	0.30	0.23	0.34	0.34	0.41	0.45	0.45
Crit Moves:	****						****			****		
Green/Cycle:	0.37	0.28	0.28	0.38	0.30	0.30	0.46	0.34	0.34	0.57	0.45	0.45
Volume/Cap:	0.36	0.55	0.55	0.19	1.00	1.00	0.51	1.02	1.02	0.72	1.00	1.00
Level Of Service Module:												
Delay/Veh:	31.4	24.0	24.0	20.9	49.1	49.1	1.2	49.5	49.5	29.1	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	24.0	24.0	20.9	49.1	49.1	1.2	49.5	49.5	29.1	38.9	38.9
Queue:	3	10	6	2	29	18	5	45	10	12	62	6

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #177 TV Highway/170th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 1.071
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			ov1			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	167	387	81	369	902	106	192	1745	166	480	2409	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	387	81	369	902	106	192	1745	166	480	2409	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	387	81	369	902	106	192	1745	166	480	2409	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	387	81	369	902	106	192	1745	166	480	2409	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.10	1.00	1.03	1.10	1.00
Final Vol.:	167	406	85	369	947	106	192	1920	166	494	2650	426
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.98	0.83	0.92	0.97	0.83	0.93	0.98	0.83
Lanes:	1.00	1.65	0.35	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1770	2988	626	1770	3725	1583	1752	5534	1568	3539	5588	1583
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.21	0.25	0.07	0.11	0.35	0.11	0.14	0.47	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.13	0.13	0.19	0.23	0.34	0.10	0.39	0.48	0.16	0.44	0.64
Volume/Cap:	1.08	1.07	1.07	1.07	1.08	0.20	1.07	0.89	0.22	0.89	1.07	0.42
Level Of Service Module:												
Delay/Veh:	122.7	88.8	88.8	91.7	80.1	18.3	111.8	26.0	11.9	43.9	57.4	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.7	88.8	88.8	91.7	80.1	18.3	111.8	26.0	11.9	43.9	57.4	7.1
Queue:	10	22	6	20	48	3	11	63	3	19	126	7

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #179 Merlo Road/170th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.871
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: 120 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0	2 0	0	1 0
Volume Module:												
Base Vol:	15	571	503	20	693	14	20	30	50	1011	38	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	571	503	20	693	14	20	30	50	1011	38	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	601	529	21	729	15	21	32	53	1064	40	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	601	529	21	729	15	21	32	53	1064	40	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00
Final Vol.:	16	601	529	21	729	15	21	32	53	1096	40	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.98	0.83	0.16	0.98	0.98	0.95	0.91	0.91	0.94	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.38	0.62	2.00	0.66	0.34
Final Sat.:	284	1863	1583	300	1825	38	1805	651	1078	3574	1172	615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.33	0.07	0.40	0.40	0.01	0.05	0.05	0.31	0.03	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.49	0.45	0.80	0.50	0.45	0.45	0.10	0.06	0.06	0.35	0.30	0.30
Volume/Cap:	0.11	0.72	0.42	0.14	0.88	0.88	0.11	0.88	0.88	0.88	0.11	0.11
Level Of Service Module:												
Delay/Veh:	29.5	19.6	2.6	23.3	27.0	27.0	31.6	74.3	74.3	29.3	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	19.6	2.6	23.3	27.0	27.0	31.6	74.3	74.3	29.3	19.6	19.6
Queue:	1	17	5	1	24	1	1	2	3	37	1	1

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #180 Baseline Road/170th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 46.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	150	568	88	437	612	28	81	888	129	174	1217	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	568	88	437	612	28	81	888	329	174	1217	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	568	88	437	612	28	81	888	129	174	1217	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	568	88	437	612	28	81	888	129	174	1217	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	150	568	88	450	612	28	81	932	135	174	1278	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.97	0.97	0.95	0.99	0.99	0.94	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	0.87	0.13	2.00	0.96	0.04	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1787	1596	247	3610	1799	82	1787	3221	467	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.12	0.34	0.34	0.05	0.29	0.29	0.10	0.34	0.31
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.36	0.36	0.13	0.39	0.39	0.05	0.29	0.29	0.10	0.34	0.46
Volume/Cap:	0.88	0.99	0.99	0.99	0.88	0.88	0.99	1.01	1.01	1.01	0.99	0.66
Level Of Service Module:												
Delay/Veh:	59.9	50.5	50.5	65.1	30.4	30.4	111.8	50.1	50.1	89.4	43.8	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	50.5	50.5	65.1	30.4	30.4	111.8	50.1	50.1	89.4	43.8	17.7
Queue:	6	25	5	20	21	2	5	39	7	9	51	13

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #186 Walker Road/158th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 1.020
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permit+Prot			Permit+Prot		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	333	783	258	469	1025	105	76	1096	135	326	1082	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	783	258	469	1025	105	76	1096	135	326	1082	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	783	258	469	1025	105	76	1096	135	326	1082	1.47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	783	258	469	1025	105	76	1096	135	326	1082	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	343	822	258	483	1076	110	76	1151	135	326	1136	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.96	0.82	0.94	0.98	0.98	0.31	0.99	0.84	0.46	0.99	0.84
Lanes:	2.00	2.00	1.00	2.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3471	3654	1553	3574	3379	345	587	3762	1599	867	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.17	0.14	0.32	0.32	0.13	0.31	0.08	0.38	0.30	0.09
Crit Moves:	****				****		****			****		
Green/Cycle:	0.09	0.25	0.42	0.15	0.30	0.30	0.38	0.29	0.39	0.50	0.41	0.56
Volume/Cap:	1.04	0.90	0.39	0.90	1.04	1.04	0.34	1.04	0.22	0.75	0.74	0.16
Level Of Service Module:												
Delay/Veh:	87.0	36.8	15.6	45.5	59.9	59.9	30.7	60.7	15.9	4.9	20.7	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	36.8	15.6	45.5	59.9	59.9	30.7	60.7	15.9	4.9	20.7	8.3
Queue:	18	29	6	18	49	7	2	52	3	12	33	2

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #187 Walker Road/167th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1 1	0 0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	28	4	37	30	4	66	116	1335	66	97	1260	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	4	31	30	4	66	116	1335	66	97	1260	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	29	4	39	32	4	69	122	1405	69	102	1326	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	4	39	32	4	69	122	1405	69	102	1326	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	29	4	39	32	4	69	122	1476	73	102	1393	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.86	0.86	0.75	0.75	0.75	0.95	0.99	0.99	0.95	0.99	0.99
Lanes:	1.00	0.09	0.91	0.30	0.04	0.66	1.00	1.91	0.09	1.00	1.90	0.10
Final Sat.:	1596	152	1482	436	55	941	1805	3585	177	1805	3567	195
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.07	0.07	0.07	0.07	0.41	0.41	0.06	0.39	0.39
Crit Moves:					****			****		****		
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.11	0.68	0.68	0.09	0.66	0.66
Volume/Cap:	0.15	0.22	0.22	0.60	0.60	0.60	0.59	0.60	0.60	0.60	0.59	0.59
Level Of Service Module:												
Delay/Veh:	30.5	30.8	30.8	36.3	36.3	36.3	35.7	6.9	6.9	37.9	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.8	30.8	36.3	36.3	36.3	35.7	6.9	6.9	37.9	7.5	1.5
Queue:	1	0	1	1	0	2	4	27	2	4	26	2

