CITY OF BAKER CITY

Meeting Date: November 10, 2015	Type of Action Requested:
Agenda Item:	☐ Resolution No.
Agenda Title: Ordinance No. 3347 Possible 1st Reading	☒ Ordinance No. 3347
	☐ Formal Action/Motion
	☐ Other

ACTION STATEMENT

Council will hold a legislative public hearing on a recommendation from the Planning Commission to adopt an Interchange Area Management Plan for I-84 Exits 302 and 306. Planning Department staff will provide a summary of the proposed updates and process, then any additional testimony from the public will be heard. The public hearing will remain open until the next meeting. Council may deliberate, and consider the first reading of Ordinance No. 3347 at this meeting.

BACKGROUND

Interchange Area Management Plans (IAMP) are strategic transportation plans designed to ensure growth can occur in the area surrounding interstate on and off ramps (interchanges) without compromising the long-term function of the interchange area. In 2005, draft Interchange Area Management Plans for Exits 302 and 306 were developed, but never adopted, primarily due to a lack of support for realignment of Best Frontage Road. With the realignment of Best Frontage Road recently completed, Oregon Department of Transportation, Baker City and Baker County agreed it was time to complete the remainder of the work for the Interchange Area Management Plan.

The Interchange Area Management Plan will be implemented by creating a zoning overlay around both interchanges. Development proposals in that overlay zone will be reviewed to ensure the interchange area won't be negatively affected, using criteria that will be adopted into the Development Code (see Exhibit F). The proposed Interchange Area Management Plan takes into account the land use zoning and potential allowed uses in the areas surrounding both interchanges, and identify a number of traffic infrastructure improvement options to keep the interchanges functioning safely and effectively, even if a high level of development were to occur, for the next 20 years.

Making changes to land use regulations is a Legislative (Type IV) procedure, which is considered initially by the Planning Commission with final decisions made by City Council. The Planning Commission held a joint hearing with the Baker County Planning Commission on September 24, 2015, and recommended approval of the Interchange Area Management Plan and associated Development Code and Comprehensive Plan updates with changes, which have been incorporated into the draft. The changes are noted on pages 2-3 of the attached recommendation.

Baker City, Baker County and the Oregon Department of Transportation held public open houses on January 29, April 7 and May 6, 2015 to discuss the project and traffic options with landowners in the interchange areas and other people who were interested. These meetings were held to discuss the project objectives and future needs, analyze alternatives, and gather feedback on concepts and traffic modifications that were proposed. Counted together, total attendance for these three open houses was approximately 50 people (not counting staff). Notices of the Planning Commission hearing and City Council hearing were sent to all property owners within the proposed Interchange Management Area, totaling over 250 property owners.

A draft of Ordinance No. 3347 has been prepared for the proposed adoption of the Interchange Area Management Plan and associated amendments, and is included with this report.

RELEVANT CRITERIA:

1) ***Baker City Development Code (BCDC) Provisions:***
   A) *Section 4.1.500.G Decision-Making Criteria. The recommendation by the Planning Commission and the decision by the City Council shall be based on the following factors:*
      1. *Approval of the request is consistent with the Statewide Planning Goals;*
      2. *Approval of the request is consistent with the Comprehensive Plan; and*
      3. *The property and affected area is presently provided with adequate public facilities, services and transportation networks to support the use, or such facilities, services and transportation networks are planned to be provided concurrently with the development of the property.*

ANALYSIS

Upon consideration of all the testimony received, the Planning Commission unanimously recommended that the Interchange Area Management Plan and associated Development Code and Comprehensive Plan amendments be adopted with the recommended changes.

ALTERNATIVES

The Council may approve, approve with modifications, not approve, or adopt an alternative to this request, or remand the application to the Planning Commission for rehearing and reconsideration on all or part of the Interchange Area Management Plan.

1. Accept the recommendations of the Planning Commission, and read Ordinance No. 3347 for the first time.
2. Modify the proposed Plan and read Ordinance No. 3347 as modified. For minor changes, this reading of the ordinance could still be passed. If major changes are made, staff would bring the ordinance back at a future meeting and begin with the first reading.
3. Remand the request back to the Planning Commission for rehearing and reconsideration.

4. Do not approve the Interchange Area Management Plan.

RECOMMENDATION
Alternative 1.

Is this recommendation supported by an advisory committee? Check those that apply:

- ☐ Airport Commission
- ☐ Golf Board
- ☐ Historic District Design Review Committee
- ☒ Planning Commission
- ☐ Public Works Advisory Committee
- ☐ Transient Lodging Tax Committee
- ☐ Tree Board
- ☐ Other
- ☐ Not Applicable
- ☐ No. Explanation:

SUGGESTED MOTION
Request the 1st reading of Ordinance No. 3347, then move to approve the 1st reading as presented.

Prepared by: Holly Kerns, Planning Director

ORDINANCE NO. 3347
AN ORDINANCE ADOPTING AMENDMENTS TO THE TRANSPORTATION SYSTEM PLAN AND INCORPORATING RELEVANT POLICIES, MAPS, AND STANDARDS INTO THE COMPREHENSIVE PLAN AND DEVELOPMENT CODE, AMENDING ORDINANCE NO. 3341

WHEREAS, the Baker City Transportation System Plan, last updated in 2013, does not contain provisions for management highway interchange areas; and

WHEREAS, the City worked in partnership with Baker County and the Oregon Department of Transportation to develop provisions for Interstate 84 Exits 302 and 306 to protect the long term functionality of the transportation network for those areas; and

WHEREAS, the City, Baker County and the Oregon Department of Transportation solicited public input in developing and reviewing the Interchange Area Management Plan for Interstate 84 Exits 302 and 306, including the proposed Comprehensive Plan and Development Code amendments, through a series of public open house meetings and work sessions conducted jointly with Baker County; and

WHEREAS, the State Department of Land Conservation and Development was duly notified of the proposed amendments on August 20, 2015, at least 35 days before the first evidentiary hearing on the Interchange Area Management Plan and amendments to the Comprehensive Plan and Development Code, and did not object to said amendments;

WHEREAS, notice to property owners within the Interchange Area Management Plan study area, including properties within the City Limits and Urban Growth Boundary, was mailed on September 4, 2015, at least 20 days in advance of the first public hearing to consider adoption of said amendments; and

WHEREAS, notice to the public was advertised in a newspaper of general circulation on September 10, 2015, at least 14 days in advance of the first public hearing on said amendments; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the proposed Interchange Area Management Plan and amendments to the Comprehensive Plan and Development Code on September 24, 2015, and the Planning Commission deliberated and made a decision to recommend approval to the City Council adoption of said amendments based on public health, safety and welfare; and

WHEREAS, the City Council conducted a public hearing on said amendments on November 10, 2015, and November 24, 2015; and

WHEREAS, the City Council found that said amendments conform to applicable State Land Use Planning Goals, particularly Goal 1 – Citizen Involvement, Goal 2 – Land Use Planning, and Goal 12 – Transportation;

NOW THEREFORE, BE IT ORDAINED by the City of Baker City, Oregon:

Section 1:
Interchange Area Management Plan Adoption: The 2013 Baker City Transportation System Plan is amended by Ordinance No. 3347 adopting the I-84 Exits 302 and 306 Interchange Area Management Plan, contained in Exhibit A attached hereto, and by this reference, made a part hereof.

Section 2:
Comprehensive Plan Text Amendments: The Transportation Element of the Baker City Comprehensive Plan is hereby amended as provided on Exhibit B, and the Interchange Area Management Plan is adopted

as an ancillary document to the Comprehensive Plan contained in Exhibit A attached hereto, and by this reference, made a part hereof.

Section 3:
Development Code Amendments: The Baker City Development Code is hereby amended as provided on Exhibit C.

Section 4:
Zoning Map Amendments: The Baker City Zoning Map is hereby amended as provided in Exhibit B to include the Interchange Area Management Zone.

READ for the first time in full this _____ day of _____, 2015.

READ for the second time by title only this _____ day of _____, 2015 upon the unanimous vote of the members present, after the text of the Ordinance was offered to the members of the Council and the press and public for their use during the meeting.

READ for the third time by title only this _____ day of _____, 2015 upon the unanimous vote of the members present, after the text of the Ordinance was offered to the members of the Council and the press and public for their use during the meeting.

PASSED AND ADOPTED by the City Council of the City of Baker City, Oregon, and signed by the Mayor of the City of Baker City, Oregon, this _____ day of _____, 2015.

_____ Mayor

ATTEST: _____ City Recorder

BAKER CITY-COUNTY PLANNING DEPARTMENT

STAFF REPORT to the BAKER COUNTY BOARD OF COMMISSIONERS and BAKER CITY COUNCIL for a PLAN AMENDMENT: Interchange Area Management Plan for I-84 Exits 302 and 306

Report Prepared By: Holly Kerns, Planning Director
Hearing Date: November 10, 2015

I. GENERAL INFORMATION AND FACTS

Applications: Baker City: CPA-15-059, Baker County: PA-15-004

Applicants:

Oregon Department of Transportation	City of Baker City	Baker County
Region 5	P.O. Box 650	1995 Third St.
3012 Island Ave.	1655 First St.	Baker City, OR 97814
La Grande, OR 97850	Baker City, OR 97814	

Land Use Review: Interchange Area Management Plans and corresponding Plan/Code amendments for I-84 Exits 302 & 306

Site Location: Study area around I-84 Exits 302 & 306 as shown in Exhibits B and C

Land Use Zones: Baker County: Exclusive Farm Use, Rural Residential, Industrial
Baker City and Urban Growth Boundary: General Commercial, Low Density Residential

II. NATURE OF REQUEST

The Planning Commissions for Baker County and Baker City have reviewed the Interchange Area Management Plan and associated code amendments included here, and have recommended adoption to the Board of Commissioners and City Council with changes which have been incorporated into the draft.

Interchange Area Management Plans (IAMP) are strategic transportation plans designed to ensure growth can occur in the area surrounding interstate on and off ramps (interchanges) without compromising the long-term function of the interchange area. The Oregon Department of Transportation (ODOT) is working to develop Interchange Area Management Plans for each interchange in the state. In 2005, draft Interchange Area Management Plans for Exits 302 and 306 were developed, but those drafts were never adopted, primarily due to a lack of support for realignment of Best Frontage Road. With the realignment of Best Frontage Road recently completed, Oregon Department of Transportation, Baker City and Baker County agreed it was time to complete the remainder of the work to adopt the Interchange Area Management Plans.

Three open houses were held on January 29, April 7 and May 6, 2015 to discuss the project and traffic options with landowners in the interchange areas and other people who were interested. These meetings were held to discuss the project objectives and future needs, analyze alternatives, and gather feedback on concepts and traffic modifications that were proposed. Counted together, total attendance for these three open houses was

approximately 50 people (not counting staff).

The proposed Interchange Area Management Plan takes into account the land use zoning and potential allowed uses in the areas surrounding both interchanges, and identify a number of traffic infrastructure improvement options to keep the interchanges functioning safely and effectively, even if a high level of development were to occur, for the next 20 years.

The request before you includes amendments to both Baker City and Baker County's existing plans.

The amendments proposed for **Baker City** are as follows:

- Adopt the Interchange Area Management Plans for both Exits 302 and 306 as ancillary documents to the Baker City Comprehensive Plan.
- Add implementing policy statements to the Baker City Comprehensive Plan, Public Facilities Chapter, Transportation Section, beginning on page 29 of the Plan (see Exhibit D of this report).
- Adopt the Interchange Area Management maps for Exits 302 and 306 into the Baker City Comprehensive Plan following page 30.
- Amend the Baker City Zoning Map to include the Interchange Management Overlay Zone (see Exhibit E of this report).
- Amend the Baker City Development Code to include an Interchange Area Management Zone (see Exhibit F of this report).

The amendments proposed for **Baker County** are as follows:

- Adopt the Interchange Area Management Plans for both Exits 302 and 306 as ancillary documents to the Baker County Comprehensive Land Use Plan.
- Add implementing policy statements to the Baker County Comprehensive Land Use Plan through an attachment to the Ordinance adopting the Interchange Area Management Plans as ancillary documents (see Exhibit G of this report).
- Adopt the Interchange Area Management maps for Exits 302 and 306 into the Baker County Comprehensive Land Use Plan through an attachment to the Ordinance adopting the Interchange Area Management Plans as ancillary documents (see Exhibit G of this report).
- Amend the Baker County Zoning Map to include the Interchange Area Management Zone (see Exhibit E of this report).
- Amend the Baker County Zoning Ordinance to include an Interchange Area Management Zone (see Exhibit H of this report).

The Planning Commission recommended the following changes to the Interchange Area Management Plan. These changes have been incorporated into the Plan before you:

- P. 21, project C2: changed the italicized reference from "Hughes Lane" to "Hudson Road"
- P. 29, final paragraph: Changed "All development applications" to "Development applications"
- P. 30, final bullet, and Zoning Ordinance/Development Code text amendments: clarified that the reference is to a State highway rather than the ODOT maintenance building by using the term "roadway" not "facility"
- P. 28, third bullet under Baker County: changed "Development Code" to "Zoning Ordinance" and "City" to "County"

- Baker City Development Code Amendment 2.5.170 – Item D: Changed "and the City" to "and the County"
- Baker County Development Code and Comprehensive Plan Amendments – Added to the description of the secondary function of the Exit 302 interchange, "as well as the National Historic Oregon Trail Interpretive Center and the Hells Canyon Scenic Byway."

III. APPLICABLE ORDINANCE, COMPREHENSIVE PLAN, AND STATE CRITERIA

The request is a Type IV procedure, which includes the Planning Commission holding a public hearing and making a recommendation to the Baker City Council and the Baker County Board of Commissioners. The City Council and Board of Commissioners made the final decision on adopting amendments.

The applicable criteria from the **Baker City Development Code** are from Section 4.1.500 (G). This is a reference from the code in place at the time of application; an amended code was adopted on August 24, 2015. The criteria for this section are the same in both versions.

The applicable criteria from the **Baker County Zoning Ordinance** are from Section 260.05 (A) and 205.07 (F).

The criteria from Oregon Administrative Rules OAR 660-012-060 Plan and Land Use Regulation Amendments, and 734-051-7010 Access Management in Highway Facility Plans, must be complied with as well.

IV. ANALYSIS OF CRITERIA & FINDINGS OF FACT

Baker City Development Code
4.1.500 Type IV Procedure (Legislative)

G. Decision-Making Criteria. The recommendation by the Planning Commission and the decision by the City Council shall be based on the following factors:

1. Approval of the request is consistent with the Statewide Planning Goals;

2. Approval of the request is consistent with the Comprehensive Plan; and

3. The property and affected area is presently provided with adequate public facilities, services and transportation networks to support the use, or such facilities, services and transportation networks are planned to be provided concurrently with the development of the property.

Recommended Findings:
1) Statewide Planning Goal 1 Citizen Involvement, Goal 2 Land Use Planning, and Goal 12 Transportation, are applicable to this proposal.

Goal 1: Citizen Involvement is to develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Citizens were invited to be involved in the preliminary and development stages of the project through a series of open houses hosted by Oregon Department of Transportation, City of Baker City, and Baker County, to collect public input on the proposal. These were held on January 29, April 7 and May 6, 2015, and total attendance was approximately 50 people. Staff also had a number of personal conversations with landowners in the area to develop or refine alternatives and collect ideas. A website has been maintained for public throughout the project, *http://sites.kittelson.com/BakerCityIAMPs* that includes maps, alternatives, announcements and information from the open houses. This information was also included in the weekly newsletter from Baker City throughout the process.

Notice of the Planning Commission hearing was mailed to the 258 landowners within the project areas for both Exit 302 and 306 and advertised in the Baker City Herald. Press releases were also sent to the Baker City Herald, Baker County Press, Record-Courier and Hells Canyon Journal newspapers, as well as KCMB and Supertalk Radio. The Planning Commission held a public hearing and received public testimony on the proposal.

The joint meeting of the Baker City Council and the Baker County Board of Commissioners will be held on November 10th. Notice of the hearing was mailed to over 250 landowners. Press releases were also sent to the Baker City Herald, Baker County Press, Record-Courier and Hells Canyon Journal newspapers, as well as KCMB and Supertalk Radio.

Goal 2: Land Use Planning is to establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Refer to the IAMP chapter, "Interchange Improvement and Access Management Plan," (pages 12-24 of Exhibit A) which provides the planning process, policy framework, and factual basis for the IAMP.

Statewide Planning Goal 12: Transportation – To provide and encourage a safe, convenient and economic transportation system.

The intent of the Interchange Area Management Plans is to identify improvements that will allow the interchange areas to continue to provide a safe, convenient and economic transportation system if growth occurs in the area. The goal can be achieved by including new policies or code standards in the Baker City Comprehensive Plan, Baker County Comprehensive Land Use Plan, Baker City Development Code, and Baker County Zoning Ordinance for review of development that may impact these interchange areas. Those policies are included as Exhibits D, F, G and H, and are also described in the IAMP section, "Implementation Plan" on pages 26-30 of Exhibit A.

2) The proposal is consistent with the Baker City Comprehensive Plan. Additional policies are proposed to be added to the Comprehensive Plan, in the Public Facilities Chapter-Transportation Section on page 29-30, specific to the proposal:

13. *The I-84 Exits 302 and 306 Interchange Area Management Plan (IAMP) shall serve as the long range comprehensive management plan for providing the transportation facilities that are specifically related the two interchanges and the planned local street network for the area.*

14. The City will coordinate development review with and assist ODOT in monitoring interchange development to protect interchange functions, as follows:

a. The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30.

b. The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.

Additionally, the City could adopt a new Implementation Measure, #10 in the same Plan section, supporting efforts to work with the County and ODOT in pursuit of funding for IAMP interchange projects. This is shown at the end of Exhibit D.

3) This criterion is not directly applicable because it relates to serviceability for development. However, one of the purposes of the IAMP is to preserve the functions of I-84 and its exits, and to ensure that adequate transportation facilities are provided with development.

Conclusion:

Baker County Development Code
205.07 Type IV Procedure

F. Decision-making considerations. The recommendation by the Planning Commission and the decision by the Board of Commissioners shall be based on consideration of the following factors:

1. The Statewide Planning Goals and Guidelines adopted under Oregon Revised Statutes Chapter 197;

2. Any federal or state statutes or regulations found applicable;

3. Any applicable Comprehensive Plan policies; and

4. Any applicable provisions of the County's implementing Ordinances.

Recommended Findings:

1) See findings for Statewide Planning Goals on pages 3-4 of this report.

2) The Oregon Administrative Rules (OARs) that apply to this proposal are:

- OAR 660-012-060 Plan and Land Use Regulation Amendments.
- OAR 734-051-7010 Access Management in Highway Facility Plans.

Refer to IAMP sections, "OAR Compliance" and "Oregon Highway Plan Compliance" on pages 32-35 of Exhibit A.

3) The proposal is consistent with the Baker County Comprehensive Land Use Plan. Additional policies are proposed to be added to the Comprehensive Plan, as an attachment to the adopting ordinance for the Interchange Area Management Plan:

1. *The I-84 Exits 302 and 306 Interchange Area Management Plan (IAMP) shall serve as the long range comprehensive management plan for providing the transportation facilities that are specifically related the two interchanges and the planned local street network for the area.*
2. *The County will coordinate development review with and assist ODOT in monitoring interchange development to protect interchange functions, as follows:*

a. *The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30, as well as the National Historic Oregon Trail Interpretive Center and the Hells Canyon Scenic Byway.*

b. *The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.*

4) No other implementing ordinances directly apply, except those in Section 260.05 below.

Conclusion:

260.05 Approval Criteria

A. Legislative Text and Zoning Map Amendments. The Board of Commissioners shall approve Legislative Text and Zoning Map Amendments upon findings that the proposed amendment complies with the following approval Criteria:

1. The amendment complies with all applicable policies of the Comprehensive Plan; and

2. The amendment does not create a conflict with other provisions of this ordinance or other ordinances or regulations.

Recommended Findings:

(A)(1) The proposal is consistent with the Baker County Comprehensive Land Use Plan as currently written. Additional policies are proposed to be added to the Comprehensive Plan, as an attachment to the adopting ordinance for the Interchange Area Management Plan:

1. The I-84 Exits 302 and 306 Interchange Area Management Plan (IAMP) shall serve as the long range comprehensive management plan for providing the transportation facilities that are specifically related the two interchanges and the planned local street network for the area.

2. The County will coordinate development review with and assist ODOT in monitoring interchange development to protect interchange functions, as follows:

a. The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30, as well as the National Historic Oregon Trail Interpretive Center and the Hells Canyon Scenic Byway.

b. The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.

(A)(2) The amendments will not create a conflict with other provisions of this ordinance, or other ordinances and regulations, including the existing Transportation System Plan.

Conclusion:

V. SUMMARY CONCLUSIONS & RECOMMENDATION

The Planning Commissions have recommended adoption of the Interchange Area Management Plan and associated Plan Amendments to the Baker City Council and the Baker

County Board of Commissioners.

Possible language for a motion

Based on the recommendation of the Planning Commission and review of the Interchange Area Management Plans for I-84 Exits 302 and 306, and the proposed amendments to the Comprehensive Plan and Development Code/Zoning Ordinance, and based on information contained in Sections I-IV of this report, the City Council/Board of Commissioners **adopt/do not adopt** the Interchange Area Management Plans and associated Plan Amendments.

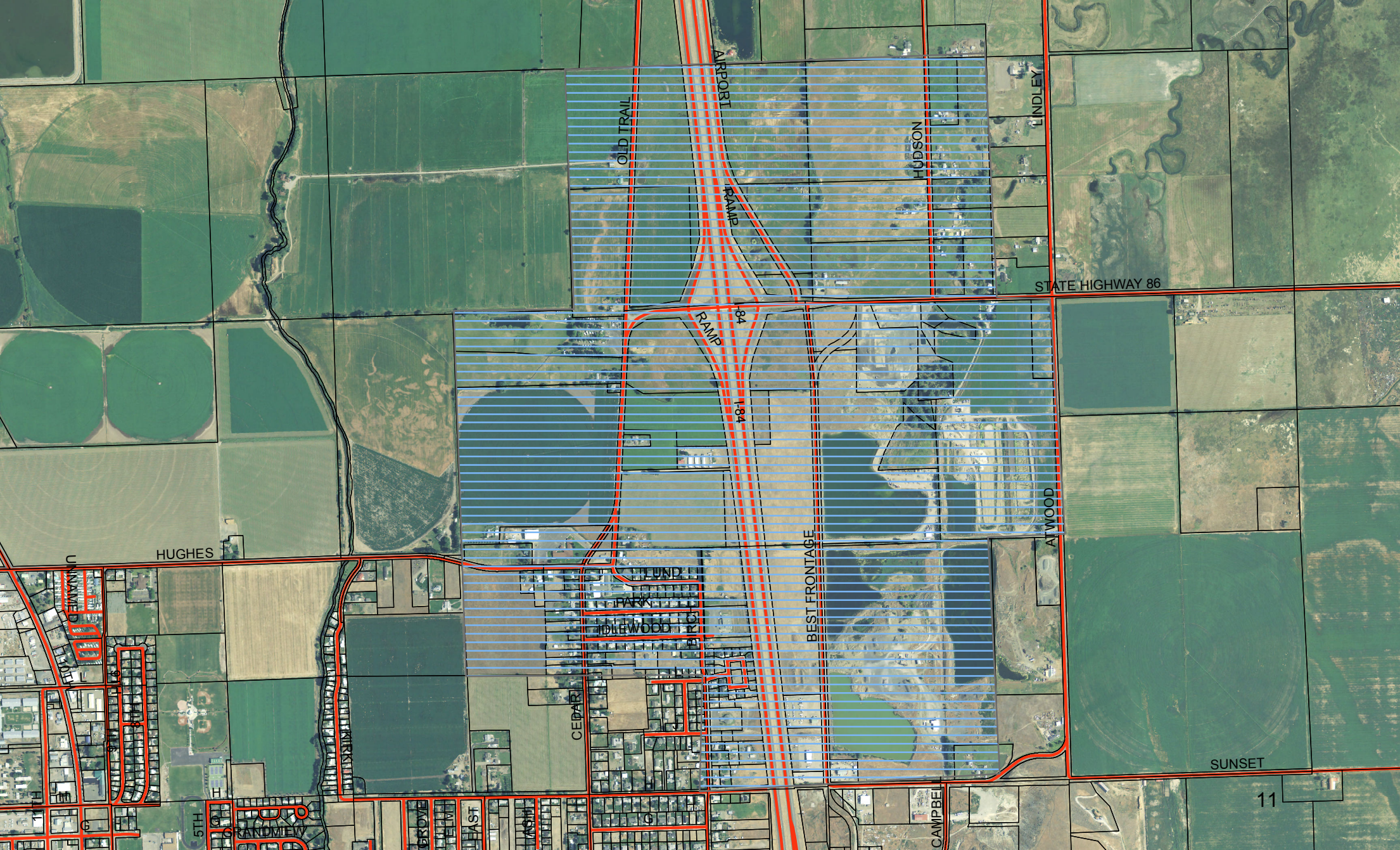
VI. EXHIBITS

Exhibit A	Interchange Area Management Plan (IAMP)
Exhibit B	Map of I-84 Exit 302 and the Interchange Management Area
Exhibit C	Map of I-84 Exit 306 and the Interchange Management Area
Exhibit D	Proposed Amendments to the Baker City Comprehensive Plan
Exhibit E	Proposed Amendments to the Baker City and Baker County Zoning Map
Exhibit F	Proposed Amendment to the Baker City Development Code
Exhibit G	Proposed Amendment to the Baker County Comprehensive Land Use Plan
Exhibit H	Proposed Amendment to the Baker County Zoning Ordinance
Exhibit I	Minutes from joint Baker City/Baker County Planning Commission Hearing 9-24-15
Exhibit J	Written Testimony from Karen Yeakley 9-24-15
Exhibit K	Written Testimony from Steve Haberle (Development Plan)

Exhibit A Interchange Area Management Plan (IAMP)

For electronic viewers, see Baker City_IAMP_VolI_Adoption Draft and Baker City_IAMP_VolII_Adoption Draft attached files

Exhibit B Map of I-84 Exit 302 and the Interchange Management Area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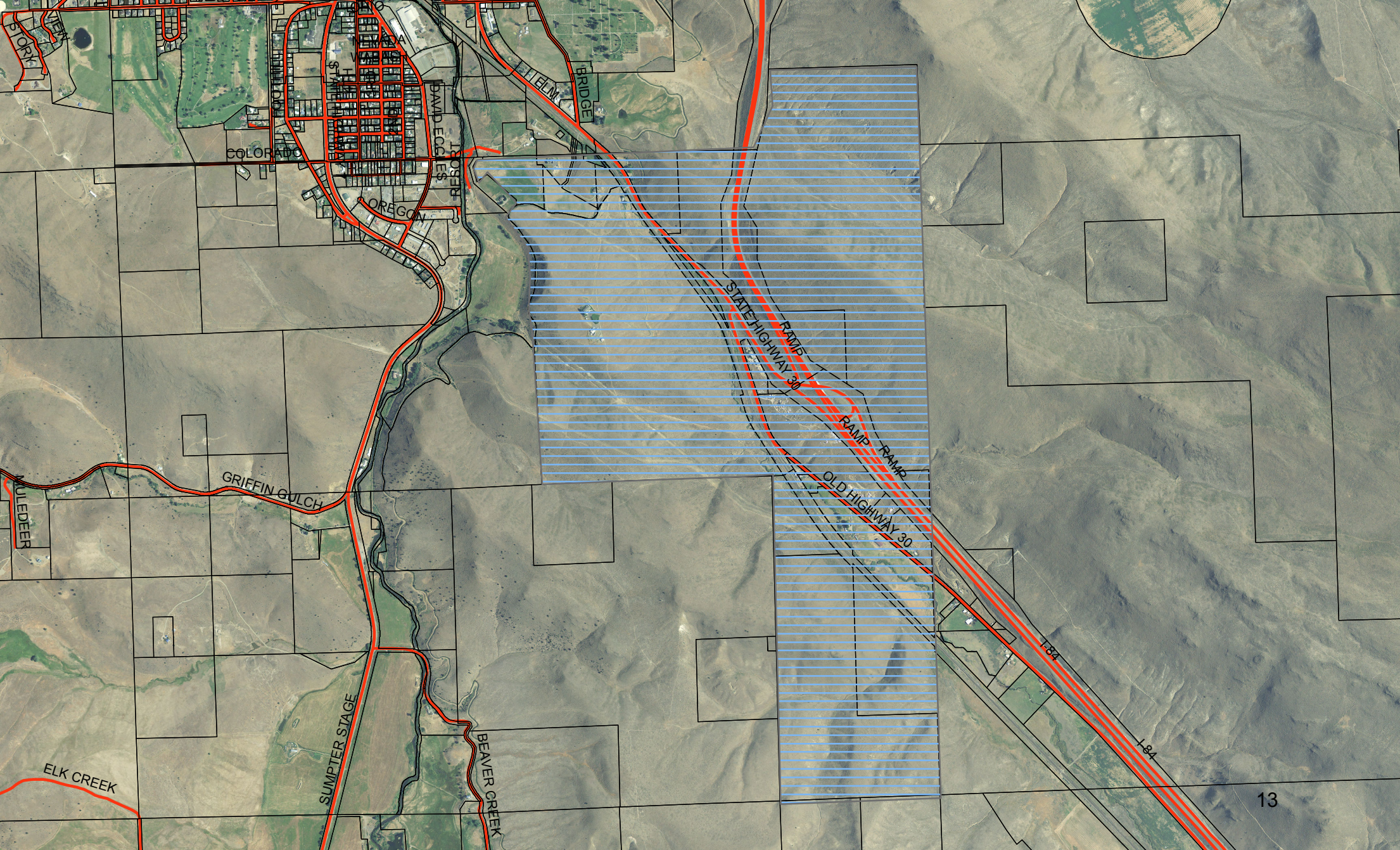
HUDSON
LINDLEY
STATE HIGHWAY 86
HUGHES
LUND
PARK
IDLEWOOD
BEST FRONTAGE
ATWOOD
CEDAR
SUNSET
CAMPBELL
GRANDVIEW
5TH
GROVE
EAST
11

Exhibit C Map of I-84 Exit 306 and the Interchange Management Area


BORY
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OREGON
DAVID ECCLES
TOSER
ELM
BRIDGE
STATE HIGHWAY 30
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RAMP
RAMP
OLD HIGHWAY 30
I-84
I-84
GRIFFIN GULCH
MULEDEER
SUMPTER STAGE
BEAVER CREEK
ELK CREEK
13

Exhibit D Proposed Amendments to the Baker City Comprehensive Plan
Proposed Amendments are underlined and highlighted in gray

TABLE OF CONTENTS

	Page No.
PEOPLE	
Statewide Planning Goals	1
Public Involvement and Procedures for Planning	3
PUBLIC FACILITIES AND SERVICES	
Fire Protection	6
Parks & Recreation	7
Police Protection	12
Schools	14
Public Facility Plan	16
Sewer System (Storm & Sanitary)	20
Solid Waste Disposal	23
Transportation	25
Domestic Water	31
Extension of Sewer and Water Service	34
LAND	
Existing Natural Features and Land Use	35
Land Suitability	39
Urbanization	43
DEVELOPMENT	
Housing	45
Historic Preservation	65
Economic Element	68

MAP INDEX	Following
Functional Classification Plan (Figure 3-1)	30
Interchange Management Area Maps	30
Natural Features & Development Hazards	38
Existing Land Use	38
Land Suitability (including Designation of Urban Growth Boundary)	42
Historic District	67

TRANSPORTATION

GOAL:

To provide a safe, efficient and convenient transportation system realizing maximum mobility for the community's citizens.

FINDINGS:

1. The City has developed a Public Facility Plan in conformance with rule requirements for Statewide Planning Goal 11, which includes planning requirements for transportation.
2. The City has more than 86 miles of street right-of-way within its corporate limits.
3. Streets, roads, and highways lend themselves to classification by their level of use. For purposes of this plan, designated state highways carrying through-city traffic and serving also as principal cross-town routes for local transportation are classified as Arterials. Traffic collectors, bridging residential areas with Arterials, are termed Collectors. This designation is also applied to a number of streets which serve the primary purpose of providing access to business and industry. The remaining streets are principally for access to the abutting properties and are termed Local streets.
4. The following public and freight transportation is presently available:
   a) AIR: Charter, air ambulance and limited freight service can be available at the Baker Municipal Airport (located approximately three miles north of the city).
   b) BUS: Interstate bus service is provided by Greyhound Lines on a regular schedule.
   c) RAIL: Union Pacific handles freight (in carload lots).
   d) TAXI: Baker Cab, franchised by the City, is available for local point-to-point transportation.
   e) LOCAL BUS TRANSIT: Northeast Oregon Public Transit operates Baker City Trolley, providing a single, two-way route from the east side of Baker to the west six days per week, and linking NEOtransit services in La Grande, Halfway, and Wallowa County. There is also demand-responsive and ADA para-transit service available to residents and others in Baker City.
5. Many older streets in town are in need of patching and resurfacing. In addition, a few will require base or curb construction.
6. There are some 9.64 miles of unpaved, but open, streets.
7. The City presently has 60.61 miles of paved streets, 9.64 miles of gravel streets, and 11.47 of platted but unopened streets. Of the 60.61 paved miles, 38.96 miles were determined in 2013 to be in very good or good condition.
8. Key transportation needs include:

a) Sidewalk infill along key east-west and north-south roadways.

b) Formal designation of Neighborhood Routes along key east-west and north-south roadways.

c) Expansion of the multi-use pathway network.

d) Refinements to the overall roadway functional classification system including Special Transportation Area (STA) and Urban Business Area (UBA) overlay designations to key segments of the state highway network.

e) Expansion of the existing roadway grid to serve potential future development.

f) Enhancements to major intersections and roadway segments to accommodate future growth or address safety concerns.

9. At the airport, the main runway, 13-31, was totally reconstructed during 1983-84 and received an overlay in 2002. Runway 17-35 received and overlay in 1991 and was sealed in 2004. The Airport Master Plan, updated in 2010, provides that Runway 17-35 will be maintained to a lesser level of readiness than the main runway, 13-31.

10. Sidewalks are now found in nearly all areas of town with streets developed to primary standard. In other areas, existence of sidewalks is spotty. Although some areas are less critical due to the nature of existing and planned development or the volume of foot traffic, other areas would benefit from sidewalk infill projects. Sidewalk infill is proposed on designated neighborhood routes as well as on higher volume streets and school walking routes; such projects provide important access to destinations such as local parks, schools, and shopping areas. Where sidewalk infill is not proposed, there is either a sidewalk already existing or low motor vehicle volumes and speeds support walking on the street.

11. Baker City has a well-connected network of neighborhood streets that are comfortable for walking and bicycling. The TSP identifies a network of "Neighborhood Routes" to improve access to destinations throughout the city. Implementation of this network includes:

a) Sidewalk installation along pedestrian network gaps

b) Crossing enhancements where neighborhood routes cross major streets

c) Wayfinding such as signs and/or pavement markings to identify neighborhood routes and direct pedestrians and bicyclists to key destinations; and

d) Low traffic volumes and speeds, which support bicycling without separate bicycle lanes.

12. The City has developed a prioritized list of planned roadway extensions, roadway modifications, and intersection improvements as part of its Transportation System Plan.

13. The I-84 Exits 302 and 306 Interchange Area Management Plan (IAMP) shall serve as the long range comprehensive management plan for providing the transportation facilities that are specifically related the two interchanges and the planned local street network for the area.

14. The City will coordinate development review with and assist ODOT in monitoring interchange development to protect interchange functions, as follows:

   a) The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30.

   b) The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.

POLICIES:

1. The City will take steps to assure that the Transportation System Plan and Public Facility Plan are coordinated, particularly with regard to recommended capital improvements.
2. The City shall determine street status designation on a continuing basis.
3. Street construction standards, signaling, signing, and all services (for example, sweeping and snow removal) shall correspond with these designations and be appropriate to the particular street's design and use.
4. The City shall designate truck routes and enforce their use where necessary and desirable.
5. The City will strive to facilitate variety and adequacy of the transportation services available to the community.
6. The City shall repair, construct new, and generally upgrade its streets to the greatest extent possible recognizing monetary constraints.
7. Airport facilities shall be maintained at a level which is adequate for the safety of its use and protects the capital investment in existing improvements. In addition, the City shall prohibit structures either within city limits or the Urban Growth Boundary that impact on the airport conical surface.
8. Sidewalks shall be provided in new subdivisions and pursuant to Development Code requirements for reasons of safety, ease of pedestrian movement, and as a buffer between street and privately-owned land uses. The City may accept interim improvements, and may pursue grants for infill sidewalk projects that cannot otherwise be provided through development exactions.
9. Bike lanes shall be provided as designated by the Bicycle Network Plan to make bicycling safe, enjoyable and an efficient alternative to local motorized transport. Potential recreational use shall be considered as well, particularly in designating routes inappropriate for motor vehicle traffic.
10. Multi-use paths are appropriate in the general locations shown on the Pedestrian and Bicycle Network Plans. Where there is property owner support for creating multi-use paths, the City will work cooperatively with property owners and pursue grants to develop multi-use paths. The City may also

adopt incentives for pathway development, for example, through transportation system development charge credits and/or adjustments to open space and/or standard subdivision improvement requirements. (These options would require amending the Development Code.)

11. Any proposed public right-of-way extension, opening, addition, widening, or improvement, closure or vacation must be formally approved and accepted by the City, pursuant to Development Code provisions and the 2013 Baker City Transportation System Plan, and any amendments thereto. Also, any private use of any public right-of-way must receive prior approval. The City may, at its discretion, require certain improvements be made or make other stipulations as a condition to the City's acceptance of any street or alley use. This is done specifically for reasons of the City's liability in public right-of-way, maintenance obligation, police patrol, fire access and responsibility generally for the public peace, safety and welfare.

12. The City of Baker City will address access concerns in the development of new streets and the management of the existing ones. In addressing these concerns, the City shall coordinate with ODOT and avoid conflicts with State Highway Access Management Rules, and:
    a) Support the ODOT Special Transportation Area (STA) designation of the state highway segments outlined in Table 1. The STA designation would acknowledge Baker's historic development pattern, including the presence of on-street parking.
    b) Support the ODOT Urban Business Area (UBA) designation of the state highway segments outlined in Table 1. The UBA designation would acknowledge the unique access characteristics and potentially streamline the permit process for uses in these areas.

Table 1: Recommended Special Transportation Area (STA) and Urban Business Area (UBA) Designations

Roadway	*From (milepost)*	*To (milepost)*
STA Designation for US 30 (La Grande-Baker Highway)		
Broadway Street	10th Street (51.23)	Main Street (51.79)
Main Street	Broadway Street (51.79)	Auburn Avenue (52.04)
Auburn Avenue/Elm Street	Main Street (52.04)	Powder River Bridge (52.13)
UBA Designation for US 30 (La Grande-Baker Highway)		
10th Street	Hughes Lane (49.97)	Broadway Street (51.79)
STA Designation for OR 86 (Baker-Copperfield Highway)		
Main Street	Broadway Street (0.00)	Baker Street (0.13)
UBA Designation for OR 86 (Baker-Copperfield Highway)		
Main Street	Baker Street (0.12)	Campbell Street (0.24)
Campbell Street	Main Street (0.12)	Birch Street (0.98)

STA Designation for OR 7 (Whitney Highway)		
Main Street/Dewey Avenue	Estes Avenue (50.83)	Auburn Avenue (50.96)

13. The City shall continue to encourage the provision of bus service for senior citizens and otherwise transportation disadvantaged persons, in coordination with transit and social service providers.

IMPLEMENTATION:

1. Figure 3-1 identifies significant transportation routes within the city, and classifies them as Arterials and Collectors (as defined in the Findings section, Item 3). Planned and possible future extensions of Arterials and Collectors needing additional right-of-way are also noted. (None of these classifications considers the present condition of any street other than the fact of its being open or not.) These designations will be reviewed at a minimum of once yearly by the City staff who will recommend needed changes or adjustments.
2. The City's Public Works Department shall review annually and recommend needed changes or adjustments in the previously adopted street standards that pertain to construction, signaling, signing, and all street related services.
3. The City shall make effective use of all available resources in order to retain all transportation service presently available and to re-acquire, if possible, commuter airline service. The City shall also be receptive to new alternatives that appear in the best interests of the community's residents.
4. The City shall implement its highest priority transportation projects. The Public Works Department shall, pursuant to available funding, schedule projects in advance in order to provide sufficient lead time in planning and coordinating all necessary elements. Criteria for project selection shall include the following:
   a) Implementation of plan goals and policies with specific reference to map of planned transportation network.
   b) Present and anticipated public need, use (traffic counts, if available), density of development in area to be served.
   c) Condition of existing streets.
   d) Public demand, petition by owners, number of owners, and length of time request on file.
   e) Relationship to other planned or anticipated improvements or development either public or private.
   f) Use classification, traffic flow and safety.
   g) Relationship to existing paved streets (logical extension or isolated improvements?).

h) Engineering considerations:

i) General feasibility.

ii) Right-of-way (possible acquisition required?);

iii) Cost of construction with respect to area conditions such as soils, slope, groundwater, or ditches.

iv) Size of project as relates to time and cost;

v) Capability of other utilities to keep pace with construction;

vi) Special problems or conditions;

i) Annual 'balance' of type and size of projects.

5. The City shall integrate the above extension and bridge proposals and the street construction program as part of the general capital improvement plan.

6. The City shall integrate pedestrian and bicycle improvements with its Capital Improvement Program.

7. The City has adopted an Airport Master Plan. The City shall continue to coordinate efforts to obtain federal financing which will make the capital improvements program set forth in said Master Plan possible.

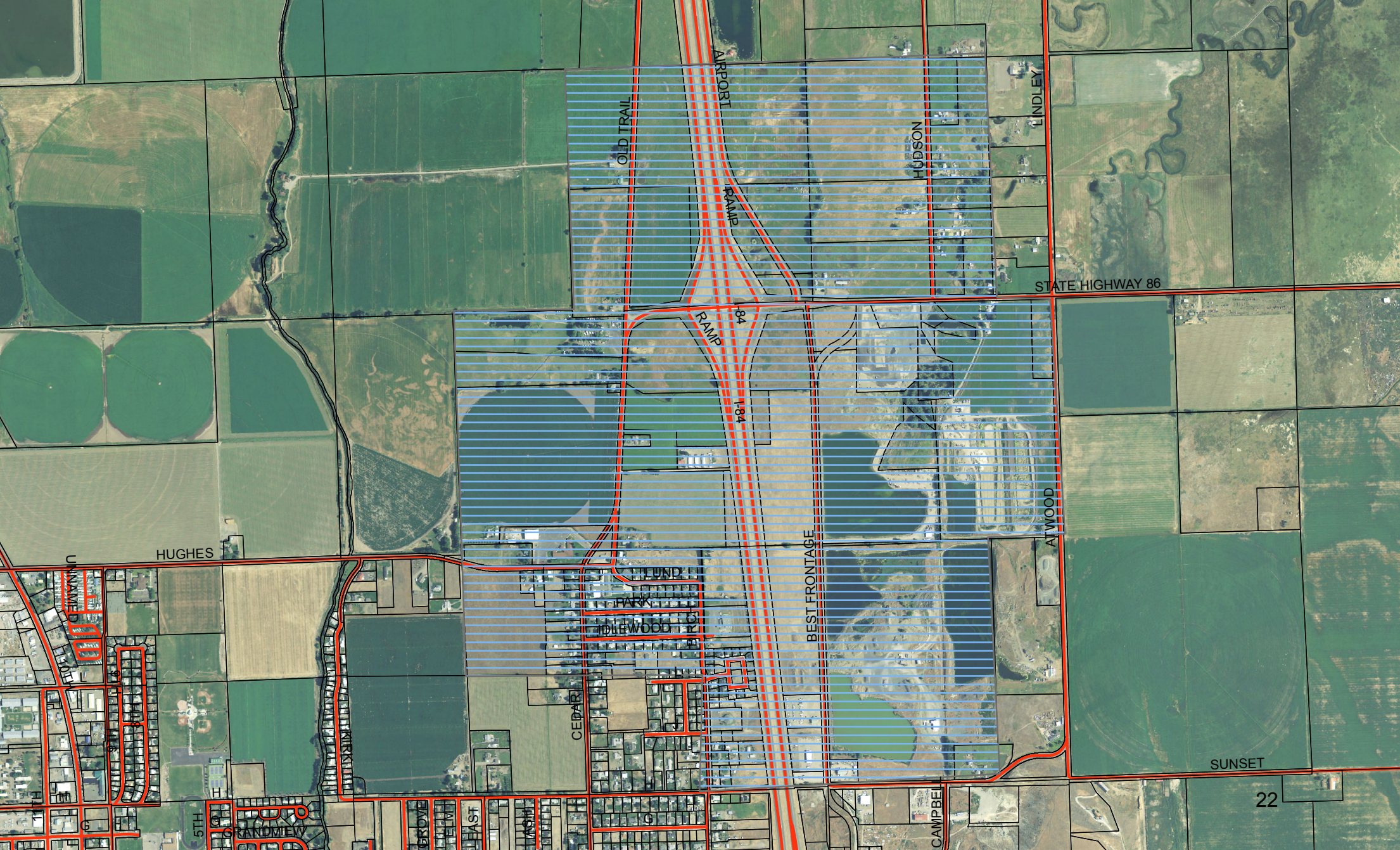
8. The City shall take any and all lawful actions as it sees fit to continually insure that any use of or action affecting a public right-of-way will follow established City ordinances and policies and is in the public interest.

9. The City through its Development Code shall ensure the provision of adequate multi-modal transportation facilities needed to serve development.