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #188 Walker Road/173rd Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 1.034
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 51.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	1	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	433	707	119	350	831	196	153	1004	542	117	856	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	707	119	350	831	196	153	1004	542	117	856	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	433	707	119	350	831	196	153	1004	542	117	856	386
Reduct Vol	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vo :	433	707	119	350	831	196	153	1004	542	117	856	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.	446	707	119	361	831	196	153	1054	542	117	899	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment	0.94	0.99	0.84	0.94	0.99	0.84	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3574	1881	1599	3574	1881	1599	1770	3725	1583	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.07	0.10	0.44	0.12	0.09	0.28	0.34	0.07	0.24	0.24
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.43	0.50	0.12	0.43	0.52	0.09	0.27	0.39	0.06	0.25	0.37
Volume/Cap:	1.03	0.87	0.15	0.87	1.03	0.24	0.98	1.03	0.87	1.03	0.97	0.67
Level Of Service Module:												
Delay/Veh:	82.7	30.5	12.4	51.7	59.4	12.1	90.0	63.4	34.0	119.5	50.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	30.5	12.4	51.7	59.4	12.1	90.0	63.4	34.0	119.5	50.0	26.1
Queue:	24	27	3	16	43	4	9	53	21	8	40	13

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #191 Cornell Road/158th Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.858
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			ov1			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	2	0	0	0	0	0	0	2
	0	0	2	0	1	2	0	2	0	0		
Volume Module:												
Base Vol:	660	0	904	0	0	0	0	972	628	937	974	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	0	904	0	0	0	0	972	628	937	974	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	695	0	952	0	0	0	0	1023	661	986	1025	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	695	0	952	0	0	0	0	1023	661	986	1025	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.00	1.13	1.00	1.00	1.00	1.00	1.05	1.00	1.03	1.05	1.00
Final Vol.:	716	0	1075	0	0	0	0	1074	661	1016	1077	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.99	0.84	0.94	0.99	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3539	0	3167	0	0	0	0	3762	1599	3574	3762	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.34	0.00	0.00	0.00	0.00	0.29	0.41	0.28	0.29	0.00
Crit Moves:	****							tttt		tttt		
Green/Cycle:	0.24	0.00	0.57	0.00	0.00	0.00	0.00	0.33	0.57	0.33	0.66	0.00
Volume/Cap:	0.86	0.00	0.60	0.00	0.00	0.00	0.00	0.86	0.73	0.86	0.43	0.00
Level Of Service Module:												
Delay/Veh:	34.6	0.0	11.4	0.0	0.0	0.0	0.0	28.5	14.4	28.8	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	0.0	11.4	0.0	0.0	0.0	0.0	28.5	14.4	28.8	6.2	0.0
Queue:	25	0	24	0	0	0	0	35	17	34	17	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #192 Walker Road/Murray Boulevard

Cycle (sec): 150 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 43.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0
	2	0	2	0	1	2	0	2	0	1	2	0
Volume Module:												
Base Vol:	285	1460	390	267	1177	168	181	1059	315	356	1133	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	1460	390	267	1177	168	181	1059	315	356	1133	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	1460	390	267	1177	168	181	1059	315	356	1133	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	1460	390	267	1177	168	181	1059	315	356	1133	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00
Final Vol.:	294	1533	390	275	1236	168	186	1112	315	367	1190	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.92	0.97	0.83	0.93	0.98	0.83	0.94	0.99	0.84
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3539	3725	1583	3505	3689	1568	3539	3725	1583	3574	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.25	0.08	0.34	0.11	0.05	0.30	0.20	0.10	0.32	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.41	0.52	0.08	0.39	0.45	0.06	0.30	0.40	0.10	0.34	0.42
Volume/Cap:	0.85	1.00	0.48	1.00	0.85	0.24	0.92	1.00	0.50	1.00	0.92	0.34
Level Of Service Module:												
Delay/Veh:	55.5	45.5	15.4	85.6	30.4	16.4	74.3	54.1	22.6	78.9	38.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	45.5	15.4	85.6	30.4	16.4	74.3	54.1	22.6	78.9	38.0	19.0
Queue:	14	73	11	16	49	4	10	54	10	20	51	7

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #193 Kinnaman/Farmington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.958
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 178 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	1	0	1
Volume Module:												
Base Vol:	10	7	7	461	5	78	66	884	14	12	1492	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	7	461	5	78	66	884	14	12	1492	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	7	7	485	5	82	69	931	15	13	1571	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	7	7	485	5	82	69	931	15	13	1571	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	11	7	7	485	5	82	69	977	15	13	1649	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.94	0.85	0.85	0.93	0.98	0.98	0.94	0.97	0.97
Lanes:	1.00	0.50	0.50	1.00	0.06	0.94	1.00	1.97	0.03	1.00	1.71	0.29
Final Sat.:	1814	884	884	1789	93	1525	1770	3669	56	1787	3160	527
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.27	0.05	0.05	0.04	0.27	0.27	0.01	0.52	0.52
Crit Moves:				****			****				****	
Green/Cycle:	0.08	0.01	0.01	0.33	0.26	0.26	0.04	0.56	0.56	0.02	0.54	0.54
Volume/Cap:	0.07	0.97	0.97	0.81	0.21	0.21	0.97	0.47	0.47	0.47	0.97	0.97
Level Of Service Module:												
Delay/Veh:	32.9	202	202.0	29.6	22.5	22.5	108.2	10.2	10.2	46.2	27.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	202	202.0	29.6	22.5	22.5	108.2	10.2	10.2	46.2	27.5	27.5
Queue:	0	1	1	17	0	2	4	19	0	1	60	12

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #194 Davis Road/155th Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 0.337
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 3.6
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	1	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	39	0	18	0	0	0	0	217	152	46	216	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	18	0	0	0	0	217	152	46	216	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	45	0	21	0	0	0	0	249	175	53	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	21	0	0	0	0	249	175	53	248	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	0	21	0	0	0	0	249	175	53	248	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	1.00	1.00	1.00	1.00	0.84	0.84	0.77	0.77	1.00
Lanes:	0.68	0.00	0.32	0.00	0.00	0.00	0.00	0.59	0.41	0.18	0.82	0.00
Final Sat.:	1081	0	504	0	0	0	0	937	659	258	1205	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.27	0.27	0.21	0.21	0.00
Crit Moves:	****							****				
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.79	0.79	0.79	0.79	0.00
Volume/Cap:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.34	0.34	0.26	0.26	0.00
Level Of Service Module:												
Delay/Veh:	23.7	0.0	23.7	0.0	0.0	0.0	0.0	1.8	1.8	1.7	1.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	0.0	23.7	0.0	0.0	0.0	0.0	1.8	1.8	1.7	1.7	0.0
Queue:	1	0	1	0	0	0	0	2	1	0	2	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base volume Alternative)

Intersection #198 Canyon Road/Walker Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1 1	0 0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	4	0	11	462	2	38	75	1308	1	7	846	477
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	11	462	2	38	75	1308	1	7	846	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	0	12	505	2	42	82	1431	1	8	926	522
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	12	505	2	42	82	1431	1	8	926	522
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	4	0	12	505	2	42	82	1503	1	8	972	522
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	1.00	0.64	0.78	0.78	0.78	0.92	0.97	0.97	0.93	0.98	0.83
Lanes:	0.25	0.00	0.75	0.92	0.01	0.07	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	304	0	912	1355	5	113	1752	3687	2	1770	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.37	0.37	0.37	0.05	0.41	0.41	0.00	0.26	0.33
Crit Moves:					tttt			tttt		tttt		
Green/Cycle:	0.43	0.00	0.43	0.43	0.43	0.43	0.06	0.47	0.47	0.01	0.41	0.41
Volume/Cap:	0.03	0.00	0.03	0.87	0.87	0.87	0.80	0.87	0.87	0.87	0.63	0.80
Level Of Service Module:												
Delay/Veh:	12.9	0.0	12.9	29.3	29.3	29.3	58.3	22.3	22.3	184.8	18.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	0.0	12.9	29.3	29.3	29.3	58.3	22.3	22.3	184.8	18.6	24.6
Queue:	0	0	0	17	0	2	4	47	0	1	26	16

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #199 Beaverton-Hillsdale Hwy/Western Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.889
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 22.3
Optimal Cycle: 114 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1! 1	0	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	501	0	530	0	0	0	0	1377	464	678	1247	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	501	0	530	0	0	0	0	1377	464	678	1247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	501	0	530	0	0	0	0	1377	464	678	1247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	0	530	0	0	0	0	1377	464	678	1247	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.03	1.05	1.00
Final Vol.:	526	0	557	0	0	0	0	1446	464	698	1309	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	1.00	0.98	0.83	0.93	0.98	1.00
Lanes:	1.46	0.00	1.54	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2447	0	2591	0	0	0	0	3725	1583	3539	3725	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.39	0.29	0.20	0.35	0.00
Crit Moves:	****							tttt		tttt		
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.44	0.68	0.22	0.66	0.00
Volume/Cap:	0.89	0.00	0.89	0.00	0.00	0.00	0.00	0.89	0.43	0.89	0.53	0.00
Level Of Service Module:												
Delay/Veh:	34.4	0.0	34.4	0.0	0.0	0.0	0.0	24.8	5.9	37.9	7.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	0.0	34.4	0.0	0.0	0.0	0.0	24.8	5.9	37.9	7.2	0.0
Queue:	19	0	20	0	0	0	0	47	7	25	23	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #200 Allen Boulevard/Western Avenue

Cycle (sec): 120 critical Vol./Cap. (X): 0.784
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 47.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Round			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permit+Prot			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Bas Vol:	0	0	0	500	0	816	353	748	0	0	678	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	500	0	816	353	748	0	0	678	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	526	0	859	372	787	0	0	714	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	526	0	859	372	787	0	0	714	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	526	0	859	372	827	0	0	749	374
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.83	0.56	0.97	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final sat.:	0	0	0	1752	0	1568	1066	3689	0	0	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.55	0.35	0.22	0.00	0.00	0.20	0.24
Crit Moves:				****			****					
Green/Cycle:	0.00	0.00	0.00	0.49	0.00	0.49	0.46	0.41	0.00	0.00	0.21	0.21
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	1.11	0.77	0.55	0.00	0.00	0.94	1.11
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	15.0	0.0	81.5	30.6	18.0	0.0	0.0	44.1	106.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.0	0.0	81.5	30.6	18.0	0.0	0.0	44.1	106.8
Queue:	0	0	0	13	0	49	14	21	0	0	29	22

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #202 Laurelwood Avenue/Beaverton-Hillsdale Hwy

Cycle (sec): 90 Critical Vol./Cap. (X): 0.857
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	95	97	69	189	72	43	32	1324	100	57	1232	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	97	69	189	72	43	32	1324	100	57	1232	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	98	100	71	195	74	44	33	1366	103	59	1271	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	100	71	195	74	44	33	1366	103	59	1271	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	98	100	71	195	74	44	33	1435	108	59	1335	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.59	0.59	0.46	0.46	0.46	0.09	0.98	0.98	0.09	0.97	0.97
Lanes:	0.36	0.38	0.26	0.62	0.24	0.14	1.00	1.86	0.14	1.00	1.71	0.29
Final Sat.:	407	415	295	547	207	123	169	3464	261	169	3147	540
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.36	0.36	0.36	0.19	0.41	0.41	0.35	0.42	0.42
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.58	0.58	0.58	0.86	0.86	0.86	0.39	0.84	0.84	0.70	0.86	0.86
Level Of Service Module:												
Delay/Veh:	14.4	14.4	14.4	27.8	27.8	27.8	10.8	15.2	15.2	26.4	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	14.4	14.4	27.8	27.8	27.8	10.8	15.2	15.2	26.4	16.0	16.0
Queue:	2	2	2	6	3	2	1	33	3	2	31	7

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #203 Hall Boulevard/Denney Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.934
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 115 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	1	0	0
Volume Module:												
Base Vol:	0	1343	625	149	1397	0	0	0	0	860	0	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1343	625	149	1397	0	0	0	0	860	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1414	658	157	1471	0	0	0	0	905	0	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1414	658	157	1471	0	0	0	0	905	0	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.00
Final Vol.:	0	1484	658	157	1544	0	0	0	0	951	0	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.84	0.29	0.99	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.68	0.00	0.32
Final Sat.:	0	3762	1599	555	3762	0	0	0	0	2975	0	563
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.41	0.28	0.41	0.00	0.00	0.00	0.00	0.32	0.00	0.39
Crit Moves:				****						****		
Green/Cycle:	0.00	0.44	0.80	0.59	0.54	0.00	0.00	0.00	0.00	0.36	0.00	0.46
Volume/Cap:	0.00	0.89	0.51	0.48	0.76	0.00	0.00	0.00	0.00	0.89	0.00	0.86
Level Of Service Module:												
Delay/Veh:	0.0	24.5	2.9	28.1	15.0	0.0	0.0	0.0	0.0	29.2	0.0	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.5	2.9	28.1	15.0	0.0	0.0	0.0	0.0	29.2	0.0	23.1
Queue:	0	48	8	5	41	0	0	0	0	33	0	8

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operation6 Method (Base Volume Alternative)