10. The City supports efforts to work with the County and ODOT in pursuit of funding for Interchange Area Management Plan (IAMP) interchange projects.

Exhibit E Proposed Amendments to the Baker City and Baker County Zoning Map

The following overlay zones are proposed to be added to the Baker City and Baker County Zoning Maps as the "Interchange Management Overlay"


OLD TRAIL
AIRPORT
RAMP
HUDSON
LINDLEY
STATE HIGHWAY 86
I-84
RAMP
I-84
HUGHES
LUND
PARK
IDLEWOOD
BEST FRONTAGE
ATWOOD
CEDAR
SUNSET
CAMPBELL
GRANDVIEW
5TH
GROVE
EAST
ASH
22

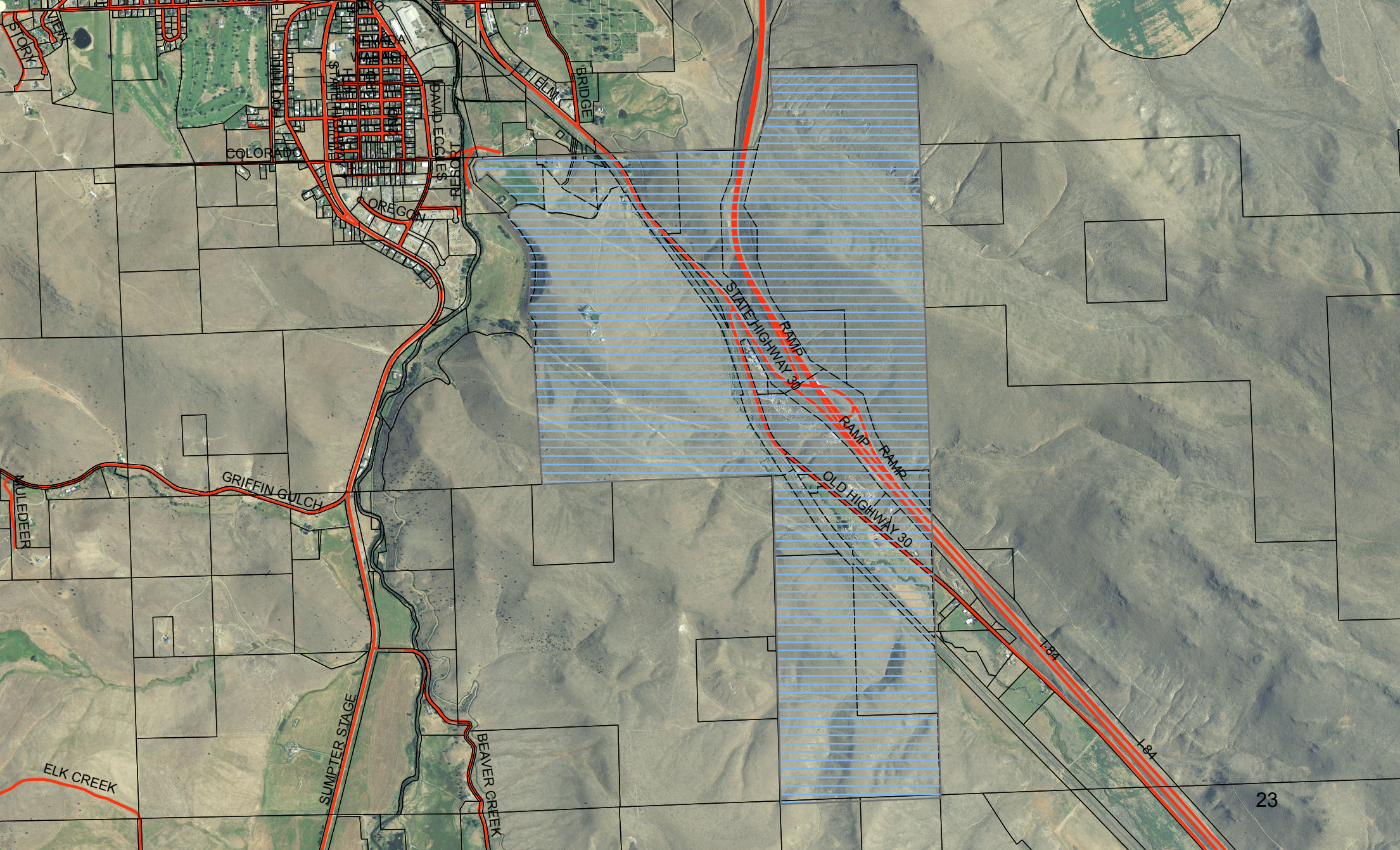

BORY
COLORADO
OREGON
DAVID ECCLES
ELM
BRIDGE
STATE HIGHWAY 30
RAMP
RAMP
RAMP
OLD HIGHWAY 30
I-84
I-84
GRIFFIN GULCH
MULEDEER
SUMPTER STAGE
BEAVER CREEK
ELK CREEK

Exhibit F Proposed Amendment to the Baker City Development Code
Proposed Amendments are underlined and highlighted in gray

Comment: The proposed Baker City Interchange Overlay Zone will be located in a new article of the Baker City Development Code, because the City code does not presently have any overlay zones. The ordinance adopting the overlay zone will need to contain map exhibits depicting the areas subject to the overlay zone requirements. These would be the interchange management area maps for Exits 302 and 306, as contained in the proposed IAMP.

Baker City Development Code
Table of Contents

Chapter 2.5 – Overlay zones

2.5.100 Interchange Overlay Zone

2.5.110 Purpose

The purpose of this chapter is to provide the rules, regulations and standards governing permissible uses in the Interchange Overlay Zone.

2.5.120 Intent

The Interchange Overlay Zone implements the "I-84 Exits 302 and 306 Interchange Area Management Plan" (IAMP) and is intended to maintain interchange capacity and protect interchange functions. The City coordinates development review with Baker County and ODOT, and assists ODOT in monitoring development, to protect interchange functions, as follows:

A. The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30.

B. The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.

2.5.130 Applicability

Any land use action within the Interchange Overlay Zone is subject to the regulations herein described and those of the underlying zone. If any conflicts in regulation or procedure occur between the zones, the provisions of the Interchange Overlay Zone shall govern.

2.5.140 Uses

Permitted and conditional uses shall be as defined in the underlying base zone.

2.5.150 Development Standards.

Comment: The following implement the access management and transportation facility improvement provisions of IAMP and are consistent with OAR 734-051. Subsection G is taken from OAR 734-051-3020 Change of Use of Private Connection (to a State Highway), as contained in Attachment 4.

Development standards shall be as provided in the underlying base zone, except as follows. The intent of the following provision is to maintain highway safety and operations while providing for reasonable use of private property:

A. Approach spacing shall be consistent with the IAMP Access Management Plans (AMPs) for Exits 302 and 306.

B. Private approaches shall be consolidated and improved as properties redevelop, consistent with the AMPs.

C. Where a new approach to OR 86 or Cedar Street is proposed in the vicinity of Exit 302 interchange and it cannot be located pursuant to the ¼-mile spacing standard, it shall be located as far from the interchange as practically possible.

D. Where a new approach to US 30 is proposed in the vicinity of the Exit 306 interchange and it cannot be located outside the ¼-mile spacing standard, it shall be located as far from the interchange as practically possible.

E. Development applicants shall be required to mitigate the impacts attributed to development, including but not limited to dedicating right-of-way and making needed access and transportation improvements consistent with the IAMP.

F. Where it is not feasible to meet ODOT access spacing standards or to make planned transportation improvements due to property boundary constraints, property redevelopment shall be required to move in the direction of conformity over time, pursuant to ODOT standards.

G. Where a land use application or change of use relies on a private connection to a state highway, it shall meet the requirements of OAR 734-051-3020 Change of Use of a Private Connection. An application for state highway approach is required for a change of use when:

(1) The number of peak hour trips increases by fifty (50) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the number of peak hour trips from that of the property's prior use;

(2) The average daily trips increases by five hundred (500) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the average daily trips from that of the property's prior use;

(3) The daily use of a connection increases by ten (10) or more vehicles with a gross vehicle weight rating of twenty-six thousand (26,000) pounds or greater;

(4) ODOT demonstrates that safety or operational concerns related to the connection are occurring as identified in OAR 734-051-4020(3);

(5) The existing connection to the state highway does not meet ODOT's stopping sight distance standards.

2.5.160 Traffic Impact Analysis

Comment: The following provisions are recommended to ensure consistency with existing Baker City and ODOT traffic impact analysis requirements. See OAR 734-051-3030 (attached), which contains ODOT requirements for traffic impact studies.

A. Development applications located within either the Exit 302 or Exit 306 Interchange Management Areas that meet the criteria of BCDC 4.1.900 shall be accompanied by a Transportation Impact Study that demonstrates the level of impact of the proposed development on the interchange and surrounding street system, and how the impact will be mitigated pursuant to ODOT and County standards.

B. Notwithstanding the criteria of BCDC 4.1.900, a Transportation Impact Study/Analysis shall be required where a proposed change relying on a private connection to a state highway meets the ODOT requirements for a traffic impact study contained in OAR 734-051-3030(4) When a Traffic Impact Analysis is Required.

C. The determination of impact or effect, and the scope of the TIA, shall be coordinated with Baker County and ODOT, and the developer shall be required to mitigate impacts attributable to the project consistent with the standards of the applicable roadway authority.

2.5.170 Agency Coordination

Land use and development applications shall be coordinated with reviewing agencies as follows:

A. The City shall consult the Oregon Department of Transportation (ODOT) on traffic impact study/analysis requirements when the site of the proposal is adjacent to or otherwise affects a State roadway.

B. The City shall provide written notification to ODOT once a land use application within the IAMP Management Area is deemed complete.

C. ODOT shall have at least 20 days, measured from the date notice to agencies was mailed, to provide written comments to the City. If ODOT does not provide written comments during this 20-day period, the City staff report may be issued without consideration of ODOT comments.

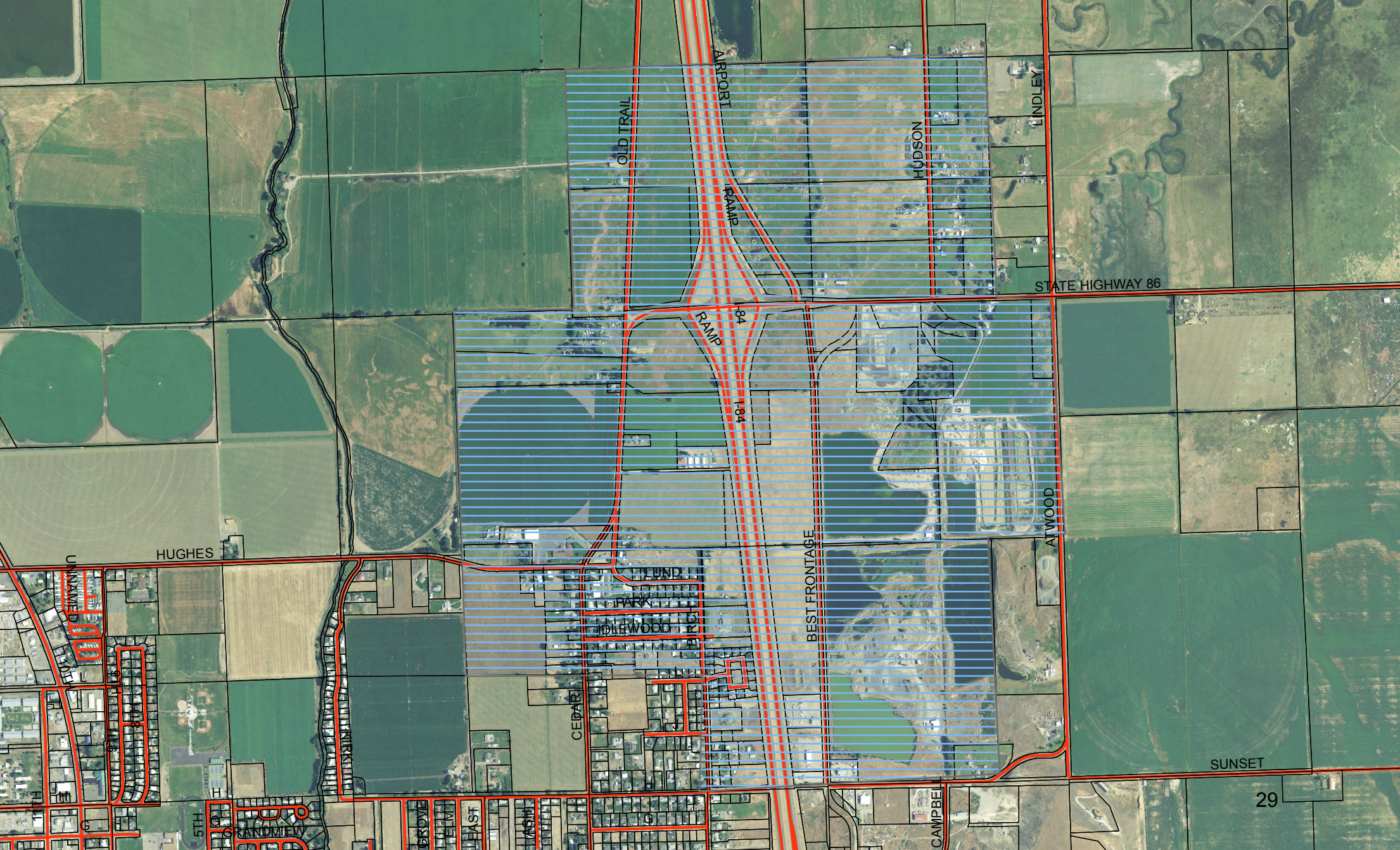
D. The City shall invite ODOT and the City to participate in a pre-application review for applications within an Interchange Management Area Plan (IAMP) Management Area or within a ¼-mile of any ODOT roadway. Notice of actions requiring a public hearing shall be provided to ODOT at least twenty days prior to the date of the hearing.

Exhibit G Amendments to the Baker County Comprehensive Land Use Plan
These policies and maps are proposed to be added to the Comprehensive Plan as attachments to the adopting Ordinance

Plan Policies

1. *The I-84 Exits 302 and 306 Interchange Area Management Plan (IAMP) shall serve as the long range comprehensive management plan for providing the transportation facilities that are specifically related the two interchanges and the planned local street network for the area.*
2. *The County will coordinate development review with and assist ODOT in monitoring interchange development to protect interchange functions, as follows:*
   c. *The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30, as well as the National Historic Oregon Trail Interpretive Center and the Hells Canyon Scenic Byway.*
   d. *The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.*

Maps


OLD TRAIL
AIRPORT
RAMP
HUDSON
LINDLEY
STATE HIGHWAY 86
I-84
RAMP
I-84
ATWOOD
HUGHES
LUND
PARK
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BEST FRONTAGE
CEDAR
SUNSET
CAMPBELL
5TH
GRANDVIEW
GROVE
EAST
ASH
29

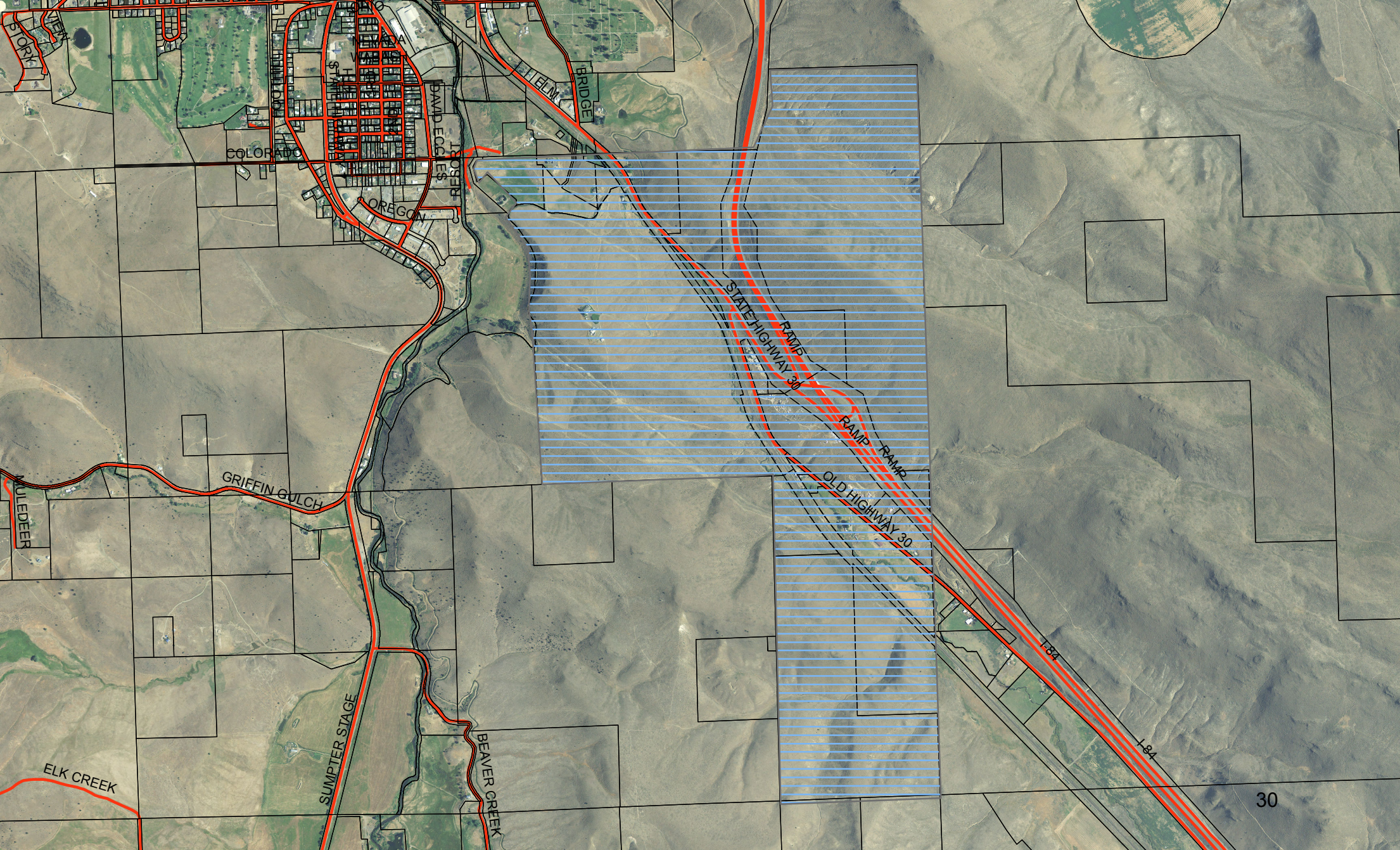

BORY
COLORADO
OREGON
DAVID ECCLES
ELM
BRIDGE
STATE HIGHWAY 30
RAMP
RAMP
RAMP
OLD HIGHWAY 30
I-84
I-84
GRIFFIN GULCH
MULEDEER
SUMPTER STAGE
BEAVER CREEK
ELK CREEK
30

Exhibit H Proposed Amendment to the Baker County Zoning Ordinance
Proposed changes are underlined and highlighted in gray

RTICLE 6 OVERLAY ZONING DISTRICTS

Chapter 680

INTERCHANGE OVERLAY ZONE

680.01 Purpose
680.02 Intent
680.03 Applicability
680.04 Uses
680.05 Development Standards
680.06 Traffic Impact Analysis
680.07 Agency Coordination

610.01 Purpose

The purpose of this chapter is to provide the rules, regulations and standards governing permissible uses in the Interchange Overlay Zone.

610.02 Intent

The Interchange Overlay Zone implements the "I-84 Exits 302 and 306 Interchange Area Management Plan" (IAMP) and is intended to maintain interchange capacity and protect interchange functions. The County coordinates development review with Baker City and ODOT, and assists ODOT in monitoring development, to protect interchange functions, as follows:

C. The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30, as well as the National Historic Oregon Trail Interpretive Center and the Hells Canyon Scenic Byway.

D. The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.

610.03 Applicability

Any land use action within the Interchange Overlay Zone is subject to the regulations herein described and those of the underlying zone. If any conflicts in regulation or procedure occur between the zones, the provisions of the Interchange Overlay Zone shall govern.

610.04 Uses

Permitted and conditional uses shall be as defined in the underlying base zone.

680.05 Development Standards

Comment: The following implement the access management and transportation facility improvement provisions of IAMP and are consistent with OAR 734-051. Subsection G is taken from OAR 734-051-3020 Change of Use of Private Connection (to a State Highway), as contained in Attachment 4.

Development standards shall be as provided in the underlying base zone, except as follows. The intent of the following provision is to maintain highway safety and operations while providing for reasonable use of private property:

A. Approach spacing shall be consistent with the IAMP Access Management Plans (AMPs) for Exits 302 and 306.

B. Private approaches shall be consolidated and improved as properties redevelop, consistent with the AMPs.

C. Where a new approach to OR 86 or Cedar Street is proposed in the vicinity of Exit 302 interchange and it cannot be located pursuant to the ¼-mile spacing standard, it shall be located as far from the interchange as practically possible.

D. Where a new approach to US 30 is proposed in the vicinity of the Exit 306 interchange and it cannot be located outside the ¼-mile spacing standard, it shall be located as far from the interchange as practically possible.

E. Development applicants shall be required to mitigate the impacts attributed to development, including but not limited to dedicating right-of-way and making needed access and transportation improvements consistent with the IAMP.

F. Where it is not feasible to meet ODOT access spacing standards or to make planned transportation improvements due to property boundary constraints, property redevelopment shall be required to move in the direction of conformity over time, pursuant to ODOT standards.

G. Where a land use application or change of use relies on a private connection to a state highway, it shall meet the requirements of OAR 734-051-3020 Change of Use of a Private Connection. An application for state highway approach is required for a change of use when:

(1) The number of peak hour trips increases by fifty (50) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the number of peak hour trips from that of the property's prior use;

(2) The average daily trips increases by five hundred (500) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the average daily trips from that of the property's prior use;

(3) The daily use of a connection increases by ten (10) or more vehicles with a gross vehicle weight rating of twenty-six thousand (26,000) pounds or greater;

(4) ODOT demonstrates that safety or operational concerns related to the connection are occurring as identified in OAR 734-051-4020(3);

(5) The existing connection to the state highway does not meet ODOT's stopping sight distance standards.

680.06 Traffic Impact Analysis

Comment: The following provisions are recommended to ensure consistency with existing Baker County and

ODOT traffic impact analysis requirements. See OAR 734-051-3030 (attached), which contains ODOT requirements for traffic impact studies.

A. Development applications located within either the Exit 302 or Exit 306 Interchange Management Areas that meet the criteria of BCZO 340.07 shall be accompanied by a Transportation Impact Analysis (TIA) that demonstrates the level of impact of the proposed development on the interchange and surrounding street system, and how the impact will be mitigated pursuant to ODOT and County standards.