Intersection #205 Denney Road/Hwy 217 SB ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permit+Prot			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	85	5	331	0	484	166	68	516	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	5	331	0	484	166	68	516	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	92	5	358	0	524	180	74	558	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	92	5	358	0	524	180	74	558	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	92	5	358	0	524	180	74	558	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.85	1.00	0.86	0.86	0.45	1.00	1.00
Lanes:	0.00	0.00	0.00	0.95	0.05	1.00	0.00	0.74	0.26	1.00	1.00	0.00
Final Sat.:	0	0	0	1532	83	1615	0	1216	418	851	1900	0
Capacity m a ysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.22	0.00	0.43	0.43	0.09	0.29	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.56	0.56	0.65	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.77	0.00	0.77	0.77	0.13	0.48	0.00
Level Of Ser ice Module:												
Delay/Veh:	0.0	0.0	0.0	21.0	21.0	30.6	0.0	16.1	16.1	11.0	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.0	21.0	30.6	0.0	16.1	16.1	11.0	8.5	0.0
Queue:	0	0	0	2	0	12	0	14	5	2	10	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #207 Denney Road/Hwy 217 NB ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			split Phase			Permit+Prot			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	0 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	132	4	28	0	0	0	281	299	0	0	437	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	4	28	0	0	0	281	299	0	0	437	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	152	5	32	0	0	0	323	343	0	0	502	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	5	32	0	0	0	323	343	0	0	502	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	5	32	0	0	0	323	343	0	0	502	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	1.00	1.00	1.00	0.58	1.00	1.00	1.00	0.87	0.87
Lanes:	0.97	0.03	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.77	0.23
Final Sat.:	1564	51	1615	0	0	0	1101	1900	0	0	1279	374
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.00	0.00	0.00	0.29	0.18	0.00	0.00	0.39	0.39
Crit Moves:	****						****				****	
Green/Cycle:	0.13	0.13	0.13	0.00	0.00	0.00	0.80	0.77	0.00	0.00	0.53	0.53
Volume/Cap:	0.74	0.74	0.15	0.00	0.00	0.00	0.37	0.23	0.00	0.00	0.74	0.74
Level Of Service Module:												
Delay/Veh:	41.3	41.3	29.9	0.0	0.0	0.0	7.2	2.5	0.0	0.0	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	29.9	0.0	0.0	0.0	7.2	2.5	0.0	0.0	16.6	16.6
Queue:	6	0	1	0	0	0	10	3	0	0	14	4

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #214 Denney Road/Scholls Ferry Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.914
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 129 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	0 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	168	964	1	2	1015	300	113	6	132	0	4	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	964	1	2	1015	300	113	6	132	0	4	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	172	985	1	2	1037	306	115	6	135	0	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	985	1	2	1037	306	115	6	135	0	4	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	172	985	1	2	1037	306	115	6	135	0	4	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.98	0.83	0.80	0.80	0.80	1.00	0.87	0.87
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	0.45	0.02	0.53	0.00	0.80	0.20
Final Sat.:	1770	1861	2	1770	1863	1583	680	35	799	0	1322	331
Capacity Analysis Module:												
Vol/Sat:	0.10	0.53	0.53	0.00	0.56	0.19	0.17	0.17	0.17	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.11	0.71	0.71	0.00	0.61	0.61	0.18	0.18	0.18	0.00	0.18	0.18
Volume/Cap:	0.91	0.74	0.74	0.74	0.91	0.32	0.91	0.91	0.91	0.00	0.02	0.02
Level Of Service Module:												
Delay/Veh:	64.1	8.3	8.3	215.3	21.6	7.4	53.9	53.9	53.9	0.0	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	8.3	8.3	215.3	21.6	7.4	53.9	53.9	53.9	0.0	25.8	25.8
Queue:	8	21	0	0	34	5	6	1	6	0	0	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #215 Allen Boulevard/Scholls Ferry Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.984
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 44.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permit+Prot			Permit+Prot		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	140	751	147	143	717	106	202	602	145	224	654	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	751	147	143	717	106	202	602	145	224	654	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	144	774	152	147	739	109	208	621	149	231	674	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	774	152	147	739	109	208	621	149	231	674	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	144	774	152	147	739	109	208	652	157	231	708	333
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.98	0.83	0.27	0.99	0.84	0.43	0.96	0.96	0.47	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.61	0.39	1.00	1.36	0.64
Final Sat.:	521	1863	1583	519	1881	1559	821	2941	708	895	2431	1143
Capacity Analysis Module:												
Vol/Sat:	0.28	0.42	0.10	0.28	0.39	0.07	0.25	0.22	0.22	0.26	0.29	0.29
Crit Moves:	****			tttt			tttt				****	
Green/Cycle:	0.51	0.40	0.54	0.51	0.39	0.51	0.39	0.25	0.25	0.42	0.28	0.28
Volume/Cap:	0.54	1.04	0.18	0.56	1.00	0.13	0.65	0.90	0.90	0.61	1.04	1.04
Level Of Service Module:												
Delay/Veh:	32.7	61.4	9.0	2.0	47.7	10.2	3.1	36.8	36.8	29.4	62.3	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	61.4	9.0	2.0	47.7	10.2	3.1	36.8	36.8	29.4	62.3	62.3
Queue:	5	37	3	5	31	2	8	24	7	8	34	17

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #218 Hall Boulevard/Hart Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.927
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 17.9
Optimal Cycle: 138 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	255	1550	0	0	1695	498	271	0	121	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	1550	0	0	1695	498	271	0	121	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	277	1685	0	0	1842	541	295	0	132	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1685	0	0	1842	541	295	0	132	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	277	1769	0	0	1935	541	295	0	132	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	1.00	1.00	0.99	0.84	0.94	1.00	0.84	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	[illegible]	[illegible]	[illegible]	0	3762	1599	1787	0	1599	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.47	0.00	0.00	0.51	0.34	0.17	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				tttt		tttt					
Green/Cycle:	0.17	0.12	0.00	0.00	0.55	0.73	0.10	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	0.93	0.65	0.00	0.00	0.93	0.46	0.93	0.00	0.24	0.00	0.00	0.00
Level Of Service Module:												
Delay/Veh:	55.8	6.1	0.0	0.0	21.6	4.4	54.4	0.0	18.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	6.1	0.0	0.0	21.6	4.4	54.4	0.0	18.2	0.0	0.0	0.0
Queue:	12	31	0	0	63	7	12	0	3	0	0	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #219 Murray Boulevard/Hart Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.016
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permit+Prot			Permit+Prot		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	224	1358	48	30	1900	304	156	120	181	109	389	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	1358	48	30	1900	304	156	120	181	109	389	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	1358	48	30	1900	304	156	120	181	109	389	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1358	48	30	1900	304	156	120	181	109	389	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	224	1426	50	30	1995	304	156	120	181	109	389	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.98	0.98	0.18	0.99	0.84	0.50	0.98	0.83	0.76	1.00	0.85
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	536	3599	126	336	3762	1599	944	1863	1583	1444	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.42	0.40	0.40	0.09	0.53	0.19	0.17	0.06	0.11	0.08	0.20	0.02
Crit Moves:	****						****				****	
Green/Cycle:	0.64	0.58	0.58	0.55	0.48	0.56	0.30	0.17	0.29	0.31	0.19	0.21
Volume/Cap:	0.65	0.69	0.69	0.16	1.10	0.34	0.55	0.37	0.39	0.24	1.10	0.11
Level Of Service Module:												
Delay/Veh:	3.0	12.3	12.3	21.3	68.4	9.2	1.8	28.5	22.3	21.0	102	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.0	12.3	12.3	21.3	68.4	9.2	1.8	28.5	22.3	21.0	102	24.7
Queue:	8	34	2	1	105	5	6	4	5	3	22	1