B. Notwithstanding the criteria of BCZO 340.07, a Transportation Impact Analysis shall be required where a proposed change relying on a private connection to a state highway meets the ODOT requirements for a traffic impact study contained in OAR 734-051-3030(4) When a Traffic Impact Analysis is Required.

C. The determination of impact or effect, and the scope of the TIA, shall be coordinated with Baker City and ODOT, and the developer shall be required to mitigate impacts attributable to the project consistent with the standards of the applicable roadway authority.

680.07 Agency Coordination

Land use and development applications shall be coordinated with reviewing agencies as follows:

A. The County shall consult the Oregon Department of Transportation (ODOT) on TIA requirements when the site of the proposal is adjacent to or otherwise affects a State roadway.

B. The County shall provide written notification to ODOT once a land use application within the IAMP Management Area is deemed complete.

C. ODOT shall have at least 20 days, measured from the date notice to agencies was mailed, to provide written comments to the County. If ODOT does not provide written comments during this 20-day period, the County staff report may be issued without consideration of ODOT comments.

D. The County shall invite ODOT and the City to participate in a pre-application review for applications within an Interchange Management Area Plan (IAMP) Management Area or within a ¼-mile of any ODOT roadway. Notice of actions requiring a public hearing shall be provided to ODOT at least twenty days prior to the date of the hearing.

EXHIBIT I
Minutes from joint Baker City/Baker County Planning Commission Hearing 9-24-15

Baker City & Baker County Planning Commission
Baker County Courthouse
1995 Third Street, Ste. 131
Baker City, Oregon 97814
Phone: (541) 523-8219, Fax: (541) 523-5925

The minutes are only a third party summary of the original meeting. For a complete transcript, an audio recording is available. Please contact the Baker City-County Planning Department for further information.

Joint Baker City-County Planning Commission
Public Hearing
September 24, 2015, 6:00 p.m.
Baker City Hall

I. Call to Order

Meeting was called to order by County Chair Trindle

A. Introduction of Planning Commission Members

- **County**
  Present: Alice Trindle, Randy Joseph, Suzan Ellis Jones, Thomas Van Diepen
  Absent: Jim Grove, Laura Hoopes

- **City**
  Present: Alan Blair, Ken Rockwell, Tim Collins, Aaron Still, Rob Ellingson, Brandy Bruce
  Absent: Ned Ratterman

B. Introduction of Staff

Planning Director Holly Kerns, Planner Kelly Howsley-Glover, Planning Assistant Kevin Berryman, Public Works Director Michele Owen, Consultant Dave Foster, Consultant Scot Siegel, Patrick Knight representing ODOT

C. Ex Parte Contact or Conflicts of Interest

None

II. Approval of Minutes

None

III. New Business

County Chair Trindle read the opening statement

IAMP: Review and recommendation on Interchange Area Management Plans for I-84 exits 302 and 306.

Director Kerns gave a brief summary of the staff report. Mr. Foster gave a summary of the proposed

Interchange Area Management Plans.

County Commissioner Joseph asked how the City and County transportation plans work together. Director Kerns said there is no conflict between the two transportation plans, but the City's plan was approved more recently.

County Chair Trindle asked for current safety concerns. Mr. Foster stated that there are no obvious crash patterns, but there is potential for it to grow in the future. County Chair Trindle asked for information on mixed traffic. Mr. Forster explained that the percentage of vehicle types will remain, but the volume will increase.

County Chair Trindle asked if the proposed plan allows for aesthetic changes. Mr. Foster stated that aesthetic concerns would be addressed during the design phase. Director Kerns added that aesthetic changes add cost and would be difficult to include in the plan.

County Commissioner Joseph asked how the triggers for improvement are monitored. Mr. Foster stated that development within the overlay would require a traffic study.

City Commissioner Collins asked if exceptions could be made when access is needed that does not conform to the quarter mile standard. Mr. Foster said ODOT can provide access in special circumstances.

Mr. Siegel gave a summary of the implementation of the Interchange Area Management Plans. Director Kerns stated that the proposed amendments include helpful explanations.

City Commissioner Rockwell asked if lower speed limits could be used to increase safety. Mr. Knight stated that he has asked for a speed study in the area, but that people will drive at what speed they feel most comfortable, regardless of the posted limit. He added that development may have an effect on driver behavior.

City Commissioner Rockwell said it's common for a speed limit to drop from 55 mph to 35 mph in Oregon. He suggested that the speed study does not take into account the effect of the 45 mph speed limit signs. Mr. Knight said he would look into exceptions, but people will continue to drive at the speed they feel most comfortable.

City Commissioner Rockwell stated that a lower speed limit could decrease the number of crashes which would delay costly road improvements. City Commissioner Collins stated changing the speed of the road for safety reasons is not part of the Commission's task in reviewing the proposed Interchange Area Management Plan and speed violations today are a matter for law enforcement. City Chair Blair asked that the topic be discussed during deliberations.

County Commissioner Joseph thanked staff and the consultants for their work on the proposed plans.

County Chair Trindle called for public testimony

-Public Testimony

Karen Yeakley
42687 Hudson Road
Baker City, OR 97814

Ms. Yeakley submitted a document and a pair of leather work gloves for the Commissioner's consideration. Ms. Yeakley asked for more language to be included showing intent. She asked if funding for IAMP changes

would be sought immediately and what would happen with cattle drives that use the I-84 Bridge. She stated that the first IAMP meeting was not properly noticed in the newspaper. She asked how the new rules would affect wetlands and requested that additional signs be added for a dead end road.

In regard to private access Ms. Yeakley asked that more explanation be included. She asked if there is a timeframe for seeking funds for ODOT exits and if all properties within the quarter mile area have been considered.

Ms. Yeakley asked for notation of wetlands on the overlay zone. She asked that signs be added for the Oregon Trail Interpretive Center and Scenic Byway. In regard to the overlay zone, she asked if Baker County will give up rights to ODOT.

Charles Swinger
40449 Old Hwy 86
Baker City, OR 97814

Mr. Swinger stated that the State of Oregon failed to provide a cattle guard on hwy 84 to prevent cattle from accessing the freeway. He asked that Hwy 30's speed limit be set to 35 mph.

John Leonard
19696 Hwy 86
Baker City, OR 97814

Mr. Leonard stated that he is opposed to alternative plan C-2. County Commissioner Joseph asked for staff clarification. Mr. Foster explained that C-2 is only initiated by the wish of a property owner in the event of development beyond a home for each five acres.

Christine Gyllenberg
42764 Hudson Rd
Baker City, OR 97814

Ms. Gyllenberg asked for who set the study area. Mr. Foster stated that the study area was created with the help of both the City and County. Ms. Gyllenberg asked if C-2 would be triggered by development near the Nazarene Church. Mr. Foster stated that the referred to provision is an error and will be corrected. Ms. Gyllenberg asked where Hwy 86 ends and Mr. Foster stated that the state's responsibility ends at the interstate. Ms. Gyllenberg asked who is required to pay for a traffic study and what the cost would be. Mr. Foster replied that the developer/applicant would pay for traffic studies which range in cost from $2,000 to $12,000. He added that the building of a shop or a home would not trigger a traffic study.

County Commissioner Joseph asked what size of development would trigger a traffic study and Mr. Foster replied 40-50 homes or a large commercial/industrial operation. County Commissioner Joseph stated that the Planning Department would determine the need for a traffic study.

Ms. Gyllenberg stated that on Page 29 the document refers to all development. Mr. Siegel stated that the City and County and ODOT require traffic studies when development reaches a certain threshold. Ms. Gyllenberg asked that the code be more clear and asked for explanation of the ODOT facility referenced in the document. Mr. Foster stated that the ODOT facility is the highway.

Greg Sackos
1425 Campbell St
Baker City, OR 97814

Mr. Sackos asked how written comment can be made. Director Kerns explained that another meeting will be

held with the City Council and County Board of Commissioners. Mr. Sackos stated that he has concerns about ODOT taking authority from the City and County. He said he owns commercial property and is concerned with the 50 trips per day trigger for traffic studies. City Commissioner Collins explained that ODOT has no authority to limit development in the overlay zone. Director Kerns confirmed that the City and County shall invite ODOT to participate, but not transfer decision making authority. Mr. Sackos stated that he is concerned with the use of the word "shall." County Commissioner Joseph stated that ODOT would not have any authority over the County.

Mr. Sackos asked if developers would be forced to mitigate in accordance with ODOT mandates. County Commissioner Joseph said the IAMP document would be used to make decisions, not ODOT. Mr. Sackos asked if ODOT could reject development. County Commissioner Joseph stated that ODOT would be allowed to give comment just like any citizen. City Chair Blair explained that ODOT would be able to give comment based on highway access and safety. Director Kerns stated that any conditions of approval would be the responsibility of the City or County.

Mr. Knight explained that ODOT only has authority on highway access and would work with a developer to meet their needs.

Steve Haberle
43996 Brown Rd
Baker City, OR 97814

Mr. Haberle submitted a map to the Commissioners. He stated that his property is less than a quarter mile from the highway. He said there had been alternative plans in the past and was concerned that his property would be left out. County Commissioner Joseph asked Mr. Haberle to indicate a point on the map for clarification. Mr. Haberle asked that 1,000 ft be used instead of a quarter mile. County Commissioner Joseph asked if exceptions can be made. Mr. Foster explained that that the developer would submit a site plan and ODOT would work to ensure access. Mr. Knight stated that it would be illegal to deny access. He added that ODOT would like to be involved, but property cannot be land locked. County Commissioner Joseph asked how a variance would be issued. Mr. Foster stated that no variance is needed because access is allowed by right and to the extent allowed within the zone. There was discussion of possible applications and the current review process.

Greg Sackos
1425 Campbell St
Baker City, OR 97814

Mr. Sackos asked if ODOT can deny a development based on a change of use. Mr. Knight said it is illegal to land lock and that access must be provided. He added that only the City or County can deny a proposed development.

County Chair Trindle closed the public hearing.

County Commissioner Jones made a **MOTION**, seconded by County Commissioner Joseph, to **APPROVE** a five minute recess. **MOTION CARRIED UNANIMOUSLY.**

<u>Deliberation</u>

Director Kerns explained the exhibits to be reviewed. County Chair Trindle suggested discussing the amendments first and noted public testimony. Director Kerns gave a brief summary of the process for making amendments.

City Commissioner Collins highlighted the proposed changes. He added that the Hudson Lane is not involved

in the plan and he would recommend the proposed plan to the City Council. City Chair Blair asked for a motion.

City Commissioner Collins made a **MOTION**, seconded by City Commissioner Bruce, to **RECOMMEND** Comprehensive Plan amendments to the Baker City Council. **MOTION CARRIED UNANIMOUSLY.**

City Commissioner Rockwell suggested replacing the term "ODOT facilities" with the word, "Highway." He stated that there are typographical errors in need for correction. One such error is, "The City shall invite ODOT and the City," which should read, "The City shall invite ODOT and the County." He suggested clarifying that only development which meets a certain threshold shall require a traffic study.

County Chair Trindle discussed the proposed amendments to the Baker County Comprehensive Plan. County Commissioner Joseph suggested using Page 28 for reference.

County Commissioner Joseph made a **MOTION**, seconded by County Commissioner Trindle, to **RECOMMEND** Baker County Comprehensive Plan amendments to the Baker County Board of Commissioners.

DISCUSSION

County Commissioner Jones suggested changing the word "shall" to "may." County Commissioner Joseph asked if all language would be included in the motion. Director Kerns confirmed that the motion recommends all exhibits. County Commissioner Joseph stated that "shall" only ensures that ODOT is notified, in the same way the public is notified. He added that state highway access is determined only by ODOT. County Commissioner Van Diepen asked for clarification. Mr. Knight said that ODOT has jurisdiction over access to all ODOT facilities, but the County has authority to make decisions on developments and ODOT would provide suggestions. County Commissioner Jones said that the public had a concern with the word "shall." Mr. Foster stated that providing notice to ODOT is a current practice of both the City and County. County Commissioner Joseph suggested that if ODOT is not notified, it could cause delay during the application process. Mr. Knight stated that it's better to have ODOT work with an applicant early.

County Chair Trindle, County Commissioner Joseph and County Commissioner Van Diepen voted in favor. County Commissioner Jones voted in opposition.

MOTION CARRIED 3 to 1.

County Chair Trindle suggested that citizen involvement and public notice criteria have been met.

City Commissioner Collins explained that by recommending to the City Council, the motion asserts that all criteria have been met. City Chair Blair agreed. City Commissioner Collins asked for clarification of impact study requirements. Mr. Siegel explained that the traffic study requirement references in the current code. City Commissioner Collins asked if ODOT would appeal to LUBA if no notification were given. Mr. Knight stated that ODOT would retain its rights to appeal to LUBA, but would do so rarely.

City Commissioner Collins made a **MOTION**, seconded by City Commissioner Still, to **RECOMMEND** proposed Development Code changes to the Baker City Council.

Mr. Siegel informed the City Commission of a typographical error.

MOTION CARRIED UNANIMOUSLY.

County Chair Trindle made a **MOTION**, seconded by County Commissioner Jones, to **AMMEND** exhibit G to include additional signage for the Oregon Trail Interpretive Center and Scenic Byway. **MOTION CARRIED UNANIMOUSLY.**

IV. Old/Other Business

None

V. Set Date of Next Meeting

October 14, 2015

VI. Adjourn

County Commissioner Van Diepen made a **MOTION**, seconded by County Commissioner Jones, to **ADJOURN**. **MOTION CARRIED UNANIMOUSLY.**

Meeting adjourned at 9:10 p.m.

Respectfully submitted,

Kevin R. Berryman
Baker City-County Planning Department

Baker City-County Planning Meeting forI-84 Exits 302 and 306 Sept. 24, 2015

Howdy.

Thank you for the opportunity to provide input in relation to the Interchange Area Management Plans. I am passing around the work gloves of my Great Grandfather who taught me work ethic, respect for others' property, and to leave this earth with better than I found it. He was a Sisley, and my Grandmother was born in Durkee, Oregon. I have lived here 66 years, and cherish my roots, and Baker County.

This plan is again brought forward from 10 years ago, and we have spent over 5 million dollars on the ODOT facility, and over 2 million dollars on the newly created frontage road. A lot of work has gone into this plan, and I have appreciated Patrick Knight's responses, and Nick Foster's help from Kittelson & Associates. Having said that, I have some further suggestions, and strongly want to emphasize that the study area is in fact rural, ranching, EFU land and as such needs to be valued. We live in a flood zone, and up until this very dry year, the wetlands supported much wildlife. This is a way of living, and Baker County provides agricultural products and is a main economy. The ranchers have had a lot of roadblocks this year in the weather, fires limiting graze for cattle, hay crops, and water issues.

The plan:

City could adopt Measure, #10…in pursuit of funding for IAMP (Exhibit D). What is the time frame?

Page 13
2. Evaluate local transportation. What happens to cattle drives? We do move cattle from one pasture to another, and they do need to get to the pastures over the I-84 bridge.

7. Goal 1: public involvement. 50 out of 15,000 population is not good. The first public meeting did not have notice in the paper and I called planning department to see if it was still scheduled since I noticed information in December 2014 paper.
Goal 5: Natural resources. Are we taking in to account wildlife, wetlands, flood irrigation and what new road construction would do?
Goal #6 Air, water and Land resources quality. Construction and any development in agricultural land will harm the ranching community. Protecting the Interchange should be balanced with our agricultural land and wetlands.

Page 24
There are three public accesses and one private access. I request that one of the public accesses (Hudson Road) be described as a dead end road into EFU zoned land.

Private accesses will be consolidated and modified as properties redevelop and the capital projects associated with this IAMP are constructed. What does this mean? More explanation or example would make this clearer for those involved in the future.

Page 28
Work with ODOT to identify and pursue funding for all I-84 Exits. Is there a time frame or reference to a table to make this more clear?

Page 30
The county shall invite ODOT to participate in pre-application within an IAMP OR within a ¼ mile of any ODOT facility. From the newly constructed ODOT maintenance facility, the measure would be from there and going east on Hwy 86 ¼ mile away?

Page 35
Efficiency of freight movement. I would like us to remember cattle drives, and include support of this process.

Policy 5B: Scenic Resources. Notation of protection of the wetlands in the area would be helpful.

Overlay Zones (gray additions)
A.Secondary function of I-84 Exit 302 interchange should include Oregon Trail Interpretive Center, and Hells Canyon Scenic Byway. (Hwy 86)

2.5.130 Applicability
If any conflicts in regulation or procedure occur between the zones, the provisions of the Interchange Overlay Zone shall govern. What is Baker County and public's recourse, if disagree?

Karen Yeakley
42687 Hudson Rd.
Baker City, Or. 97814

Exhibit K

Preliminary Site Schematic – Haberle Tourist Development – Baker, Oregon

HOSFORD & LARSON ARCHITECTS, AIA

I-84 EXITS 302 AND 306 INTERCHANGE AREA MANAGEMENT PLAN

September 2015

Prepared for:

Oregon Department of Transportation - Region 5
3012 Island Avenue
La Grande, OR 97850

Baker City
1655 First Street
PO Box 650
Baker City, OR 97814

Baker County
1995 Third Street
Baker City, OR 97814

I-84 Exits 302 and 306 Interchange Area Management Plan

Baker County and Baker City, Oregon

ADOPTION DRAFT

September 2015

I-84 Exits 302 and 306 Interchange Area Management Plan

Baker County and Baker City, Oregon

Prepared For:
Oregon Department of Transportation
Region 5
3012 Island Avenue
La Grande, OR 97850
(541) 963-3177

Baker City
1655 First Street
PO Box 650
Baker City, OR 97814
(541) 523-6541

Baker County
1995 Third Street
Baker City, OR 97814
(541) 523 - 8219

Prepared By:
Kittelson & Associates, Inc.
610 SW Alder, Suite 700
Portland, OR 97205
(503) 228-5230

In Association With:
Siegel Planning Services, LLC.
16146 Boones Ferry Road, #145
Lake Oswego, OR 97035
(503) 699-5850

Project No. 17921

September 2015

TABLE OF CONTENTS

Preface vi

Project Management Team (PMT) vi

Consultant Team vi

Executive Summary 8

Interchange Improvement and Access Management Plan 12

Background 12

Conditions Statement 12

Purpose and Intent Statement 12

Goals and Objectives 13

Interchange Management Study Area 14

Transportation Improvement Plan 14

Access Management Plan 21

Implementation Plan 26

OAR and OHP Compliance 32

OAR Compliance 32

Oregon Highway Plan Compliance 33

LIST OF FIGURES

Figure EX-1 Exit 302 Transportation Improvement Plan 10
Figure 1 Interchange Management Study Area, Exit 302 15
Figure 2 Interchange Management Study Area, Exit 306 16
Figure 3 Exit 302 Transportation Improvement Plan 17
Figure 4 Cedar Street/Hughes Lane Intersection Concept 20
Figure 5 Exit 302 Access Management Plan 22
Figure 6 Exit 306 Access Management Plan 23

LIST OF TABLES

Table EX - 1 I-84 Exit 302 Interchange Area Improvement Summary 9
Table 1 I-84 Exit 302 Interchange Area Improvement Summary 18
Table 2 I-84 Exits 302 and 306 IAMP OAR Compliance 32

DISCLAIMER

The inclusion of proposed projects and actions in this plan does not obligate or imply obligations of funds by any jurisdiction for project level planning or construction. The inclusion of proposed projects and actions does serve as an opportunity for projects to be included, if appropriate in the State Transportation Improvement Program (STIP) and the City of Baker City/Baker County capital improvements program but such inclusion is not automatic. It is incumbent on the state, county, city and general public to take action to encourage and support inclusion into the STIP or CIP at the appropriate time.

PREFACE

This plan is the continuation of a previous effort that resulted in a draft plan in 2005. The previous plan was never formally adopted by Baker City, Baker County, or ODOT, primarily due to a lack of support for the realignment of Best Frontage Road. In recognition of the lack of adoption, the amount of time that has passed since the inception of the original planning effort, and that the realignment of Best Frontage Road has recently occurred, ODOT determined that the 2005 plan needed to be revisited. As such, this IAMP builds upon the previously completed work.

The development of this plan was guided by the Project Management Team (PMT). The members of this group are identified below, along with members of the consultant team. They devoted a substantial amount of time and effort to the development of I-84 Exits 302 and 306 Interchange Area Management Plan (IAMP) and their participation was instrumental in the development of the recommendations that are presented in this plan. The individuals shown below are representative of this update effort and not the 2005 IAMP, though there is some overlap between the two projects.

Project Management Team (PMT)

Patrick Knight
ODOT Region 5

Don Fine
ODOT Region 5

Holly Kerns
Baker County

Jeff Smith
Baker County

Michelle Owen
City of Baker City

Consultant Team

Kittelson & Associates, Inc.
Nick Foster, AICP
Matt Hughart, AICP
Lauren Nuxoll

Siegel Planning Services
Scot Siegel, AICP, LEED AP

Section 1
Executive Summary

EXECUTIVE SUMMARY

The I-84 Exits 302 and 306 Interchange Area Management Plan (IAMP) is a strategic transportation plan designed to ensure growth can occur in the area surrounding the interchanges without compromising the long-term function of both interchange areas. Potential development in the vicinity of Exit 302 originally triggered the need for this study in the early 2000's. In 2005, an IAMP was prepared for the I-84 Exit 302 and I-84 Exit 306 interchanges (Reference 1). While the technical components of the IAMP were essentially completed, the IAMP was never formally adopted by Baker City, Baker County, or ODOT, primarily due to a lack of support for the realignment of Best Frontage Road. In recognition of the lack of adoption, the amount of time that has passed since the inception of the original planning effort, and that the realignment of Best Frontage Road has recently occurred, ODOT determined that the 2005 IAMP needed to be revisited. As such, this IAMP builds upon the previously completed work.