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #220 Hart Road/158th Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	0 0	1 1	0	0 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	84	32	99	31	126	12	7	357	148	205	693	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	32	99	31	126	12	7	357	148	205	693	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	34	104	33	133	13	7	376	156	216	729	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	34	104	33	133	13	7	376	156	216	729	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	34	104	33	133	13	7	376	156	216	729	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.62	0.62	0.78	0.78	0.78	0.81	0.81	0.81	0.37	0.99	0.99
Lanes:	0.39	0.15	0.46	0.18	0.75	0.07	0.01	0.70	0.29	1.00	0.99	0.01
Final Sat.:	459	177	542	272	1095	107	20	1073	445	696	1861	20
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.12	0.12	0.12	0.35	0.35	0.35	0.31	0.39	0.39
Crit Moves:		****									****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.63	0.63	0.63	0.40	0.40	0.40	0.57	0.57	0.57	0.50	0.63	0.63
Level Of Service Module:												
Delay/Veh:	22.0	22.0	22.0	18.2	18.2	18.2	7.9	7.9	7.9	7.7	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	22.0	22.0	18.2	18.2	18.2	7.9	7.9	7.9	7.7	8.6	8.6
Queue:	2	1	3	1	3	0	0	6	3	3	13	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #221 Hart-Bany/170th Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	36	336	38	203	649	122	62	153	42	35	243	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	336	38	203	649	122	62	153	42	35	243	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	354	40	214	683	128	65	161	44	37	256	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	354	40	214	683	128	65	161	44	37	256	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	354	40	214	683	128	65	161	44	37	256	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.99	0.99	0.34	0.98	0.98	0.62	0.62	0.62	0.79	0.79	0.79
Lanes:	1.00	0.90	0.10	1.00	0.84	0.16	0.24	0.60	0.16	0.09	0.65	0.26
Final Sat.:	152	1690	191	646	1568	294	282	698	191	140	967	397
Capacity Analysis Module:												
Vol/Sat:	0.25	0.21	0.21	0.33	0.44	0.44	0.23	0.23	0.23	0.26	0.26	0.26
Crit Moves:					****						tttt	
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.44	0.37	0.37	0.58	0.77	0.77	0.67	0.67	0.67	0.77	0.77	0.77
Level Of Service Module:												
Delay/Veh:	9.6	7.0	7.0	9.9	12.1	12.1	19.2	19.2	19.2	21.8	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	7.0	7.0	9.9	12.1	12.1	19.2	19.2	19.2	21.8	21.8	21.8
Queue:	1	5	1	4	14	3	2	4	1	1	7	3

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #222 Hart Road/Sorrento Avenue

Cycle (sec): 1 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 12 Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	73	0	77	0	0	0	0	144	141	146	487	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	0	77	0	0	0	0	144	141	146	487	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	77	0	82	0	0	0	0	153	149	155	516	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	0	82	0	0	0	0	153	149	155	516	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	0	82	0	0	0	0	153	149	155	516	0
Saturation Flow Module:												
Sat/Lane:	339	339	339	0	0	0	721	721	721	986	986	986
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.48	0.00	0.52	0.00	0.00	0.00	0.00	0.51	0.49	0.23	0.77	0.00
Final Sat.:	164	0	175	0	0	0	0	365	356	228	758	0
Capacity Analysis Module:												
Vol/Sat:	0.47	0.00	0.47	0.00	0.00	0.00	0.00	0.42	0.42	0.68	0.68	0.00
Crit Moves:			tttt			****			tttt	tttt		
Level Of Service Module:												
Delay/Veh:	5.9	0.0	5.9	0.0	0.0	0.0	0.0	4.9	4.9	13.3	13.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	0.0	5.9	0.0	0.0	0.0	0.0	4.9	4.9	13.3	13.3	0.0
LOS by Move:	B	*	B	*	*	*	*	A	A	C	C	*

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #224 Murray Boulevard/Brockman Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 23.8
Optimal Cycle: 115 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	106	1229	69	96	1496	75	36	204	81	115	440	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1229	69	96	1496	75	36	204	81	115	440	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	1294	73	101	1575	79	38	215	85	121	463	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1294	73	101	1575	79	38	215	85	121	463	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final vol.:	112	1358	76	101	1653	83	38	215	85	121	463	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.97	0.97	0.94	0.98	0.98	0.11	0.92	0.92	0.25	0.97	0.97
Lanes:	1.00	1.89	0.11	1.00	1.90	0.10	1.00	0.72	0.28	1.00	0.92	0.08
Final Sat.:	1770	3493	195	1787	3547	178	201	1257	497	484	1701	143
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.06	0.47	0.47	0.19	0.17	0.17	0.25	0.27	0.27
Crit Moves:	****				****						****	
Green/Cycle:	0.07	0.52	0.52	0.08	0.52	0.52	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.89	0.75	0.75	0.75	0.89	0.89	0.62	0.56	0.56	0.82	0.89	0.89
Level Of Service Module:												
Delay/Veh:	69.3	15.9	15.9	48.6	20.5	20.5	34.5	23.6	23.6	44.1	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	15.9	15.9	48.6	20.5	20.5	34.5	23.6	23.6	44.1	37.2	37.2
Queue:	5	36	3	4	52	4	1	6	3	5	17	2

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #225 Murray Boulevard/Maverick Terrace

Cycle (sec): 90 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 1.9
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	1	1	0	0
Volume Module:												
Base Vol:	0	1284	12	35	1690	0	0	0	0	7	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1284	12	35	1690	0	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1352	13	37	1779	0	0	0	0	7	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1352	13	37	1779	0	0	0	0	7	0	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1419	13	37	1868	0	0	0	0			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.14	1.00	1.00	1.00	1.00	1.00	0.80	1.00	0.80
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	3766	34	275	3800	0	0	0	0	594	0	933
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.13	0.49	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.80	0.80	0.89	0.85	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Volume/Cap:	0.00	0.47	0.47	0.15	0.58	0.00	0.00	0.00	0.00	0.58	0.00	0.58
Level Of Service Module:												
Delay/Veh:	0.0	1.9	1.9	1.0	1.5	0.0	0.0	0.0	0.0	44.0	0.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.9	1.9	1.0	1.5	0.0	0.0	0.0	0.0	44.0	0.0	44.0
Queue:	0	11	0	1	14	0	0	0	0	0	0	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #226 155th Avenue/Nora-Beard (Brockman)

Cycle (sec): 1 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 0 Average Delay (sec/veh): 12.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	2	66	39	105	118	10	7	89	3	72	212	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	66	39	105	118	10	7	89	3	72	212	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	2	72	43	115	129	11	8	98	3	79	232	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	72	43	115	129	11	8	98	3	79	232	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	72	43	115	129	11	8	98	3	79	232	172
Saturation Flow Module:												
Sat/Lane:	325	325	325	562	562	562	534	534	534	614	614	614
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.61	0.37	0.45	0.51	0.04	0.07	0.90	0.03	0.16	0.48	0.36
Final Sat.:	6	200	119	253	284	24	39	480	15	100	295	219
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.45	0.45	0.45	0.20	0.20	0.20	0.79	0.79	0.79
Crit Moves:			****	****					****			****
Level Of Service Module:												
Delay/Veh:	3.9	3.9	3.9	5.6	5.6	5.6	2.2	2.2	2.2	19.9	19.9	19.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.9	3.9	3.9	5.6	5.6	5.6	2.2	2.2	2.2	19.9	19.9	19.9
LOS by Move:	A	A	A	B	B	B	A	A	A	C	C	C

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #227 Brockman Road/125th Avenue