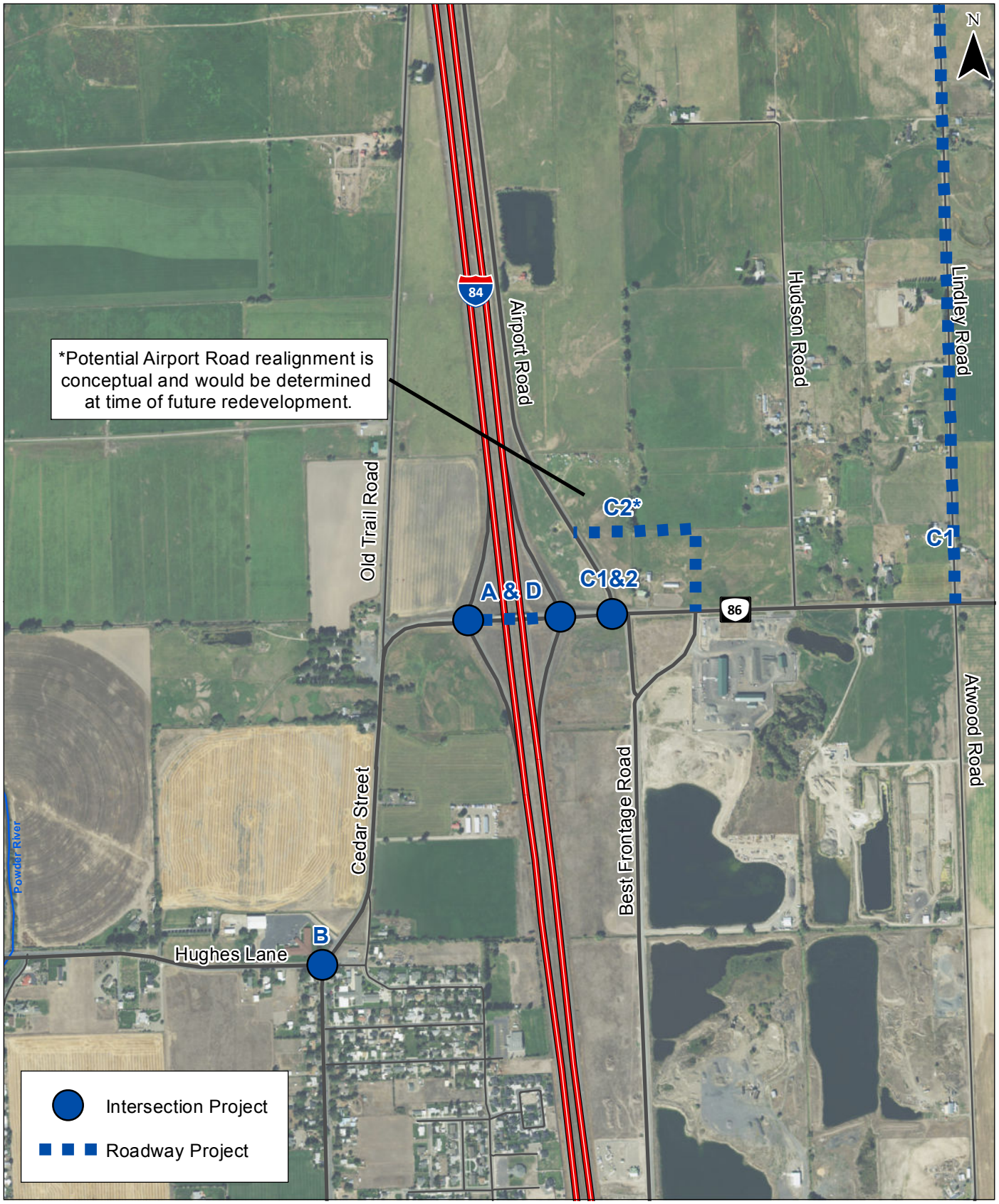
The executive summary provides an overview of the project elements that were developed through a collaborative effort of the Project Team, Baker County, City of Baker City, Oregon Department of Transportation (ODOT), and local stakeholders. The following table and figures summarize the identified improvement projects. Note that no projects are identified for the Exit 306 Interchange area. Additional details are provided herein.

With the identification of near- and long-term infrastructure improvements, a number of policies, ordinances, and other provisions have been developed for adoption into the Baker County and Baker City transportation system plans, comprehensive plans, and development review ordinances to support and implement the IAMP. The IAMP will also be adopted by the Oregon Transportation Commission as an amendment to the Oregon Highway Plan.

Table EX - 1 I-84 Exit 302 Interchange Area Improvement Summary

Figure EX-1 Label	Near-Term Improvement Description	Trigger for Improvement	Estimated Cost[1]	Potential Funding Source
A	• Relocate the guardrail along OR 86, west and east of the bridge over I-84, to provide additional sight distance.	When funding is available.	$30k	STIP
B	• Construct an eastbound right-turn lane at the Cedar Street/Hughes Lane intersection (Phase 1).	When funding is available. Project will need to be prioritized against other projects within the Baker City TSP.	$160k	PDF CIP
	Long-Term Improvement Description			
B	• Construct a southbound right-turn lane at the Cedar Street/Hughes Lane intersection (Phase 2). • Convert the Cedar Street/Hughes Lane intersection to all-way stop control by adding stop signs to the Cedar Street approaches. Construct a left-turn lane on the northbound approach (Phase 3). • Install a traffic signal at the Cedar Street/Hughes Lane intersection (Phase 4).	Phase 2 – When intersection operations or crash patterns warrant Phase 3 – When all-way stop control warrants are met (projected to occur between the year 2030 and 2035) Phase 4 – Once signal warrants are met (projected to occur around 2035)	$200k (Phase 2) $220k (Phase 3) $300k (Phase 4)	PDF CIP
C1	• Restrict the existing access onto Airport to right-in/right-out only, rendering Lindley Road as the primary access to the Airport from OR 86. • Airport Lane (not pictured) between Airport Road and Lindley Road would need to be paved and upgraded to meet the demand of this shift in access from OR 86.	When the queue of vehicles turning left onto Airport Road from OR 86 interferes with operations at the I-84 westbound ramp terminal or when crash patterns in the area could be mitigated by improving spacing between the I-84 westbound ramp terminal and the nearest full access (currently Airport Road). *Only construct this project if C2 is not built.*	$1.0M	PDF STIP
C2	• Airport Road would be realigned to intersect OR 86 across from Best Frontage Road. • The existing Airport Road access onto OR 86 would be removed.	Same as C1. The ability to establish this future roadway alignment would be conditioned upon future redevelopment of parcels along the north side of OR 86 and in consultation with property owners. *This concept would be considered if/when there is a zone change (to a more traffic intensive land use) and development on property on the north side of OR 86 between Airport Road and Hughes Lane.*	$2.6M	PDF STIP
D	• Install signals at the I-84 Ramp terminals on OR 86. • Install left turn lanes on OR 86 at the ramp terminals. The bridge over I-84 would not be widened. It would be restriped to include the left-turn lanes.	When signal warrants are met. This is projected to occur by the end of the year 2035 planning horizon.	$1.3M	PDF STIP

CIP – Baker City Capital Improvement Program
STIP – State Transportation Improvement Project
PDF – Private Development Funds
[1] Planning level costs are in year 2015 dollars



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Exit 302 Transportation Improvement Plan
Baker City, Oregon

Figure
EX-1

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KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Oregon Spatial Data Library

Section 2
Interchange Improvement and Access Management Plan

INTERCHANGE IMPROVEMENT AND ACCESS MANAGEMENT PLAN

Background

In 2005, an IAMP was prepared for the I-84 Exit 302 and I-84 Exit 306 interchanges in Baker City, Oregon. While the technical components of the IAMP were essentially completed, the IAMP was never formally adopted by Baker City, Baker County, and ODOT, primarily due to a lack of support for the realignment of Best Frontage Road. In recognition of the lack of adoption, the amount of time that has passed since the inception of the original planning effort, and that the realignment of Best Frontage Road has recently occurred, ODOT determined that the IAMPs needed to be revisited. As such, the purpose of this new planning effort is to build upon the previously completed work and develop a final plan that can move forward through the local adoption process. The remainder of this section contains the planning context, specific interchange infrastructure projects, and access management plan for the IAMP.

Cedar Street/Hughes Lane Intersection

Conditions Statement

The I-84 Exit 302 and Exit 306 interchanges were constructed as rural interchanges serving the north and south ends of Baker City, respectively, and the surrounding areas. Development in the Baker City area is expected to expand northward and the Exit 302 interchange has been a specific point of discussion for prospective developers. It is anticipated that phased improvements to this interchange and the surrounding road network will be required for the interchange to continue to operate acceptably as the surrounding area develops over the next twenty years and beyond.

Purpose and Intent Statement

The I-84 Exits 302 and 306 IAMP is a strategic transportation plan designed to ensure growth can occur in the area surrounding the interchanges without compromising the long-term function and safety of both interchange areas. Potential development in the vicinity of Exit 302 originally triggered the need for this study. The IAMP will identify land use management strategies, short- and long-term transportation improvements, access management goals, and strategies to fund identified improvements. The intent is a planning effort that results in policies, ordinances, and other provisions that will be adopted into the Baker City and Baker County Transportation System Plans (TSPs) and

Comprehensive Plans. The IAMP will also be adopted by the Oregon Transportation Commission (OTC) as an amendment to the Oregon Highway Plan (OHP).

Goals and Objectives

The primary goal of the IAMP process is to protect the function of both interchanges for the next 20 years while accounting for changes in land use and traffic patterns. As stated in Policy 3C of the 1999 Oregon Highway Plan, "*it is the policy of the State of Oregon to plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways*." To this end, the following draft objectives have been developed based on the previous effort and the scope of work for this project:

1. Involve affected property owners in the interchange area, the City of Baker City, Baker County, the Oregon Department of Transportation (ODOT), and other stakeholders, including interchange users.

2. Evaluate local transportation, environmental, and land use conditions.

3. Identify needed transportation improvements within the Interchange Study Areas and propose alternatives that conform to current design standards and accommodate the long-term capacity and safety needs of the project study areas.

4. Develop the IAMP in accordance with the provisions and the policies of the 1999 Oregon Highway Plan, Oregon Administrative Rule Chapter 734, Division 51, and Baker City and Baker County transportation system plans and comprehensive plans.

5. Manage the allowed land uses within the vicinity of both interchanges to provide for future economic growth over the next 20 years.

6. Identify current accesses along the interchange crossroads and develop a phased access management plan for the crossroads based on a detailed and collaborative process involving the local jurisdiction and local property owners. The access management plan will be based on key principles that balance highway mobility and safety against:

    a. The findings of local TSPs and land use plans;
    b. Local economic development objectives for properties that require access to the state highways

7. Comply with the intent of Statewide Planning Goals including Goal 1: Public Involvement, Goal 2: Land Use Planning, Goal 5: Natural Resources, Goal 6: Air, Water and Land Resources Quality, Goal 7: Areas Subject to Natural Hazards, Goal 8: Recreation Needs, Goal 9: Economic Development, Goal 12: Transportation, and Goal 14: Urban Growth Boundaries.

8. Identify phased implementation strategies for identified near- and long-term improvements.

9. Develop implementation policies and regulations to be adopted into the City Comprehensive Plans, Transportation System Plans, and zoning ordinances, as appropriate.

These objectives were reviewed with and confirmed by members of the study's Project Management Team (PMT).

Interchange Management Study Area

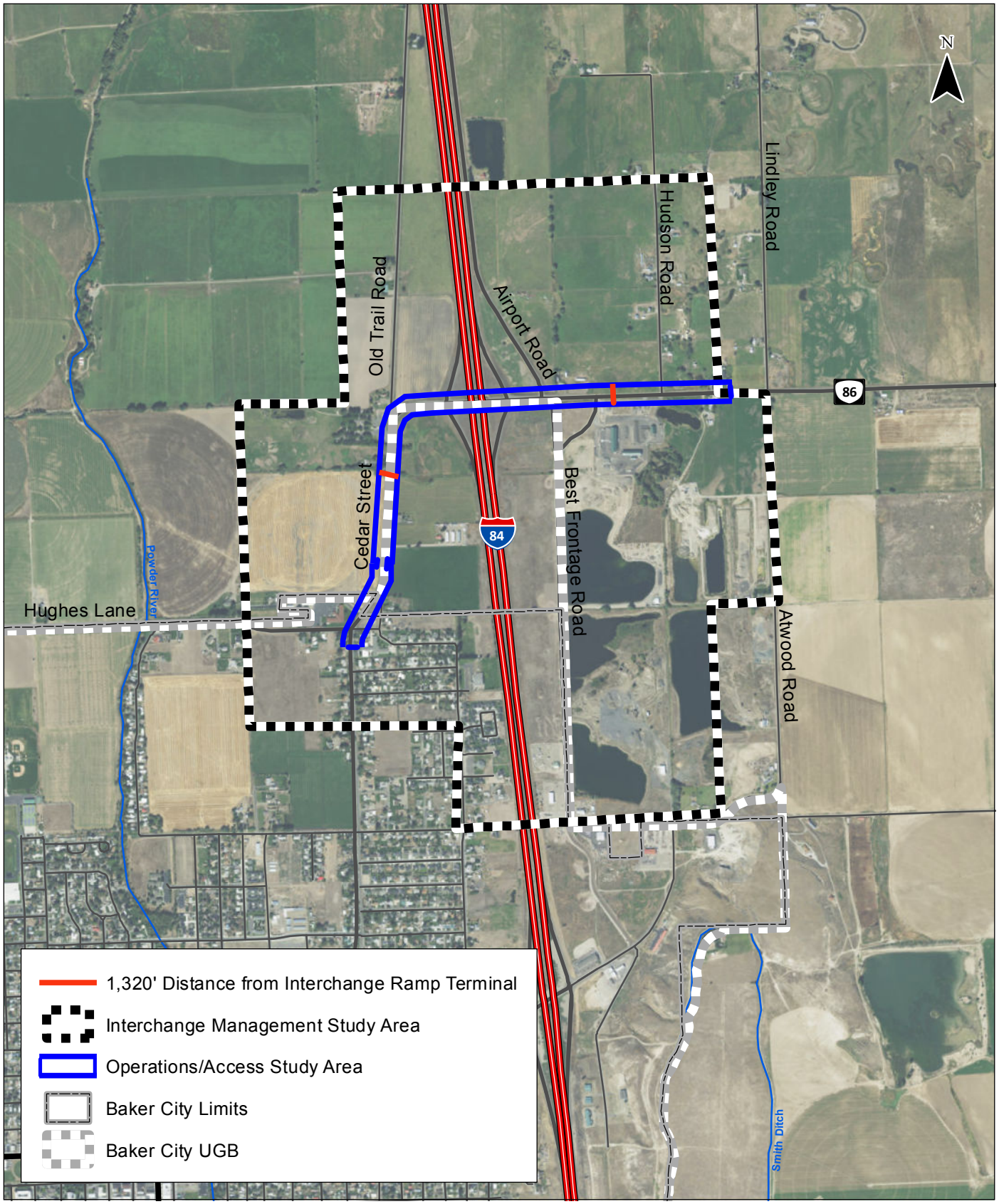
To provide a comprehensive study and to achieve effective results, the IMSA for each interchange includes developable and re-developable properties and major roadways that could significantly affect the function of both interchanges over the next 20 years. At a minimum, the IMSA includes properties, as well as all access points within ½ mile from the existing interchanges as defined by the IAMP Guidelines. Maps of the IMSA for each interchange are shown in Figure 1 and Figure 2.

Transportation Improvement Plan

The following section describes the transportation improvement plan for the Exit 302 Interchange. The project team did not receive any comments on the Exit 306 interchange area during the January 29, 2015 public workshop. Given that the previous effort did not develop any concepts for this area and that the project team's technical analysis and feedback from the public do not identify any significant issues that need to be addressed under existing or projected future conditions, a specific improvement plan was not developed for this interchange.

EXIT 302 TRANSPORTATION IMPROVEMENT PLAN

A comprehensive transportation improvement plan within the Exit 302 IMSA was developed based on the concept screening and evaluations outlined in the Technical Appendix. This plan includes new traffic control at key intersections and improved access surrounding the Exit 302 interchange. Each transportation improvement project is described in detail below, illustrated in Figure 3, and summarized in Table 1.



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Interchange Management Study Area
Exit 302
Baker City, Oregon

Figure
1

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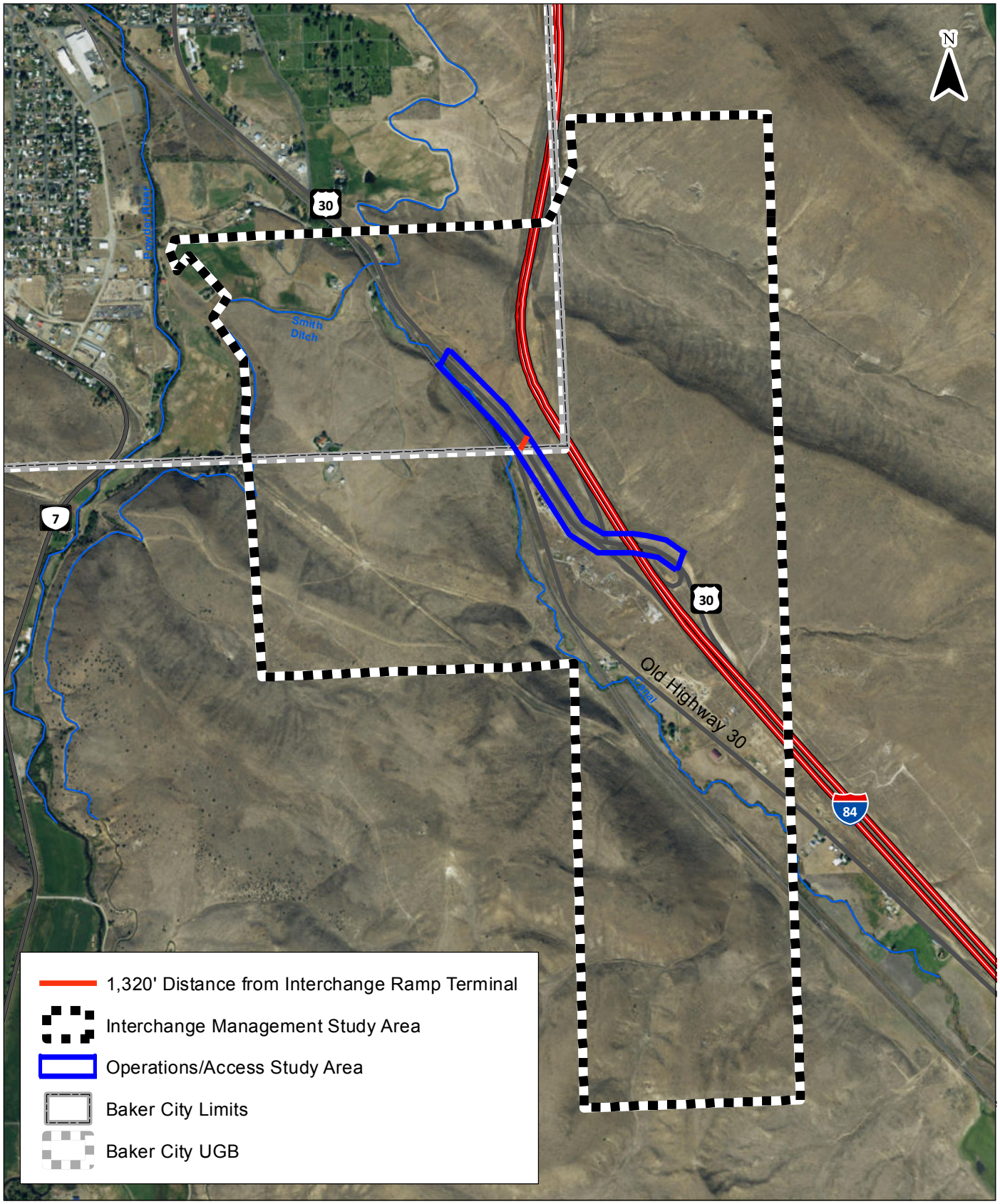

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Interchange Management Study Area
Exit 306
Baker City, Oregon

Figure
2

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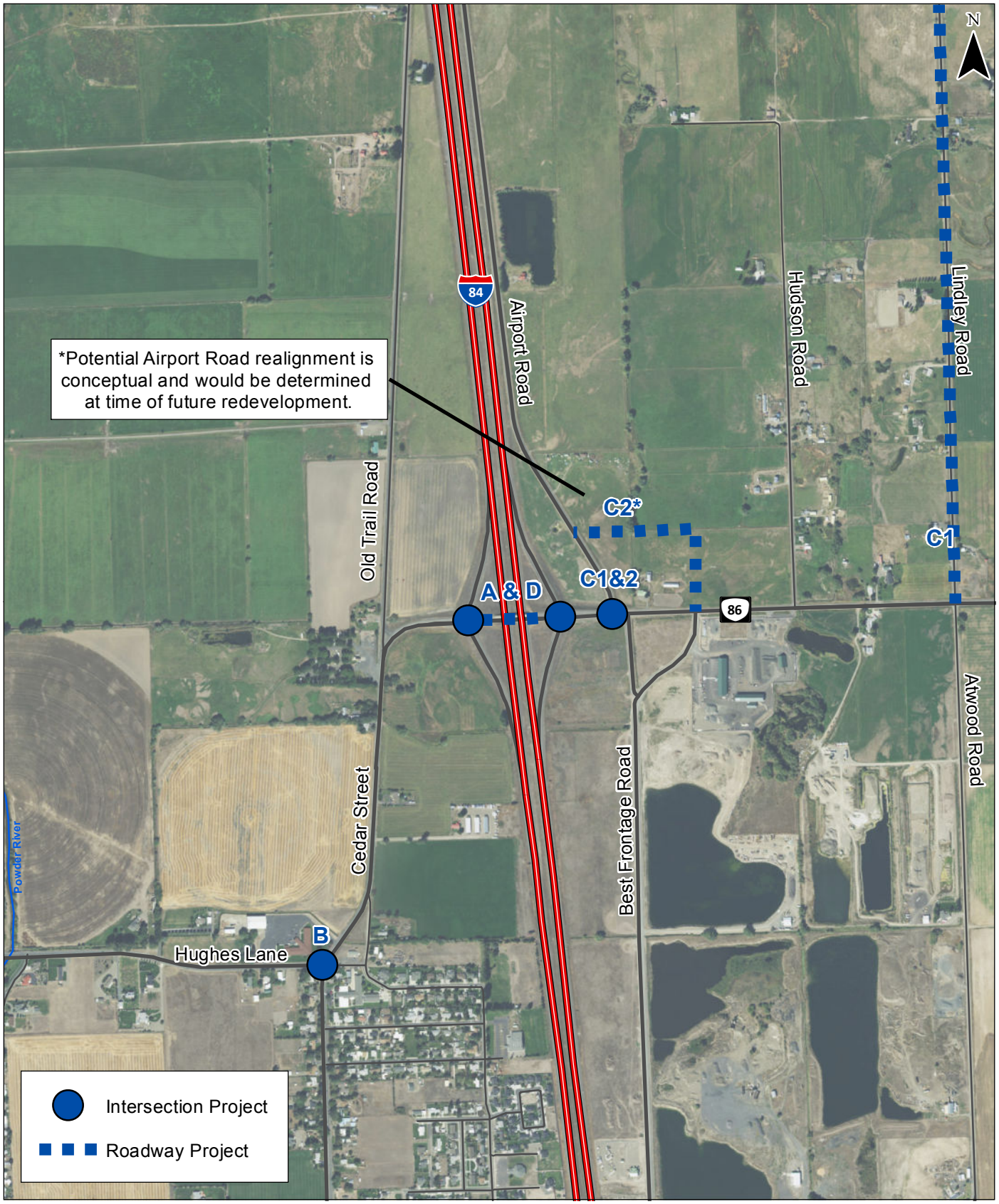

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Exit 302 Transportation Improvement Plan
Baker City, Oregon

Figure
3

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KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Oregon Spatial Data Library

Table 1 I-84 Exit 302 Interchange Area Improvement Summary

Figure 3 Label	Near-Term Improvement Description	Trigger for Improvement	Estimated Cost[1]	Potential Funding Source
A	• Relocate the guardrail along OR 86, west and east of the bridge over I-84, to provide additional sight distance.	When funding is available.	$30k	STIP
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	Long-Term Improvement Description			
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C1	• Restrict the existing access onto Airport to right-in/right-out only, rendering Lindley Road as the primary access to the Airport from OR 86. • Airport Lane (not pictured) between Airport Road and Lindley Road would need to be paved and upgraded to meet the demand of this shift in access from OR 86.	When the queue of vehicles turning left onto Airport Road from OR 86 interferes with operations at the I-84 westbound ramp terminal or when crash patterns in the area could be mitigated by improving spacing between the I-84 westbound ramp terminal and the nearest full access (currently Airport Road). *Only construct this project if C2 is not built.*	$1.0M	PDF STIP
C2	• Airport Road would be realigned to intersect OR 86 across from Best Frontage Road. • The existing Airport Road access onto OR 86 would be removed.	Same as C1. The ability to establish this future roadway alignment would be conditioned upon future redevelopment of parcels along the north side of OR 86 and in consultation with property owners. *This concept would be considered if/when there is a zone change (to a more traffic intensive land use) and development on property on the north side of OR 86 between Airport Road and Hughes Lane.*	$2.6M	PDF STIP
D	• Install signals at the I-84 Ramp terminals on OR 86. • Install left turn lanes on OR 86 at the ramp terminals. The bridge over I-84 would not be widened. It would be restriped to include the left-turn lanes.	When signal warrants are met. This is projected to occur by the end of the year 2035 planning horizon.	$1.3M	PDF STIP

CIP – Baker City Capital Improvement Program
STIP – State Transportation Improvement Project
PDF – Private Development Funds
[1] Planning level costs are in year 2015 dollars

NEAR-TERM IMPROVEMENTS

The following near-term improvements are identified for the I-84 Exit 302 IMSA.