Cycle (sec): 120 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh) 27.0
Optimal Cycle: 115 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			1 0 1 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	228	332	63	51	375	246	111	210	123	162	520	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	332	63	51	375	246	111	210	123	162	520	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	240	349	66	54	395	259	117	221	129	171	547	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	349	66	54	395	259	117	221	129	171	547	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	240	349	66	54	395	259	117	221	129	171	547	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.97	0.97	0.27	1.00	0.85	0.26	0.93	0.93	0.41	0.98	0.98
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	1.00	0.63	0.37	1.00	0.85	0.15
Final Sat.:	793	1550	293	514	1900	1615	499	1117	652	788	1582	280
Capacity Analysis Module:												
Vol/Sat:	0.30	0.23	0.23	0.11	0.21	0.16	0.23	0.20	0.20	0.22	0.35	0.35
Crit Moves:	****				****		****				****	
Green/Cycle:	0.43	0.35	0.35	0.29	0.24	0.24	0.40	0.32	0.32	0.51	0.40	0.40
Volume/Cap:	0.71	0.65	0.65	0.37	0.87	0.67	0.59	0.62	0.62	0.43	0.87	0.87
Level Of Service Module:												
Delay/Veh:	22.1	22.9	22.9	22.2	39.8	29.8	22.2	23.8	23.8	12.3	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.9	22.9	22.2	39.8	29.8	22.2	23.8	23.8	12.3	29.2	29.2
Queue:	9	10	2	2	15	8	5	7	4	6	19	4

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #229 Hall Boulevard/Greenway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permit+Prot			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	147	1	282	6	46	4	3	643	395	641	1305	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1	282	6	46	4	3	643	395	641	1305	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	155	1	297	6	48	4	3	677	416	675	1374	55
Reduct Vol	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vo	155	1	297	6	48	4	3	677	416	675	1374	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.	155	1	297	6	48	4	3	711	437	675	1442	57
Saturation F ow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment	0.78	0.84	0.84	0.77	0.77	0.77	0.22	0.93	0.93	0.58	0.98	0.98
Lanes:	1.00	0.01	0.99	0.10	0.83	0.07	1.00	1.24	0.76	1.00	1.92	0.08
Final Sat.:	1486	5	1594	152	1218	101	412	2190	1346	1098	3583	142
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.04	0.04	0.04	0.01	0.32	0.32	0.61	0.40	0.40
Crit Moves:		****								****		
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.38	0.33	0.33	0.76	0.71	0.71
Volume/Cap:	0.55	0.99	0.99	0.21	0.21	0.21	0.02	0.99	0.99	0.81	0.57	0.57
Level Of Service Module:												
Delay/Veh:	30.3	67.9	67.9	26.6	26.6	26.6	23.6	43.5	43.5	21.7	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	67.9	67.9	26.6	26.6	26.6	23.6	43.5	43.5	21.7	5.7	5.7
Queue:	5	0	14	0	1	0	0	30	19	23	24	1

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #230 Hall Boulevard/Nimbus Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.946
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 153 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	448	62	341	235	109	158	33	709	196	242	1309	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	62	341	235	109	158	33	709	196	242	1309	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	472	65	359	247	115	166	35	746	206	255	1378	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	65	359	247	115	166	35	746	206	255	1378	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	472	65	359	247	115	166	35	784	217	255	1447	105
Saturation F ow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.86	0.86	0.53	0.88	0.88	0.93	0.95	0.95	0.94	0.99	0.84
Lanes:	1.00	0.15	0.85	1.00	0.41	0.59	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1167	251	1386	1016	687	992	1770	2830	783	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.40	0.26	0.26	0.24	0.17	0.17	0.02	0.28	0.28	0.14	0.38	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.48	0.30	0.30	0.34	0.18	0.18	0.02	0.29	0.29	0.15	0.42	0.42
Volume/Cap:	0.84	0.88	0.88	0.72	0.95	0.95	0.91	0.95	0.95	0.95	0.91	0.16
Level Of Service Module:												
Delay/Veh:	27.0	37.5	37.5	24.7	59.1	59.1	114.5	38.7	38.7	61.8	27.1	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	37.5	37.5	24.7	59.1	59.1	114.5	38.7	38.7	61.8	27.1	13.9
Queue:	19	3	13	10	6	8	2	30	10	11	49	2

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf-0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #232 Scholls Ferry Road/Hall Boulevard

Cycle (sec): 120 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	540	673	406	354	639	35	226	1024	215	624	815	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	673	406	354	639	35	226	1024	215	624	815	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	568	708	427	373	673	37	238	1078	226	657	858	306
Reduct Vol	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vo	568	708	427	373	673	37	238	1078	226	657	858	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00
Final Vol.	585	744	427	384	706	37	245	1132	226	677	901	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment	0.94	0.99	0.84	0.93	0.98	0.83	0.94	0.99	0.84	0.93	0.98	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3574	3762	1599	3539	3725	1583	3574	3762	1599	3539	3725	1583
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.27	0.11	0.19	0.02	0.07	0.30	0.14	0.19	0.24	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.26	0.45	0.10	0.19	0.31	0.11	0.31	0.48	0.20	0.39	0.39
Volume/Cap:	0.98	0.77	0.59	1.04	0.98	0.08	0.62	0.98	0.30	0.98	0.62	0.49
Level Of Service Module:												
Delay/Veh:	54.9	29.3	16.7	81.6	51.5	19.1	34.9	42.0	12.4	51.9	19.4	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	29.3	16.7	81.6	51.5	19.1	34.9	42.0	12.4	51.9	19.4	18.2
Queue:	24	24	11	19	29	1	8	44	5	20	24	8

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #236 Scholls Ferry Road/125th Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 0.992
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	304	213	143	135	173	404	242	1248	92	120	2350	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	213	143	135	173	404	242	1248	92	120	2350	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	213	143	135	173	404	242	1248	92	120	2350	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	213	143	135	173	404	242	1248	92	120	2350	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.10	1.00
Final Vol.:	304	213	143	135	173	404	242	1373	101	120	2585	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.95	1.00	0.85	0.93	0.97	0.97	0.94	0.99	0.84
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	1787	1881	1599	1805	1900	1615	1770	5153	379	1787	5644	1599
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.09	0.07	0.09	0.25	0.14	0.27	0.27	0.07	0.46	0.12
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.17	0.29	0.11	0.11	0.25	0.14	0.48	0.48	0.12	0.46	0.58
Volume/Cap:	0.99	0.66	0.31	0.66	0.80	0.99	0.99	0.56	0.56	0.56	0.99	0.22
Level Of Service Module:												
Delay/Veh:	74.7	38.3	24.9	43.5	51.4	65.9	80.9	16.9	16.9	39.8	36.1	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	38.3	24.9	43.5	51.4	65.9	80.9	16.9	16.9	39.8	36.1	9.3
Queue:	16	8	4	5	8	20	13	38	3	5	111	4

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #237 Scholls Ferry Road/Nimbus Avenue

Cycle (sec): 120 Critical Vol./Cap. (X): 0.941
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: 154 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	2 0	0 1	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	143	34	231	628	44	575	120	1496	76	77	2034	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	34	231	628	44	575	120	1496	76	77	2034	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	145	35	235	639	45	585	122	1522	77	78	2343	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	35	235	639	45	585	122	1522	77	78	2343	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.05	1.05	1.00	1.10	1.00	1.00	1.10	1.00
Final Vol.:	145	35	235	658	47	614	122	1674	77	78	2577	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.99	0.84	0.94	0.85	0.85	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	2.00	0.14	1.86	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1787	1881	1599	3574	230	3000	1770	5588	1583	1770	5588	1583
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.15	0.18	0.20	0.20	0.07	0.30	0.05	0.04	0.46	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.13	0.21	0.17	0.22	0.29	0.07	0.49	0.58	0.07	0.49	0.66
Volume/Cap:	0.94	0.14	0.71	1.09	0.94	0.70	0.94	0.61	0.08	0.61	0.94	0.09
Level Of Service Module:												
Delay/Veh:	74.9	29.6	33.3	90.9	45.0	26.2	79.7	14.6	7.3	40.6	24.2	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	29.6	33.3	90.9	45.0	26.2	79.7	14.6	7.3	40.6	24.2	4.8
Queue:	7	1	8	35	3	19	6	41	1	3	87	1

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #238 Murray Boulevard/Old Scholls Ferry Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 159 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	2 0	1 0	1	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	31	559	32	622	509	571	385	199	23	56	1151	739
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	559	32	622	509	571	385	399	23	56	1151	739
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	588	34	655	536	601	405	415	24	59	1212	778
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	588	34	655	536	601	405	415	24	59	1212	778
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.05	1.03	1.00	1.00	1.03	1.05	1.05	1.00	1.05	1.00
Final Vol.:	33	618	35	674	536	601	417	435	25	59	1272	778
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.92	0.97	0.83	0.93	0.97	0.97	0.94	0.99	0.84
Lanes:	1.00	1.89	0.11	2.00	1.00	1.00	2.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1805	3560	202	3505	1845	1568	3539	3488	200	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.19	0.29	0.38	0.12	0.12	0.12	0.03	0.34	0.49
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.18	0.18	0.20	0.37	0.49	0.12	0.38	0.38	0.10	0.36	0.56
Volume/Cap:	1.04	0.95	0.95	0.95	0.79	0.78	0.95	0.33	0.33	0.33	0.95	0.87
Level Of Service Module:												
Delay/Veh:	181.7	47.7	47.7	46.6	26.1	19.7	55.6	17.1	17.1	32.8	34.6	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	181.7	47.7	47.7	46.6	26.1	19.7	55.6	17.1	17.1	32.8	34.6	21.2
Queue:	3	24	2	26	17	17	17	10	1	2	46	24

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #239 Old Scholls Ferry Road/Davies Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.892
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh) 18.0
Optimal Cycle: 116 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	127	21	367	66	20	31	24	1128	189	556	1865	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	21	367	66	20	31	24	1128	189	556	1865	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	134	22	386	69	21	33	25	1187	199	585	1963	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	22	386	69	21	33	25	1187	199	585	1963	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	134	22	386	69	21	33	25	1247	209	585	2061	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.85	0.88	0.91	0.91	0.95	0.98	0.98	0.95	0.99	0.99
Lanes:	1.00	1.00	1.00	1.00	0.39	0.61	1.00	1.71	0.29	1.00	1.82	0.18
Final Sat.:	1520	1900	1615	1672	672	1057	1805	3189	535	1805	3426	336
Capacity Analysis Module:												
Vol/Sat:	0.09	0.01	0.24	0.04	0.03	0.03	0.01	0.39	0.39	0.32	0.60	0.60
Crit Moves:	****							****		****		
Green/Cycle:	0.10	0.10	0.46	0.10	0.10	0.10	0.02	0.44	0.44	0.36	0.78	0.78
Volume/Cap:	0.89	0.17	0.52	0.42	0.32	0.32	0.77	0.89	0.89	0.89	0.77	0.77
Level Of Service Module:												
Delay/Veh:	64.7	31.9	15.3	33.9	32.9	32.9	81.3	24.9	24.9	33.6	5.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	31.9	15.3	33.9	32.9	32.9	81.3	24.9	24.9	33.6	5.5	5.5
Queue:	6	1	9	2	1	1	1	41	8	21	38	4

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #243 Scholls Ferry/Old Scholls Ferry (west)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.910
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 126 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	306	0	346	131	460	0	0	501	793
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	306	0	346	131	460	0	0	501	793
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	322	0	364	138	484	0	0	527	835
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	364	138	484	0	0	527	835
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	322	0	364	138	484	0	0	527	835
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.23	0.08	0.25	0.00	0.00	0.28	0.52
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.08	0.65	0.00	0.00	0.57	0.57
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.91	0.91	0.39	0.00	0.00	0.49	0.91
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	30.5	0.0	45.6	68.5	6.4	0.0	0.0	10.3	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.5	0.0	45.6	68.5	6.4	0.0	0.0	10.3	24.2
Queue:	0	0	0	10	0	14	6	8	0	0	11	28

Corrected table

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #239 Old Scholls Ferry Road/Davies Road

Cycle (sec): 140 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 ' 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	80	21	579	66	20	31	24	1128	124	840	1865	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	21	579	66	20	31	24	1128	124	840	1865	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	22	609	69	21	33	25	1187	131	884	1963	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	22	609	69	21	33	25	1187	131	884	1963	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	84	22	609	69	21	33	25	1247	137	884	2061	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.85	0.88	0.91	0.91	0.95	0.99	0.99	0.95	0.99	0.99
Lanes:	1.00	1.00	1.00	1.00	0.39	0.61	1.00	1.80	0.20	1.00	1.82	0.18
Final Sat.:	1501	1900	1615	1672	672	1057	1805	3390	372	1805	3426	336
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.38	0.04	0.03	0.03	0.01	0.37	0.37	0.49	0.60	0.60
Crit Moves:	****							****		****		
Green/Cycle:	0.06	0.06	0.55	0.06	0.06	0.06	0.02	0.37	0.37	0.49	0.84	0.84
Volume/Cap:	1.00	0.21	0.69	0.74	0.56	0.56	0.72	1.00	1.00	1.00	0.72	0.72
Level Of Service Module:												
Delay/Veh:	117.9	40.9	16.6	58.8	46.7	46.7	75.8	47.0	47.0	46.1	3.5	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.9	40.9	16.6	58.8	46.7	46.7	75.8	47.0	47.0	46.1	3.5	3.5
Queue:	6	1	18	3	1	1	1	57	8	42	33	4

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #243 Scholls Ferry/Old Scholls Ferry (west)

Cycle (sec): 120 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	137	0	29	0	0	0	0	373	296	66	769	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	0	29	0	0	0	0	373	296	66	769	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	0	31	0	0	0	0	393	312	69	809	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	0	31	0	0	0	0	393	312	69	809	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	0	31	0	0	0	0	393	312	69	809	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	1.00	0.84	1.00	1.00	1.00	1.00	0.84	0.84	0.95	1.00	1.00
Lanes:	0.82	0.00	0.18	0.00	0.00	0.00	0.00	0.56	0.44	1.00	1.00	0.00
Final Sat.:	1321	0	284	0	0	0	0	890	706	1805	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.44	0.44	0.04	0.43	0.00
Crit Moves:	****							tttt		tttt		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.67	0.67	0.06	0.73	0.00
Volume/Cap:	0.65	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.65	0.65	0.58	0.00
Level Of Service Module:												
Delay/Veh:	34.1	0.0	34.1	0.0	0.0	0.0	0.0	8.4	8.4	44.8	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	0.0	34.1	0.0	0.0	0.0	0.0	8.4	8.4	44.8	5.3	0.0
Queue:	5	0	1	0	0	0	0	8	6	3	13	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #244 Scholls Ferry Road/Walnut Street