A). Improve Sight Distance at the I-84 Ramp Terminals

Relocating the guardrail along OR 86 west and east of the bridge over I-84 would provide additional sight distance for vehicles exiting I-84 onto OR 86. *This improvement would be constructed when funding can be made available. ODOT Region and District staff are currently working on a detailed scope and cost of this project and will then determine where it can fit into their near-term project plans.*

B). Eastbound Right-Turn Lane at Cedar Street/Hughes Lane Intersection (Phase 1)

To reduce delay for eastbound right-turning vehicles, construct a right-turn lane on the eastbound Hughes Lane approach. *This project would be constructed as part of a capital improvement project or via future development.*

LONG-TERM IMPROVEMENTS

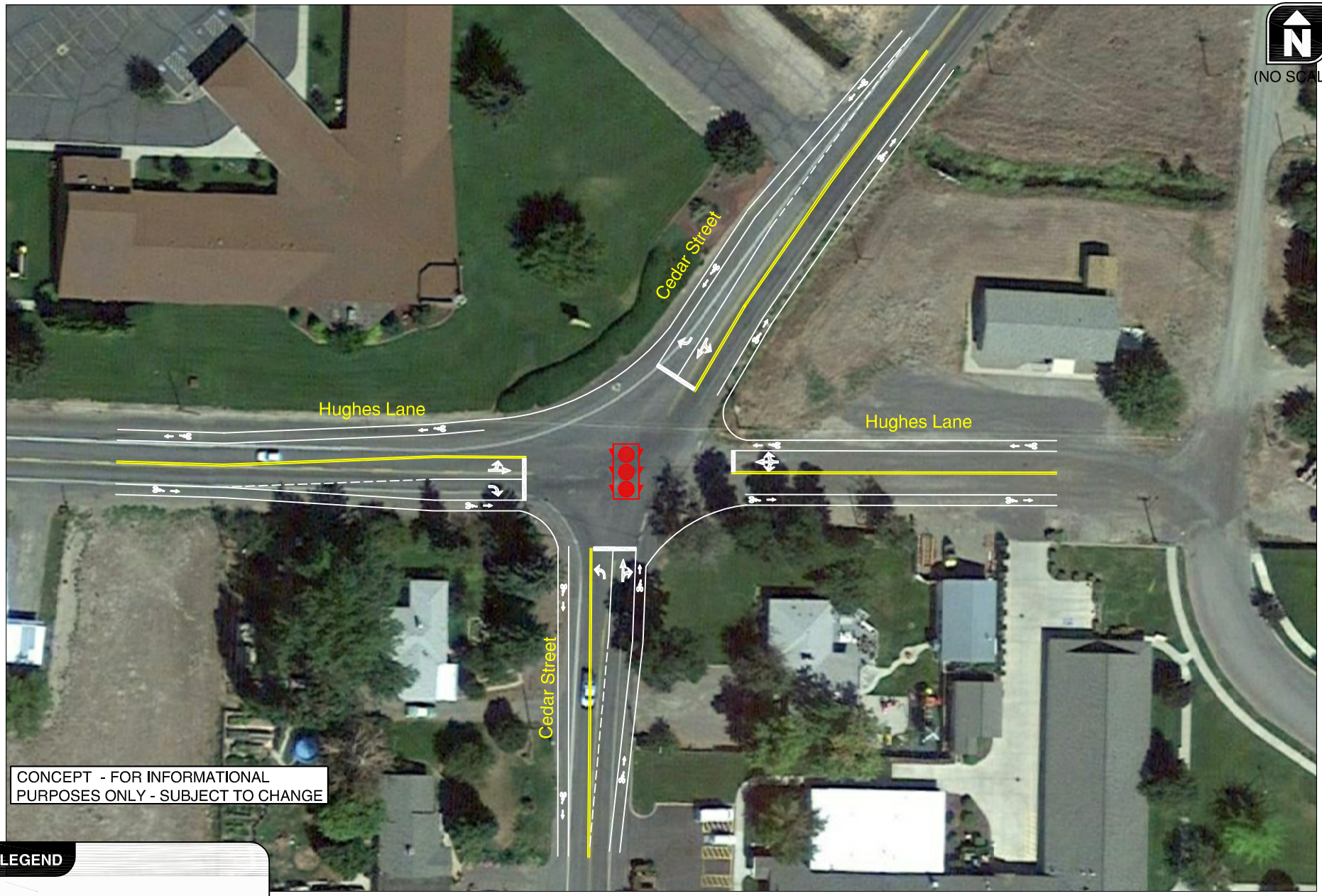
Most of the projects identified in this IAMP are long-term improvements conditional upon future development occurring within the IMSA.

B). 4-Way Stop at Cedar Street/Hughes Lane Intersection (Phases 2 through 4)

The second phase of improvements at the Cedar Street/Hughes Lane intersection would be a right-turn lane on the southbound Cedar Street approach. This would be followed by building a left-turn lane on the northbound approach and converting the intersection to all-way stop control. The all-way stop control would be an interim measure replaced by a traffic signal in the fourth phase of the project. *Phase 2 (southbound right-turn lane) would be constructed after intersection operations or crash patterns indicate the need for the turn lane. Phase 3 will be triggered when all-way stop control warrants are met (projected to occur between the years 2030 and 2035), with Phase 4 being implemented once signal warrants are met.* Figure 4 illustrates a concept for what the intersection could look like once all phases of this project are complete.

C1). Airport Road Access Modification and Conversion of Lindley Road as Primary Access to Airport

To improve long-term intersection operations and address the close spacing from the I-84 Westbound ramp terminal, the Airport Road access to OR 86 will need to be converted to right-in/right-out access only. As part of this modification, Lindley Road will be repurposed to become the primary access to the Baker City Airport and surrounding industrial lands. Signage along OR 86 and road upgrades along Lindley Road will be necessary at this time. *This access modification and repurposing of Lindley Road will be triggered when one or more of the following conditions are occurring:*



LEGEND

- TRAFFIC SIGNAL

CEDAR STREET/HUGHES LANE INTERSECTION CONCEPT
BAKER CITY, OREGON

FIGURE 4

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H:\projfile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Jul 22, 2015 - 7:49am - lnuxoll Layout Tab: 4-new

- The queue of eastbound vehicles turning left onto Airport Road from OR 86 regularly backs up and interferes with operations at the I-84 westbound ramp terminal. It should be noted that these conditions are projected to occur beyond the year 2035 planning horizon and may require zoning changes and development on the parcels adjacent to Airport Road to generate this level of traffic.
- When crash patterns in the area could be mitigated by improving spacing between the I-84 westbound ramp terminal and Airport Road.

C2). Airport Road Realignment

An alternative to project C1 would be to realign Airport Road such that it intersects OR 86 across from Best Frontage Road. The ability to establish this future roadway alignment would be conditioned upon future redevelopment of parcels along the north side of OR 86 and in consultation with property owners. The exact alignment of such a project would be determined in the future in conjunction with the affected property owners. *This concept would be considered if/when there is a zone change (to a more traffic intensive land use) and development on property on the north side of OR 86 between Airport Road and Hudson Road. This concept would create a traditional four-leg intersection across from Best Frontage Road, provides reasonable and highly visible access opportunities for property redevelopment, and is consistent with the access spacing precedent set when Best Frontage Road was realigned.*

D). Signalize the I-84 Ramp Terminals

The I-84 Exit 302 ramp terminal intersections with OR 86 will be signalized at such time that they meet warrants. At this time, left-turn lanes on OR 86 will also be striped in. *This project is contingent upon signal warrants being met at these intersections, which is projected to occur beyond the year 2035 planning horizon.*

POSSIBLE EXCEPTIONS/DEVIATIONS FROM STANDARDS

The deviations that will be required for the IAMP transportation improvement plan are related to the access spacing standards outlined under Oregon Administrative Rule 734, Division 51 and the Oregon Highway Plan (OHP). These deviations are discussed in the access management subsection below.

Access Management Plan

Access locations within the Exit 302 and 306 IMSAs were evaluated based on ODOT's Division 51 Access Management standards and an assessment of traffic operations and safety as described in Action 3C.3 of the Oregon Highway Plan. Accordingly, the Access Management Plan (AMP) will preserve the operational integrity and safety of the interchanges and primary roadways (e.g. OR 86, US 30) serving them, while maintaining viable access to all parcels in the IMSAs. The AMP contains a plan for actions to be taken on a Baker County roadway (Cedar Street) and will need to be adopted into the County's TSP. An AMP is identified for near- and long-term timeframes. The overall AMP is illustrated in Figures 5 and 6.

0 1,000 Feet

Exit 302 Access Management Plan
Baker City, Oregon

Figure
5

H:\profile\17921 - I-84 North Baker\AMP\gis\Fig5_302_AccessManagement.mxd - nfoster - 10:14 AM 7/22/2015

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Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Source: ESRI

0 1,000 Feet

Exit 306 Access Management Plan
Baker City, Oregon

Figure
6

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Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Oregon Spatial Data Library

GENERAL ACCESS MANAGEMENT IMPLEMENTATION

Under ODOT's current access management policy, OAR 734-051-4020 stipulates that the desired distance between an interchange ramp terminal and the first full approach (public or private) on the crossroad should be a minimum of 1,320 feet (¼-mile). The first right-in/right-out access for a rural interchange should also be a minimum of 1,320 feet from the ramp terminal. It is anticipated that the Exit 302 interchange will become an urban interchange within the study horizon, in which case the standard for right-in/right-out access spacing would be 990 feet downstream from the ramp terminal and 1,320 feet upstream from the ramp terminal.

Currently, there are three public accesses and one private access located within ¼-mile of the Exit 302 interchange, as is documented in Figure 5.

There are no public or private accesses that are within ¼-mile of the Exit 306 ramps.

EXIT 302 ACCESS MANAGEMENT PLAN

The Exit 302 AMP is divided into two timeframes: near-term and long-term. The near-term plan is to not allow new access to OR 86 or Cedar Street within ¼-mile of the interchange ramp terminals. Long-term, the Airport Road access will be modified as described above in either project C1 or C2. Private accesses will be consolidated and modified as properties redevelop and the capital projects associated with this IAMP are constructed in order to move in the direction of ODOT's access management standards.

Exit 306 Access Management Plan

As Figure 6 shows, there are no accesses located within ¼-mile of the Exit 306 interchange. Therefore, the Exit 306 IMSA access management plan does not contain any recommended actions for existing accesses. If new accesses are proposed along US 30 in the vicinity of the Exit 306 interchange and cannot be located outside the ¼-mile spacing standard, they should be located as far from the interchange as practically possible

DEVIATIONS TO THE DIVISION 51 ACCESS MANAGEMENT STANDARDS

It may not be possible for certain accesses to meet ODOT's access spacing standards due to property boundary constraints. Therefore, the above AMPs are written with the objective of moving as close as possible to the standards.

Section 3
Implementation Plan

IMPLEMENTATION PLAN

This section describes the IAMP implementation strategy, which includes an Interchange Function and Policy Definition and Management Area for each of the two interchanges. The Implementation Plan also includes adoption and monitoring procedures that will ensure transportation improvements are constructed and funded as development occurs and that the improvement plan is updated as needed over time.

To ensure that the IAMP remains dynamic and responsive to changes to the adopted land use and transportation plans, the following actions at the State and local level are recommended:

- Amend the City of Baker City and Baker County transportation system plans (TSPs), which are the transportation elements of the respective comprehensive plans, to include the recommendations of the IAMP;
- Amend the Oregon Highway Plan (OHP);
- Codify and map an IAMP Management Area that defines the area wherein regulations and requirements associated with protecting the interchange apply (see Figures 1 and 2);
- Coordinate planning activities pursuant to the Transportation Planning Rule (OAR 660-012);
- Review the IAMP and mobility standards for the interchange prior to adopting local plan amendments.

Plan Elements

In addition to adoption of the IAMP, implementation of this IAMP requires adoption of an "Interchange Function and Policy Definition" and IAMP Management Area.

INTERCHANGE FUNCTION AND POLICY DEFINITION

The City of Baker City and Baker County should adopt a clear definition of the function of the Exit 302 and 306 interchanges into their respective comprehensive plans and TSPs as a policy to provide direction for management of the interchange area and achieve the objectives and goals of this IAMP. This will help to ensure consistency between future policy decisions with the interchange's intended function.

The following function and policy definition was developed for the Exit 302 Interchange:

> *"The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the*

Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30."

The following function and policy definition was developed for the Exit 306 Interchange:

"The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town of Sumpter."

INTERCHANGE AREA MANAGEMENT PLAN (IAMP) MANAGEMENT AREA

Baker County and the City of Baker City both have land-use regulatory authority for lands within the two IMSAs. To ensure the continued operation and safety integrity of the interchange, both the City of Baker City and Baker County should adopt and map an IAMP Management Area for each interchange based on their respective IMSAs. Future development and land use actions within the IAMP Management Area will be monitored to ensure that volume-to-capacity ratios do not exceed the adopted Oregon Highway Plan mobility standards at the ramp terminals. This can be accomplished through Development Review guidelines included within the proposed amendments to the City and County's land use and development ordinances as described in the following sections.

Adoption Elements

Implementation of I-84 Exits 302 and 306 IAMP will occur at several levels of government. Consistent with OAR 734-051, the City of Baker City and Baker County will identify legislative amendments to adopted transportation system plans and comprehensive plans to incorporate elements of the I-84 Exits 302 and 306 IAMP. In addition, new land use ordinances or amendments to existing ordinances or resolutions will be required to ensure that the access management, land use management, and coordination elements of the IAMP are achieved. This adoption process will include Planning Commission/City Council hearings at the City level and Planning Commission/Board of County Commissioners hearings at the County level.

Following successful adoption at the City and County levels, the I-84 Exits 302 and 306 IAMP will be presented to the Oregon Transportation Commission (OTC) for its review and adoption. This should occur prior to transportation improvements as described in this IAMP being constructed.

To implement the I-84 Exits 302 and 306 IAMP, the following actions shall occur:

BAKER CITY:

- Will amend its Transportation System Plan to incorporate the I-84 Exits 302 and 306 interchange function and policy definition and recommended transportation improvements. The IAMP shall serve as the long range comprehensive management plan for providing the transportation facilities that are specifically addressed in this plan, as well as the Access Management Plan and the planned local street network for the area.

- Will amend the Comprehensive Plan Map and Zoning Map to include Interchange Management Areas to identify where compliance with the I-84 Exits 302 and 306 IAMP will be a condition of future development approval.
- Will amend the Development Code to require that development and redevelopment proposals within the Interchange Management Areas show consistency with the IAMP and to allow the City to require improvements as a condition of approval. Amendments will ensure that proposals for new development within the IMSAs will be reviewed to determine if a need for different interchange improvement phases is triggered. Adoption of an Interchange Overlay Zone is recommended for this purpose.
- Work with ODOT to identify and pursue funding for all I-84 Exits 302 and 306 interchange projects identified in this IAMP within the City's UGB.

BAKER COUNTY:

- Will amend its Transportation System Plan to incorporate the I-84 Exits 302 and 306 interchange function and policy definition and recommended transportation improvements. The IAMP shall serve as the long range comprehensive management plan for providing the transportation facilities that are specifically addressed in this plan, as well as the Access Management Plan and the planned local street network for the area.
- Will amend the Comprehensive Plan Map and Zoning Map to include Interchange Management Areas to identify where compliance with the I-84 Exits 302 and 306 IAMP will be a condition of future development approval.
- Will amend the Zoning Ordinance to require that development and redevelopment proposals within the Interchange Management Areas show consistency with the IAMP and to allow the County to require improvements as a condition of approval. Amendments will ensure that proposals for new development within the IMSAs will be reviewed to determine if a need for different interchange improvement phases is triggered. Adoption of an Interchange Overlay Zone is recommended for this purpose.
- Work with ODOT to identify and pursue funding for all I-84 Exits 302 and 306 interchange projects identified in this IAMP outside City's UGB.

ODOT:

- The IAMP shall be adopted by the Oregon Transportation Commission as part of the Oregon Highway Plan.

Monitoring Elements

The purpose of the IAMP is to ensure that capacity at the interchange is preserved for its intended function. While a long-range plan, the IAMP needs to remain dynamic and responsive to development and changes to the adopted land use and transportation plans and may need to be periodically reviewed and updated. To accomplish this goal, a monitoring program is included that identifies triggers

for reviewing the IAMP and assessing how development approval within the IAMP Management Area will be reviewed and coordinated.

IAMP REVIEW TRIGGERS

Periodically, the implementation program shall be evaluated by the City, County, and ODOT, to ensure it is accomplishing the goals and objectives of the IAMP. Events that may trigger an IAMP review include:

- Plan map and zone changes that have a "significant affect" pursuant to the Transportation Planning Rule, Section -0060 and impact either the Exit 302 or Exit 306 interchanges, or that are located within one of the IAMP Management Areas.
- Proposed development that generates expected traffic volume at the Exit 302 or Exit 306 terminals that exceed the adopted mobility targets.

In addition to the established triggers for IAMP review, the agencies may request a review of the IAMP at any time if, in their determination, specific land use or transportation changes warrant a review of the underlying assumptions and/or recommendations within the IAMP. If the participants in the IAMP review meeting agree that, once the impacts of the "trigger" that necessitated the review are examined, an IAMP amendment is not warranted, a recommendation of "no action" may be documented and submitted in the form of a letter to the City of Baker City Council, Baker County Board of Commissioners, and the Oregon Transportation Commission.

If the findings and conclusions from the IAMP review meeting demonstrate the need for an update to the plan, review participants will initiate an IAMP update process. Initial steps in updating the IAMP will include scoping the planning process, identifying funding, and outlining a schedule for plan completion. Once completed, IAMP updates will be required to be legislatively adopted, requiring a City Council public hearing, as an amendment to the City of Baker City Transportation System Plan and will be adopted by Baker County Board of Commissioners (if affected) and the Oregon Transportation Commission as an update to the Oregon Highway Plan.

DEVELOPMENT REVIEW

The following outlines the transportation requirements for development and zone change applications within the I-84 Exits 302 and 306 Interchange Management Areas and describes how the City of Baker City and Baker County will coordinate with ODOT.

Traffic Impact Analysis

Development applications located within either the Exit 302 or Exit 306 Interchange Management Areas that meet the criteria of Baker City Development Code 4.1.900 (for development inside the UGB) or Baker County Zoning Ordinance 340.07 (for development outside the UGB) shall be accompanied by a Transportation Impact Study that demonstrates the level of impact of the proposed development on the interchange and surrounding street system, and how the impact will be mitigated pursuant to ODOT and City or County standards.

Notwithstanding Baker City or Baker County criteria, a Transportation Impact Study/Analysis shall be required where a proposed change relying on a private connection to a state highway meets the ODOT requirements for a traffic impact study contained in OAR 734-051-3030(4) *When a Traffic Impact Analysis is Required*.

The determination of impact or effect, and the scope of the TIA, shall be coordinated with the City of Baker City, Baker County, and ODOT. The developer shall be required to mitigate impacts attributable to the project.

ODOT Coordination

- The City and County shall consult the Oregon Department of Transportation (ODOT) on TIA requirements when the site of the proposal is adjacent to or otherwise affects a State roadway.
- The City shall provide written notification to ODOT once a land use application within the IAMP Management Area is deemed complete.
- ODOT shall have at least 20 days, measured from the date notice to agencies was mailed, to provide written comments to the City. If ODOT does not provide written comments during this 20-day period, the City staff report will be issued without consideration of ODOT comments.
- The County shall invite ODOT to participate in a pre-application review for applications within an Interchange Management Area Plan (IAMP) Management Area or within a ¼-mile of any ODOT roadway. Notice of actions requiring a public hearing shall be provided to ODOT at least twenty days prior to the date of the hearing.

Section 4
OAR and OHP Compliance

OAR AND OHP COMPLIANCE

The following section discusses the Oregon Administrative Rule (OAR) and Oregon Highway Plan (OHP) policy based compliance issues that pertain to the development of the I-84 Exits 302 and 306 IAMP.

OAR Compliance

The I-84 Exits 302 and 306 IAMP was developed in collaboration with the City of Baker City, Baker County, and ODOT and was developed in accordance with the guidelines set forth in the State of Oregon's Oregon Administrative Rules for Interchange Access Management Planning and Interchange Area Management Planning. Table 2 identifies the required planning elements from OAR 734-051 and documents how this IAMP satisfies the requirements.

Table 2 I-84 Exits 302 and 306 IAMP OAR Compliance

OAR 734-051-7010 Requirement	How Addressed	Report Reference
Should be developed no later than the time the interchange is being developed or redeveloped -7010(7)(a)	This plan was developed to effectively plan for future development and traffic growth that could occur within the interchange area. Future improvements will be needed to safely accommodate forecast increases in vehicular and truck demand.	Technical Appendix
Should identify opportunities to improve operations and safety in conjunction with roadway projects and property development or redevelopment and adopt strategies and development standards to capture those opportunities -7010(7)(b)	The access management, transportation improvement plan, and Interchange Management Area elements identified in this plan will result in operational, safety, and capacity improvements.	Section 2
Should include short, medium, and long-term actions to improve operations and safety in the interchange area -7010(7)(c)	The IAMP includes a phasing plan for the transportation system improvements and access management elements that cover the short and long-term time timeframes.	Section 2
Should consider current and future traffic volumes and flows, roadway geometry, traffic control devices, current and planned land uses and zoning, and the location of all current and planned approaches -7010(7)(d)	A full analysis of existing and forecast (2035) operational and geometric conditions was conducted for this planning effort. The future volumes were developed based on current zoning and comprehensive plan designations. All approaches, existing and planned, were examined.	Technical Appendix
Should provide adequate assurance of the safe operation of the facility through the design traffic forecast period, typically 20 years -7010(7)(e)	Specific improvements are included in the plan to address safety concerns through improved geometric alignment and access spacing.	Section 2
Should consider existing and proposed uses of all property in the interchange area consistent with its comprehensive plan	A thorough analysis of surrounding land uses and land use potential was performed based on the current comprehensive plan designations and zoning.	Technical Appendix

OAR 734-051-7010 Requirement	How Addressed	Report Reference
designations and zoning -7010(7)(f)		
Is consistent with any applicable Access Management Plan, corridor plan or other facility plan adopted by the Oregon Transportation Commission -7010(7)(g)	The access management plan included in the IAMP is consistent with the OHP.	Section 2
Includes polices, provisions and standards from local comprehensive plans, transportation system plans, and land use and subdivision codes that are relied upon for consistency and that are relied upon to implement the Interchange Area Management Plan. -7010(7)(h)	The implementation plan included in this IAMP documents the required amendments to local plans needed to adopt the IAMP. In addition, the implementation section outlines monitoring elements for the purpose of directing future land use action within the IAMP study area. Amendments will ensure that future development and land use actions within the interchange management area do not degrade the interchange terminal volume to capacity ratios below the adopted OHP mobility standards. These amendments include coordination between agencies, traffic impact analysis requirements, monitoring of traffic operations, and access management requirements.	Section 3

Oregon Highway Plan Compliance

The I-84 Exits 302 and 306 IAMP was developed in accordance with the policies set forth in the Oregon Highway Plan (OHP). The following identifies the OHP policies that pertain to the I-84 Exits 302 and 306 IAMP and how the IAMP satisfies the requirements.

Policy 1A: State Highway Classification System. The state highway classification system includes five classifications: Interstate, Statewide, Regional, District, and Local Interest Roads. In addition, there are four special purpose categories that overlay the basic classifications: special land use areas, statewide freight route, scenic byways, and lifeline routes.

Within the two IMSAs, there are three ODOT highways. Interstate-84 is an Interstate Highway and is part of the National Highway System (NHS). OR 86 and US 30 are both District Highways in the vicinity of I-84.

> *How Addressed:* The I-84 Exits 302 and 306 IAMP recognized the respective functions of each highway. Access standards, traffic control, and geometric considerations were informed by the applicable highway designation.

Policy 1B: Land Use and Transportation. This policy recognizes the role of both the State and local governments related to the state highway system and calls for a coordinated approach to land use and transportation planning.

> *How Addressed:* The IAMP was developed through a cooperative planning effort between the City of Baker City, Baker County, and ODOT. The IAMP will be implemented by the City of Baker

City and Baker County through IAMP Management Areas that will require coordinated agency review on all future development or land use actions within the Area.

Policy 1C: State Highway Freight System. This policy recognizes the need for the efficient movement of freight through the state. Interstate-84 is a designated freight route.

How Addressed: The transportation improvement plan plans for increasing volumes on the I-84 ramp terminals.

Policy 1F: Highway Mobility Standards Access Management Policy. This policy addresses state highway performance expectations, providing guidance for managing access and traffic control systems related to interchanges.

How Addressed: The I-84 Exits 302 and 306 IAMP demonstrates that the interchange will be able to meet ODOT mobility standards through the 20-year horizon. It also provides an access management element that improves access management near the interchanges.

Policy 1G: Major Improvements. This policy requires maintaining performance and improving safety by improving efficiency and management before adding capacity.

How Addressed: The I-84 Exits 302 and 306 IAMP provides measures to increase efficiency through access management and provides improvements to the local street system.

Policy 2B: Off-System Improvements. This policy recognizes that the state may provide financial assistance to local jurisdictions to make improvements to local transportation systems if the improvements would provide a cost-effective means of improving the operations of the state highway system.

How Addressed: The transportation system was considered as a whole with improvements to the state and local system equally considered.

Policy 2F: Traffic Safety. This policy emphasizes the state's efforts to improve safety of all uses of the highway system. Action 2F.4 addresses the development and implementation of the Safety Management System to target resources to sites with the most significant safety issues.

How Addressed: Safety is a key component of the concept improvements, including improving sight distance on the Exit 302 ramp terminals and the Exit 302 AMP.

Policy 3A: Classification and Spacing Standards. This policy addresses the location, spacing and type of road and street intersections and approach roads on state highways. The adopted standards can be found in Appendix C of the Oregon Highway Plan.

How Addressed: See Policy 3C below.

Policy 3C: Interchange Access Management Areas. This policy addresses management of grade-separated interchange areas to ensure safe and efficient operation between connecting roadways. Action items include developing interchange area management plans to protect the function of the interchange to provide safe and efficient operations between connecting roadways and to minimize the need for major improvements of existing interchanges. The local jurisdiction's role in access management is stated in Policy 3C as follows: "necessary supporting improvements, such as road networks, channelization, medians and access control in the interchange management area must be identified in the local comprehensive plan and committed with an identified funding source, or must be in place (Action 3C.2)."

Access management standards are detailed in Policy 3C and include the distance required between an interchange and approaches and intersections. The most stringent standards apply in interchange areas.

> *How Addressed:* The I-84 Exits 302 and 306 IAMP includes an access management element that consolidates access points and improves access spacing over the existing conditions.

Policy 3D: Deviations. This policy establishes general policies and procedures for deviations from adopted access management standards and policies.

> *How Addressed:* Deviations to the OHP access spacing standards are required, as described in Section 2 of the I-84 Exits 302 and 306 IAMP. The access management element describes the need for future deviations at the time of construction.

Policy 4A: Efficiency of Freight Movement. This policy emphasizes the need to maintain and improve the efficiency of freight movement on the state highway system. Interstate-84 is a designated freight route.

> *How Addressed:* The transportation improvements included in the IAMP plan improves traffic operations and safety for all vehicles, including freight vehicles.

Policy 5B: Scenic Resources. This policy applies to all state highways and commits the State to using best management practices to protect and enhance scenic resources in all phases of highway project planning, development, construction, and maintenance.

> *How Addressed:* This policy was considered as part of the plan development.

I-84 EXITS 302 AND 306 INTERCHANGE AREA MANAGEMENT PLAN

VOLUME II - TECHNICAL APPENDIX

September 2015

Prepared for:

Oregon Department of Transportation - Region 5
3012 Island Avenue
La Grande, OR 97850

Baker City
1655 First Street
PO Box 650
Baker City, OR 97814

Baker County
1995 Third Street
Baker City, OR 97814

I-84 Exits 302 and 306 Interchange Area Management Plan
Volume II - Appendices

Baker County and Baker City, Oregon

ADOPTION DRAFT

September 2015

I-84 Exits 302 and 306 Interchange Area Management Plan

Baker County and Baker City, Oregon

Prepared For:
Oregon Department of Transportation
Region 5
3012 Island Avenue
La Grande, OR 97850
(541) 963-3177

Baker City
1655 First Street
PO Box 650
Baker City, OR 97814
(541) 523-6541

Baker County
1995 Third Street
Baker City, OR 97814
(541) 523 - 8219

Prepared By:
Kittelson & Associates, Inc.
610 SW Alder, Suite 700
Portland, OR 97205
(503) 228-5230

In Association With:
Siegel Planning Services, LLC.
16146 Boones Ferry Road, #145
Lake Oswego, OR 97035
(503) 699-5850

Project No. 17921

September 2015

TABLE OF CONTENTS

1. Technical Memorandum #1 – Project Background, Goals, Objectives, and Public Involvement Plan
2. Technical Memorandum #2 – Policy Review
3. Technical Memorandum #3 – Existing Conditions
4. Technical Memorandum #4 – Future Conditions
5. Technical Memorandum #5 – Alternatives Analysis
6. Public Involvement
7. Policy and Code Amendments

Section 1 Technical Memorandum #1 – Project Background, Goals, Objectives, and Public Involvement Plan

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

TECHNICAL MEMORANDUM #1

I-84 Exit 302 and 306 Interchange Area Management Plans

Project Background, Goals, Objectives, and Public Involvement Plan

Date:	November 25, 2014	Project #:17921.0
To:	Project Management Team	
From:	Nick Foster, AICP and Matt Hughart, AICP	

The purpose of this memorandum is to provide an overview of the Interchange Area Management Plans (IAMP) for Exit 302 and Exit 306 in Baker City. Specifically, the memorandum discusses the project background, goals, objectives, evaluation criteria, and proposed public involvement plan.

BACKGROUND

In 2005, an IAMP was prepared for the I-84 Exit 302 and I-84 Exit 306 interchanges in Baker City, Oregon (Reference 1). While the technical components of the IAMP were essentially completed, the IAMP was never formally adopted by Baker City, Baker County, and ODOT, primarily due to a lack of support for the realignment of Best Frontage Road. In recognition of the lack of adoption, the amount of time that has passed since the inception of the original planning effort, and that the realignment of Best Frontage Road has recently occurred, ODOT determined that the IAMPs needed to be revisited. As such, the purpose of this new planning effort is to build upon the previously completed work and develop a final plan that can move forward through the local adoption process. The purpose of this plan, the function of the two interchanges, and the study areas are described below.

Purpose and Intent

The I-84 Exits 302 and 306 IAMPs are intended to be a strategic transportation plan designed to ensure growth can occur in the area surrounding the interchanges without compromising the long-term function of both interchange areas. Potential development in the vicinity of Exit 302 originally triggered the need for this study. The IAMP will identify land use management strategies, short- and long-term transportation improvements, access management goals, and strategies to fund identified improvements. The intent is a planning effort that results in policies, ordinances, and other provisions that will be adopted into the Baker City and Baker County Transportation System Plans (TSPs) and Comprehensive Plans. The IAMP will also be adopted by the Oregon Transportation Commission (OTC) as an amendment to the Oregon Highway Plan (OHP).

Function of the Exit 302 and 306 Interchanges

Exit 302 is the northernmost of the three Baker City-area interchanges. It is located north of the Baker City limits and provides access to the Cedar Street corridor west of the interchange and OR 86 (Baker-Copperfield Highway No. 12) east of the interchange. OR 86 is an Oregon Department of Transportation (ODOT) District-level Highway (Reference 2) that connects I-84 to the Oregon Trail Interpretive Center and the Cities of Richland and Halfway to the east.

Exit 306 is the southernmost of the three Baker City-area interchanges and is also a rural interchange. It connects I-84 to US 30 (La Grande-Baker Highway No. 66), a District Highway. The primary function of Exit 306 is to provide access to downtown Baker City, particularly for visitors coming from the east, as well as access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town of Sumpter.

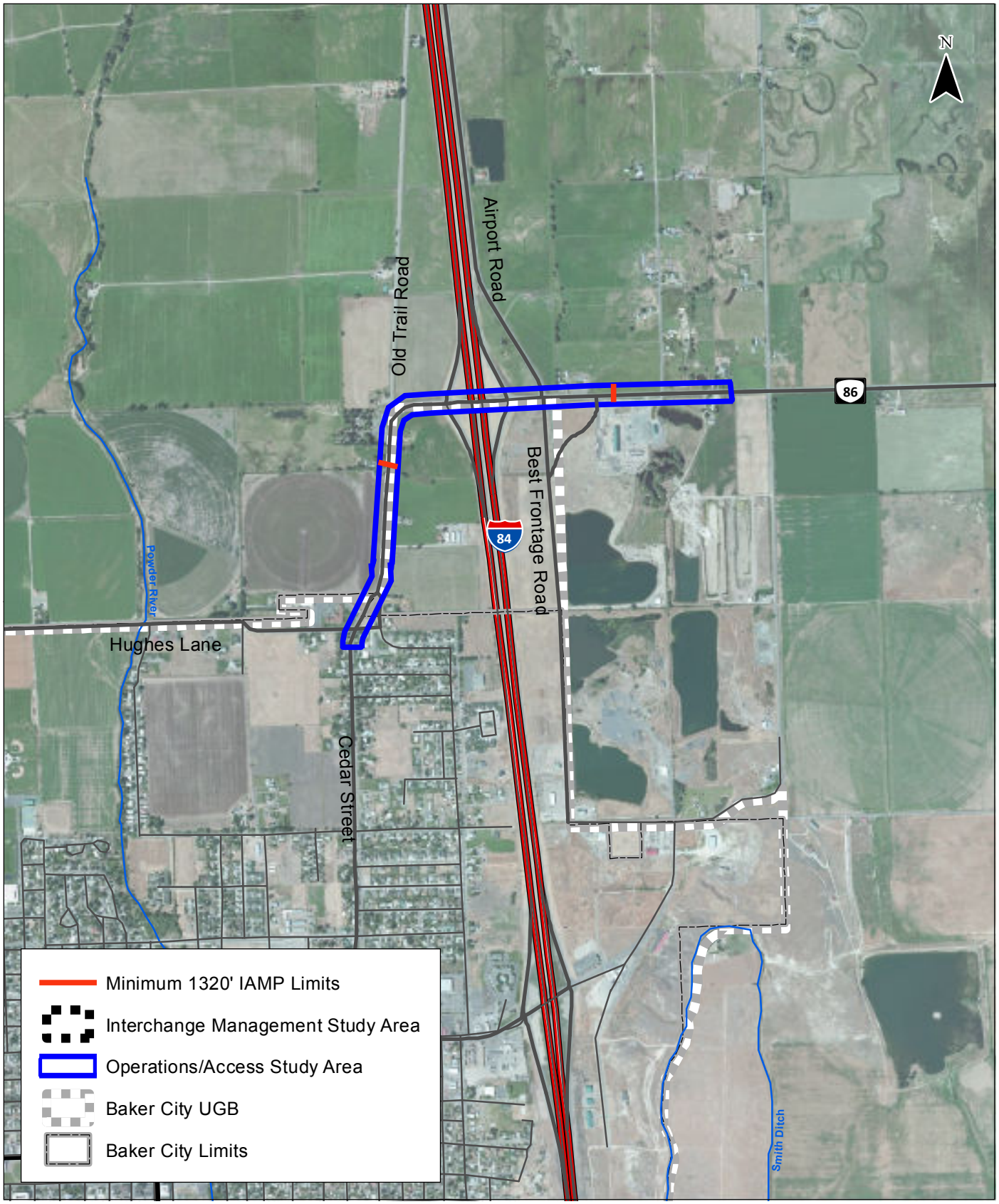
Interchange Management Study Area (IMSA)

To provide a comprehensive study and to achieve effective results, the IMSA includes developable and re-developable properties and major roadways that could significantly affect the function of both interchanges over the next 20 years. At a minimum, the IMSA includes properties, as well as all access points within ½ mile from the existing interchanges as defined by the IAMP Guidelines. Draft IMSA maps for each interchange are shown in Figure 1-1 and Figure 1-2.

Operations and Access Study Area

The Operations and Access Study Areas include all access points and intersections within the IMSA and encompass those key intersections that have the potential to affect traffic operations in the respective interchange areas over the 20-year planning period. These study boundaries identify the area for which operational analysis will be completed and the area that will be considered for the Access Management Plan (although access spacing requirements from the interchange are only ¼ mile). The study intersections include:

1. Best Frontage Road/OR 86 (Exit 302)
2. Airport Road/OR 86 (Exit 302)
3. I-84 Westbound Ramps/OR 86 (Exit 302)
4. I-84 Eastbound Ramps/OR 86 (Exit 302)
5. Old Trail Road-Cedar Road/OR 86 (Exit 302)
6. Hughes Lane/ Cedar Road (Exit 302)
7. Old Highway 30/US 30 (Near Exit 306)
8. I-84 Eastbound Ramps/US 30 (Exit 306)
9. I-84 Westbound Ramps/US 30 (Exit 306)



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Interchange Management Study Area
Exit 302
Baker City, Oregon

Figure
1-1

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KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
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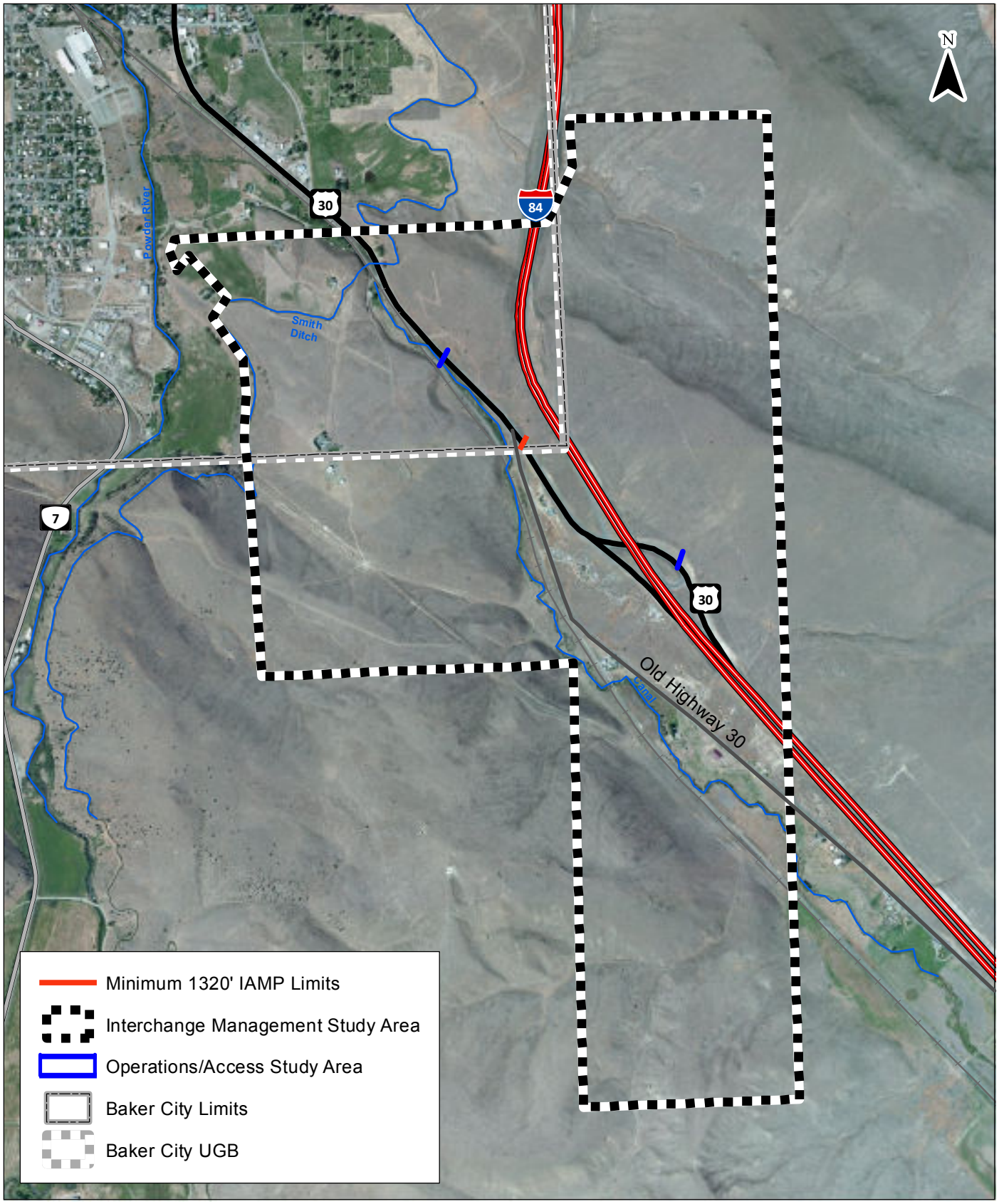

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Interchange Management Study Area
Exit 306
Baker City, Oregon

Figure
1-2

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Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Source: ESRI

Land Use Study Area

The Land Use Study Area includes all properties located roughly within the operations and access study area and beyond in order to incorporate developable and re-developable properties that have the potential to significantly affect the interchange functions. Properties identified with potential to affect the interchange include those that are expected to use the two interchanges as the primary connection to I-84 or those that may be necessary to improve local circulation.

DRAFT GOAL, OBJECTIVES, AND EVAULATION CRITERIA

The primary goal of the IAMP process is to protect the function of both interchanges for the next 20 years while accounting for changes in land use and traffic patterns. As stated in Policy 3C of the 1999 Oregon Highway Plan, "*it is the policy of the State of Oregon to plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways*." To this end, the following draft objectives have been developed based on the previous effort and the scope of work for this project:

1. Involve affected property owners in the interchange area, the City of Baker City, Baker County, the Oregon Department of Transportation (ODOT), and other stakeholders, including interchange users.

2. Evaluate local transportation, environmental, and land use conditions.

3. Identify needed transportation improvements within the Interchange Study Areas and propose alternatives that conform to current design standards and accommodate the long-term capacity and safety needs of the project study areas.

4. Develop the IAMP in accordance with the provisions and the policies of the 1999 Oregon Highway Plan, Oregon Administrative Rule Chapter 734, Division 51, and Baker City and Baker County transportation system plans and comprehensive plans.

5. Manage the allowed land uses within the vicinity of both interchanges to provide for future economic growth over the next 20 years.

6. Identify current accesses along the interchange crossroads and develop a phased access management plan for the crossroads based on a detailed and collaborative process involving the local jurisdiction and local property owners. The access management plan will be based on key principles that balance highway mobility and safety against:

    a. The findings of local TSPs and land use plans;

    b. Local economic development objectives for properties that require access to the state highways

7. Comply with the intent of Statewide Planning Goals including Goal 1: Public Involvement, Goal 2: Land Use Planning, Goal 5: Natural Resources, Goal 6: Air, Water and Land Resources Quality, Goal 7: Areas Subject to Natural hazards, Goal 8: Recreation Needs, Goal 9: Economic Development, Goal 12: Transportation, and Goal 14: Urban Growth Boundaries.

8. Identify phased implementation strategies for identified near- and long-term improvements.

9. Develop implementation policies and regulations to be adopted into the City Comprehensive Plans, Transportation System Plans, and zoning ordinances, as appropriate.

These objectives will be reviewed with members of the study's Project Management Team (PMT) before they are finalized.

Draft Evaluation Criteria

Based on the goal and objectives, the following draft evaluation criteria were assembled to ensure that potential interchange improvement concepts would be evaluated for consistency with the overall intent of the project. The eight evaluation criteria are as outlined in Table 1-1.