Cycle (sec): 120 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 142 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include'			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	175	423	31	5	330	123	103	502	153	77	677	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	423	31	5	330	123	103	502	153	77	677	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	184	445	33	5	347	129	108	528	161	81	713	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	445	33	5	347	129	108	528	161	81	713	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	445	33	5	347	129	108	528	161	81	713	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.99	0.99	0.24	0.96	0.96	0.18	0.97	0.97	0.18	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.73	0.27	1.00	0.77	0.23	1.00	0.99	0.01
Final Sat.:	784	1751	130	457	1330	494	348	1412	431	337	1887	13
Capacity Analysis Module:												
Vol/Sat:	0.23	0.25	0.25	0.01	0.26	0.26	0.31	0.37	0.37	0.24	0.38	0.38
Crit Moves:	****						****				****	
Green/Cycle:	0.44	0.39	0.39	0.33	0.28	0.28	0.52	0.42	0.42	0.46	0.41	0.41
Volume/Cap:	0.54	0.65	0.65	0.03	0.92	0.92	0.60	0.88	0.88	0.52	0.92	0.92
Level Of Service Module:												
Delay/Veh:	29.2	20.9	20.9	27.9	43.2	43.2	20.1	28.9	28.9	18.7	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	20.9	20.9	27.9	43.2	43.2	20.1	28.9	28.9	18.7	33.8	33.8
Queue:	6	13	1	0	14	6	5	18	7	4	26	1

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #250 Hall Boulevard/Hwy 217 SB ramps-Cascade Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 39.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	80	23	140	435	85	223	201	905	117	113	1321	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	23	140	435	85	223	201	905	117	113	1321	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	24	147	458	89	235	212	953	123	119	1391	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	24	147	458	89	235	212	953	123	119	1391	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.05	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	84	24	147	481	89	235	212	1000	129	119	1460	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.92	0.92	0.92	0.93	0.96	0.96	0.94	0.99	0.84
Lanes:	1.00	1.00	1.00	1.42	0.16	0.42	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1770	1863	1583	2498	276	729	1770	3234	417	1787	3762	1599
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.09	0.19	0.32	0.32	0.12	0.31	0.31	0.07	0.39	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.05	0.14	0.33	0.33	0.33	0.12	0.42	0.42	0.09	0.39	0.72
Volume/Cap:	0.99	0.27	0.67	0.59	0.99	0.99	0.99	0.73	0.73	0.73	0.99	0.03
Level Of Service Module:												
Delay/Veh:	114.9	41.9	42.2	26.0	52.6	52.6	84.4	23.2	23.2	50.5	43.5	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.9	41.9	42.2	26.0	52.6	52.6	84.4	23.2	23.2	50.5	43.5	3.7
Queue:	5	1	6	16	6	13	12	33	5	5	65	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #259 Scholls Ferry/Hwy 217 SB ramps

Cycle (sec): 140 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	1 1	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	117	2	589	0	1296	893	287	1804	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	117	2	589	0	1296	0	287	1804	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	117	2	589	0	1296	0	287	1804	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	2	589	0	1296	0	287	1804	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	0.00	1.00	1.05	1.00
Final Vol.:	0	0	0	117	2	589	0	1361	0	287	1894	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.99	1.00	0.94	0.99	1.00
Lanes:	0.00	0.00	0.00	0.98	0.02	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1572	27	1599	0	3762	1900	1787	3762	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.37	0.00	0.36	0.00	0.16	0.50	0.00
Crit Moves:						****		****		tttt		
Green/Cycle:	0.00	0.00	0.00	0.38	0.38	0.38	0.00	0.37	0.00	0.16	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.97	0.00	0.97	0.00	0.97	0.94	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	18.9	18.9	50.1	0.0	41.6	0.0	71.3	26.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.9	18.9	50.1	0.0	41.6	0.0	71.3	26.4	0.0
Queue:	0	0	0	3	0	27	0	59	0	15	74	0

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #277 Scholls Ferry/Hwy 217 NB off-ramp

Cycle (sec): 140 Critical Vol./Cap. (X): 1.001
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	0	0 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1410	0	0	1458	0	0	0	0	656	0	769
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1410	0	0	1458	0	0	0	0	656	0	769
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1484	0	0	1535	0	0	0	0	691	0	809
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1484	0	0	1535	0	0	0	0	691	0	809
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1558	0	0	1611	0	0	0	0	691	0	809
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3725	0	0	3725	0	0	0	0	1770	0	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.39	0.00	0.51
Crit Moves:					****							****
Green/Cycle:	0.00	0.43	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Volume/Cap:	0.00	0.97	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.76	0.00	1.00
Level Of Service Module:												
Delay/Veh:	0.0	36.5	0.0	0.0	43.0	0.0	0.0	0.0	0.0	20.5	0.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.5	0.0	0.0	43.0	0.0	0.0	0.0	0.0	20.5	0.0	46.6
Queue:	0	66	0	0	73	0	0	0	0	22	0	39

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Beaverton Transportation System Plan
2015 ENHANCED Traffic Conditions MITIGATION
PM Peak Hour (phf=0.95 - 1.0)

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #278 Scholls Ferry/Hwy 217 NB on-ramp

****

Cycle (sec): 140 Critical Vol./Cap. (X): 1.073
Loss Time (sec) 12 (Y+R = 4 sec) Average Delay (sec/veh) 56.2
Optimal Cycle: 180 Level of Service: E

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Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	0	0	0	2	0	1	0	0	0	0	0	1	0	2	0	1
Volume Module:																
Base Vol:	803	1327	0		0	1074	928		0	0	0		311	803	345	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	803	1327	0		0	1074	0		0	0	0		311	803	345	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	803	1327	0		0	1074	0		0	0	0		311	803	345	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	803	1327	0		0	1074	0		0	0	0		311	803	345	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.05	1.00		1.00	1.05	0.00		1.00	1.00	1.00		1.00	1.05	1.00	
Final Vol.:	803	1393	0		0	1128	0		0	0	0		311	843	345	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.98	1.00		1.00	0.98	1.00		1.00	1.00	1.00		0.84	0.99	0.84	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	2.00	1.00	
Final Sat.:	1770	3725	0		0	3725	1900		0	0	0		1599	3762	1599	
Capacity Analysis Module:																
Vol/Sat:	0.45	0.37	0.00		0.00	0.30	0.00		0.00	0.00	0.00		0.19	0.22	0.22	
Crit Moves:	****					****								****		
Green/Cycle:	0.42	0.71	0.00		0.00	0.28	0.00		0.00	0.00	0.00		0.21	0.21	0.21	
Volume/Cap:	1.07	0.53	0.00		0.00	1.07	0.00		0.00	0.00	0.00		0.93	1.07	1.03	
Level Of Service Module:																
Delay/Veh:	73.9	6.4	0.0		0.0	76.1	0.0		0.0	0.0	0.0		58.1	83.0	83.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	73.9	6.4	0.0		0.0	76.1	0.0		0.0	0.0	0.0		58.1	83.0	83.3	
Queue:	46	26	0		0	62	0		0	0	0		15	47	19	

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