Table 1-1 - Draft I-84 Baker IAMP Evaluation Criteria

Evaluation Criteria	Description	Relationship to Objectives
Transportation	• Safety • Mobility • Freight mobility	2, 3, 4, 6
Land Use/Economic Development	• Right-of-way impacts • Compatibility with land use • Growth accommodation	2, 5, 7
Environmental	• Environmental impacts	2, 7
Accessibility	• Future access to undeveloped properties • Access spacing requirements	2, 3, 4, 6
Cost	• Cost relative to other improvement concepts	8
Implementation	• Impacts to existing and proposed developments • Ability to construct in phases	8, 9

DRAFT PUBLIC INVOLVEMENT PLAN

Local property owners, agency stakeholders, and the general public need to be engaged in the planning process to ensure an adoptable plan is developed. Given the rural nature of the area surrounding the two interchanges, public involvement is proposed to include the following elements:

- A PMT made up of ODOT, Baker City, and Baker County representatives
- Two public workshops

- One-on-one conversations, as necessary, with local property and business owners

Project Management Team

The PMT will guide the work of the project team, including reviewing and providing feedback on all technical memorandums and the draft IAMP and providing direction at key decision points. It is also responsible for communicating and coordinating with other members of its agency, including elected officials, as needed. The PMT has been established and its members are:

- Holly Kerns – Baker County
- Michelle Owen – City of Baker City
- Patrick Knight – ODOT Region 5

The project team will communicate regularly with the PMT, including monthly progress reports. There will also be five formal meetings of the PMT. The topics, anticipated timing, and format (i.e. in-person or conference call) of each meeting is summarized in Table 1-2.

Table 1-2 – Draft PMT Meeting Schedule

PMT Meeting #	Anticipated Timeframe	Topics	Format
1	November 17 *(Scheduled)*	Project background, process, goals, objectives, evaluation criteria, and existing policies	In-person
2	Week of December 15	Existing Transportation and Land-use Conditions	Conference Call
3	Week of January 26	Future Forecasts and Needs Analysis	In-person
4	Week of April 6	Alternatives Analysis	In-person
5	Week of June 22	Draft IAMP	Conference Call

Except for PMT meeting #1, all potential meeting dates are tentative and subject to change. Final dates and times for each meeting will be determined in consultant with the PMT members. All in-person meetings will be held in Baker City. The project team will provide agendas and other meeting materials in advance of each meeting. PMT members should invite additional agency representatives to attend PMT meetings, as necessary.

Public Workshops

There will be two public workshops where the members of the general public will be invited to learn more about the project and provide their input on its direction. Table 1-3 summarizes the topics and anticipated teaming of each workshop.

Table 1-3 – Draft Public Workshop Schedule

Public Workshop #	Anticipated Timeframe	Topics
1	Week of January 26 (*same as PMT #3)*	Project background, goals, objectives, existing transportation and land-use conditions, future forecasts and needs analysis
2	Week of April 6 (*same as PMT #4)*	Alternatives Analysis

The first workshop will be an opportunity to inform the general public about the project and to gather their feedback on items they might want to see addressed by the plan and their ideas for possible improvements. Attendees of the second workshop will be able to review the possible alternative improvements at each interchange, score them based on the evaluation criteria, and provide general feedback on each alternative. The timing of each meeting will be coordinated with the respective corresponding PMT meeting.

REFERENCES

1. *Baker Interchange Area Management Plans, Interchanges 302 and 306, Final Review Draft.* Prepared for Oregon Department of Transportation, Region 5 by David Evans and Associates, Inc., Cogan Owens Cogan, LLC., and Mark Greenfield. August 26, 2005.
2. *1999 Oregon Highway Plan*. Oregon Department of Transportation. 2006 (last update).

Section 2 Technical Memorandum #2 – Policy Review

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

TECHNICAL MEMORANDUM #2

I-84 Exits 302 and 306 Interchange Area Management Plans

Policy Review

Date:	November 24, 2014	Project #:17921.0
To:	Project Management Team	
From:	Nick Foster, AICP and Matt Hughart, AICP	

The purpose of this memorandum is to provide a summary of plans, policies, and studies that relate to transportation and land-use in the study areas for the Interchange Area Management Plans (IAMPs) for Exit 302 and Exit 306 in Baker City.

OVERVIEW

This memorandum contains a review of the documents listed below. We have verified and updated, where necessary, the summary completed for the 2005 IAMP (reference 1). Updated documents are noted below. The review for all other documents has been verified and is the same as the 2005 IAMP.

- Statewide Planning Goals 1 (Citizen Involvement), 2 (Land Use Planning), 11 (Public Facilities Planning), and 12 (Transportation), and 14 (Urbanization) – *Updated since 2005 IAMP to include 2011 amendments to the Transportation Planning Rule*
- Oregon Transportation Plan (OTP) (2006) – *Updated since 2005 IAMP*
- 1999 Oregon Highway Plan (OHP) – *Updated since 2005 IAMP to include 2011 amendments to Policy 1F (Mobility Standards) and Policy 4A (Freight Movement), which was adopted in 2005.*
- Oregon Administrative Rule (OAR) 734-051 (ODOT Division 51 Interchange Area Access Management Spacing Standards for Approaches) – *Updated since 2005 IAMP*
- Baker City Transportation System Plan (TSP) (2013) – *Updated since 2005 IAMP*
- Baker County Transportation System Plan (2005) – *Updated since 2005 IAMP*
- City of Baker City Comprehensive Plan (1987) – *Amended to include TSP since 2005 IAMP*
- City of Baker City Development Code (2009) – *Updated since 2005 IAMP*
- Baker County Comprehensive Plan (1984)
- Baker County Zoning Ordinance (2014) – *Updated since 2005 IAMP*

STATEWIDE PLANNING GOALS

Five statewide planning goals help guide the planning of the Baker IAMP study areas: Goal 1, Citizen Involvement; Goal 2, Land Use Planning; Goal 11, Public Facilities Planning; Goal 12, Transportation; and Goal 14, Urbanization.

Statewide Planning Goal 1 (Citizen Involvement)

Goal 1 requires planning decisions to follow "a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process." The Goal states that citizen involvement programs must be "appropriate to the scale of the planning effort," and must "[enable] citizens to identify and comprehend the issues." It specifically requires State agencies to coordinate their planning efforts with the affected local governing bodies and to utilize the local communities' existing citizen involvement programs whenever possible. Goal 1 requires these involvement programs to result in "Citizen Influence," meaning that the general public must have the opportunity to participate in and influence all aspects of the planning effort, including data collection, plan preparation, adoption process, implementation, evaluation, and revision.

Like all planning projects in Oregon, the I-84 Exits 302 and 306 IAMPs must meet the citizen involvement requirements described in Goal 1. The project therefore includes five Planning Project Management Team (PMT) meetings, two public workshops, and additional opportunities for participation and comment before City and County Planning Commissions and decision-making bodies.

Statewide Planning Goal 2 (Land Use Planning)

Goal 2 requires that all land use actions and decisions be based an established land use policy framework. It includes five primary requirements that are important to the I-84 Exits 302 and 306 IAMPs project:

- Coordination between local governments and State agencies
- Inclusion of required plan elements and processes
- Consistency between land use decisions and local city or county comprehensive plans
- Preparation of specific implementation measures
- Adoption of plans and implementation measures by the applicable governing body(ies)

Goal 2 requires local governments to coordinate their planning efforts with those State agencies that "have programs, land ownerships, or responsibilities within the area included in the plan." Goal 2 is relevant to this project as it requires both Baker County and the City of Baker City to coordinate with the Oregon Department of Transportation (ODOT), the agency primary responsible for State highways and interchanges. Both the City and the County must be involved, as the interchange study areas include land inside and outside of the City of Baker City Urban Growth Boundary (UGB). Baker City is

responsible for the planning of land within the UGB, while Baker County is responsible for land outside the UGB. Coordination is particularly important because land use decisions by the City and the County affect growth and development in the study areas, which will in turn affect future use and operation of the interchanges. For example, land use and transportation decisions made in the area around the Baker City Airport, which is outside the UGB in Baker County, will impact traffic patterns in Baker City.

Second, Goal 2 requires that land use plans be supported by an "adequate factual base" to support determinations of compliance with review standards. It requires all land use plans to include "identification of issues and problems, inventories and other factual information for each applicable statewide planning goal, [and] evaluation of alternative courses of action and ultimate policy choices," while also considering "social, economic, energy and environmental needs. "

Third, the plans become the basis for specific implementation measures that must be consistent with, and adequate to carry out, plan policies. Plans and implementation measures must be coordinated with the plans of affected governmental units. For ODOT, this means that plans and implementation measures must take into consideration the Oregon Transportation Plan and the Oregon Highway Plan. Citizens and applicable governmental bodies must be provided the opportunity to review and comment on the process at each phase. ODOT has prepared a work plan for the I-84 Exits 302 and 306 IAMPs project that includes research and opportunities for public comment that satisfy the Goal 2 requirements.

Fourth, Goal 2 requires that all land use plans be "consistent with the comprehensive plans of cities and counties and regional plans." This is relevant because the I-84 Exits 302 and 306 IAMPs ultimately will be adopted by both the County and City, and it may include recommendations that are inconsistent with the existing comprehensive plans. In such cases, the IAMP process will include recommended amendments to the comprehensive plans to ensure a consistent set of planning guidelines for the interchange study areas.

Finally, Goal 2 requires that all land use plans and implementation ordinances be "adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle." The I-84 Exits 302 and 306 IAMPs will be considered in at least two public hearings, one joint hearing of the City and County Planning Commissions and one joint hearing before the Baker County Board of Commissioners and the Baker City Council. The IAMPs must be adopted by the Baker County Board of Commissioners and the Baker City Council.

Statewide Planning Goal 11 and OAR 660, Division 11 (Public Facilities)

Statewide Planning Goal 11, Public Facilities Planning, is important to this project because it requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities (water, sewer, and transportation facilities) and services to support urban-level development. The goal requires that urban and rural development be guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the

urban, urbanizable, and rural areas to be served. It also requires that cost estimates for extending these services be described in both the short (1-5 years) and long (6-20 years) term.

Statewide Planning Goal 12 and OAR 660, Division 12 (Transportation)

Goal 12, Transportation, requires cities, counties, and ODOT "to provide and encourage a safe, convenient and economic transportation system." This is accomplished through development of Transportation System Plans (TSPs), which are based on inventories of local, regional and state transportation needs. Compliance with this goal is one of the fundamental purposes of any IAMP project.

The Baker City TSP was adopted by the Baker City Council in 2013 and the Baker County TSP was adopted in 2005.

Goal 12 is implemented through OAR 660, Division 12, the Transportation Planning Rule (TPR). The TPR contains numerous requirements governing transportation planning and project development, several of which warrant comment in this report.

The TPR requires local governments to adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors and sites for their identified functions" This policy is achieved through a variety of measures, including:

- Access control measures that are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;
- Standards to protect future operations of roads;
- A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;
- A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;
- Regulations to provide notice to ODOT of land use applications that require public hearings, involve land divisions, or affect private access to roads; and
- Regulations assuring that amendments to land use designations, densities and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP. See also OAR 660-012-0060.

The Land Conservation and Development Commission's (LCDC) rules implementing Goal 12 do not regulate access management. ODOT adopted its Access Management Rule (OAR 734, Chapter 51) to address access management. This rule is described in greater detail later in this memorandum.

2011 Amendment

Section -0660 of the TPR was amended in 2011, primarily to describe situations where the effect of a zoning decision on the transportation system does not need to be considered. These situations include where the rezoning is consistent with the applicable local comprehensive plan, in designated multimodal mixed-use areas (though the potential for back-ups on interchange off-ramps must still be considered and concurrence from ODOT is required in areas near interchanges), or if the rezoning meets the qualifications to be considered economic development. The 2011 amendment also allows for mitigation of significant effects to address the non-impacted modes (e.g. vehicular congestion can be mitigated through the provision of improved walking or biking facilities) or at nearby locations away from the impacted area.

Statewide Planning Goal 14 (Urbanization)

Goal 14, Urbanization, requires "an orderly and efficient transition from rural to urban land use." This is accomplished through the establishment of urban growth boundaries and unincorporated communities. Urban growth boundaries and unincorporated community boundaries separate urbanizable land from rural land. Land uses permitted within the urban areas are more urban and intensive in nature than those allowed in rural areas, which primarily include farm and forest uses. This helps contain the costs of public facilities, including transportation, by reducing the need for such facilities outside of the UGB.

Goal 14 is important to this project because it focuses development within the Baker City UGB. The location, type, and intensity of development within the study areas will impact the future use and operation of the interchanges, which straddle the northern and southern edges of the UGB. The IAMP includes recommendations to ensure that the interchanges will be able to accommodate anticipated future growth.

OREGON TRANSPORTATION PLAN (2006)

The Oregon Transportation Plan (OTP) was adopted by the Oregon Transportation Commission (OTC) in 2006 with the vision to provide "a safe, efficient and sustainable transportation system that enhances Oregon's quality of life and economic vitality." The OTP contains seven goals that are best described by the emphasis areas of the plan:

- Maintaining and maximizing the assets in place
- Optimizing the performance of the existing system through technology
- Integrating transportation, land use, economic development and the environment
- Integrating the transportation system across jurisdictions, ownerships and modes
- Creating sustainable funding

- Investing in strategic capacity enhancements

The I-84 Exits 302 and 306 Interchange Area Management Plans will work through a process and develop solutions with these emphases in mind.

1999 OREGON HIGHWAY PLAN

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to planning for the two Baker interchanges are described below.

- Policy IA (State Highway Classification System) develops and applies the State highway classification system to guide ODOT priorities for system investment and management. Highway functions are identified as part of the system.
- Policy 1B (Land Use and Transportation) recognizes the need for coordination between state and local jurisdictions. Coordination with local jurisdictions will occur throughout the preparation of the IAMP. A Project Management Team (PMT) has been formed to inform the IAMP. Members include representatives from ODOT, Baker County, and Baker City.
- Policy 1C (State Highway Freight System) states the need to balance the movement of goods and services with other uses.
- Policy 1D (State Highway Scenic Byways) states the need to consider aesthetic and design elements in addition to safety and performance elements in order to preserve and enhance the scenic byways. Oregon Highway 86 and US 30 are State Highway Scenic Byways within the study area.
- Policy 1F (Highway Mobility Standards) sets mobility standards for ensuring a reliable and acceptable level of mobility on the highway system by identifying necessary improvements that would allow the interchange to function in a manner consistent with OHP mobility standards. The IAMP will evaluate the operation of I-84 Exits 302 and 306, assess limitations, identify future long-range needs, and identify recommended improvements to ensure consistency with mobility targets *(changed from "standards" to "targets" in a 2011 amendment)*.
- Policy 1G (Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity.

- Policy 2B (Off–System Improvements) helps local jurisdictions adopt land use and access management policies. The IAMP will include sections describing existing and future land use patterns, an access management plan, and implementation measures. A component of the IAMP will be an intergovernmental agreement between ODOT and the local jurisdictions to implement access management solutions.
- Policy 2F (Traffic Safety) improves the safety of the highway system. One component of the IAMP is to identify existing crash patterns and rates and to develop strategies to address safety issues.
- Policy 3A (Classification and Spacing Standards) sets access spacing standards for driveways and approaches to the State highway system.
- Policy 3C (Interchange Access Management Areas) sets policy for managing interchange areas by developing an IAMP that identifies and addresses current interchange deficiencies and short, medium, and long-term solutions.
- Policy 3D (Deviations) establishes general policies and procedures for deviations from adopted access management standards and policies.
- Policy 4A (Efficiency of Freight Movement) describes actions to maintain and enhance the efficiency of freight movement on the State highway system.
-

The IAMP compares access spacing with adopted access standards. If proposed interchange improvements do not meet access spacing standards, findings for such a deviation are required.

OREGON ADMINISTRATIVE RULE 734, DIVISION 51 (HIGHWAY APPROACHES, ACCESS CONTROL, SPACING STANDARDS AND MEDIANS)

OAR 734-051 describes access rights, administration of private access to the State system, access management standards, approach design and construction, mitigations for closing approaches, and criteria for access management plans and IAMPs, such as this one. The current rules are considered temporary and were adopted in January 2012 and amended in May 2012. Additional legislation following the adoption of these rules may lead to further rulemaking.

Section 734-051-4020 Standards and Criteria for Approval of Private Approaches, establishes interchange management area access spacing standards. The spacing standards in the 2012 rules are unchanged in interchange areas from the previous standards. This section also allows the IAMP to establish access management standards for the study area that would take precedence over the statewide standards. Section -7010 defines the criteria for an IAMP.

BAKER CITY TRANSPORTATION SYSTEM PLAN (ADOPTED 2013)

The Baker City Transportation System Plan was updated in 2013 and constitutes the transportation component of the City's Comprehensive Plan. This document is the City's long-range guide for the development and management of its multi-modal transportation system. The transportation goal and policies that form the basis of the TSP and that are relevant to the Exit 302 and Exit 306 study areas include:

Goal:

To provide a safe, efficient and convenient transportation system realizing maximum mobility for the community's citizens.

Policies:

1. The City will take steps to assure that the Transportation System Plan and Public Facility Plan are coordinated, particularly with regard to recommended capital improvements.
4. The City will designate truck routes and enforce their uses where necessary and desirable.
5. The City will strive to facilitate variety and adequacy of the transportation services available to the community.
6. The City will repair, construct new, and generally upgrade its streets to the greatest extent possible recognizing monetary constraints.
10. Bike lanes shall be provided as designated by the Bicycle Network Plan to make bicycle safe, enjoyable and an efficient alternative to local motorized transport.
11. Multi-use paths are appropriate in the general locations shown on the Pedestrian and Bicycle Network Plans.
12. The City of Baker City will address access concerns in the development of new streets and the management of the existing ones. In addressing these concerns, the City shall coordinate with ODOT and avoid conflicts with State Highway Access Management Rules.

Roadway Functional Classifications

Roadway functional classifications are shown in Figure 3-1 of the TSP. These classifications determine a roadway's intended purpose, the amount and character of traffic it is expected to carry, the degree to which non-auto travel is emphasized, and the roadway's design standards and overall management approach. Key roadways within the Exit 302 and Exit 306 study areas include:

Exit 302 Study Area

- I- 84 - Interstate
- OR 86 (Baker-Copperfield Highway) – Arterial (City), District Highway (ODOT)
- Cedar Street (I-84 to Hughes Lane) – Arterial

- Cedar Street (south of Hughes Lane) - Collector
- Hughes Lane – Arterial
- Best Frontage Road – Collector

Exit 306 Study Area

- I-84 - Interstate
- US 30 – Arterial (City), District Highway (ODOT)

Identified Transportation Improvements

The following transportation improvements are identified in the TSP (Figure 3-6) for the two study areas:

- Construct a traffic signal (when warranted) or roundabout at the I-84 Southbound Ramp Terminal/OR 86 intersection to address long-term mobility, safety, and capacity needs.
- Construct a traffic signal (when warranted) or roundabout at the I-84 Northbound Ramp Terminal/OR 86 intersection/Hughes Lane intersection to address long-term mobility, safety, and capacity needs.
- Realign the Cedar Street/Hughes Lane intersection per the refinements from the Exit 302 IAMP.
- Construct sidewalks on Cedar Street from Hughes Lane to Campbell Street.
- Construct a multi-use path on Hughes Lane from Cedar Street to Settlers Loop.
- Upgrade bike lanes (signing and striping) on Cedar Street from Hughes Lane to Campbell Street.

Access Management

The Baker City TSP has identified access management spacing standards on all City streets and State highways (consistent with the Oregon Highway Plan). City spacing standards for all arterials include ¼-mile spacing between public streets and 300-500 foot spacing between private driveways. These standards would apply outside of the ¼-mile buffer from the Exit 302 and Exit 306 interchange ramp terminals. The ODOT spacing standards are identified in Table 3-2 of the TSP. Outsides of the ¼-mile buffer from the Exit 302 and Exit 306 interchange ramp terminals, the minimum access spacing standards between highway approaches on both OR 86 and US 30 is 650 feet (based on a posted speed of 55 mph and an AADT of 5,000 vehicles or less.

BAKER COUNTY TRANSPORTATION SYSTEM PLAN

The Baker County Transportation System Plan (TSP) includes a determination of future transportation needs for road, transit, bicycle, pedestrian, air, water, rail, and pipeline systems; and a transportation funding program.

Development of an IAMP for Interchanges 302 and 306 will be consistent with the goals and policies of the County's TSP. The IAMP should be adopted by reference into the County's TSP.

The TSP is guided by eleven goals and their related objectives. These goals are related to: mobility, efficiency, safety, equity, environmental, alternative modes of transportation, maintain multi-jurisdiction coordination, roadway functional classification, transportation financing, pedestrian and bicycle traffic, and refinement studies

The Baker County TSP includes a transportation system inventory, which includes a list of street classifications. The following roadways are within the boundaries of the IAMP study areas and classified by the TSP:

- State Highways: OR 86, US 30
- Major Collectors: Old Highway 30 (County Road 539)
- County Roads: Old Trail Road (County Road 540), West Airport Road (County Road 739), Best Frontage Road, Atwood Road

The TSP also defines access management standards for Arterial, Collector, and Local roads. Development of an IAMP for Interchanges 302 and 306 will be consistent with the goals and policies of the county's TSP. Projects identified in the IAMP may necessitate inclusion or changes to the County's TSP.

CITY OF BAKER CITY COMPREHENSIVE PLAN (1987)

The interchange study areas at Exits 302 and 306 lie partially within the Baker City UGB. A small portion of the northern interchange study area, to the south and west of Interchange 302, is inside the UGB, and an even smaller portion, in the southwest corner of the study area, is also within the Baker City limits. In the southern interchange study area, an area northwest of interchange 306 is within the both the UGB and the city limits. Baker City has the primary planning responsibility for areas within the UGB while Baker County has jurisdiction over areas outside the UGB.

The City of Baker City Comprehensive Plan was originally adopted in 1987 and was last amended in 2013 (to include the TSP). It provides the foundation for the city's economic development, land use, and transportation decisions. The following sections include goals, policies, or implementation measures relevant to the I-84 Exits 302 and 306 IAMPs project:

The Public Involvement and Procedures for Planning section includes numerous policies describing the City's process for making land use and transportation decisions. It implements the requirements of State Land Use Planning Goals 1 and 2 by requiring the city to make "all reasonable efforts to publicize planning issues and meetings," and to "continue to undertake efforts to involve and inform the public of planning issues." It requires that planning decisions, particularly those involving amendments to the Comprehensive Plan, be consistent with the state planning goals. The planning process for the I-84 Exits 302 and 306 IAMPs must be consistent with these requirements.

The Public Facility Plan section includes a policy that the city will provide urban services, including transportation, to residential, commercial and industrial lands within the UGB. These services are to be provided efficiently, in order to minimize costs. Additional policies require the city to maintain a prioritized list of needed public facility improvements and to periodically review and update its long-range master plans for the transportation and other public facility systems. The TSP and Public Facility Plan may need to be amended to address the transportation improvements, if any, recommended in the I-84 Exits 302 and 306 IAMPs.

The Transportation section requires the city to provide adequate transportation services to the community, and to assure that the TSP and Public Facility Plan are consistent with one another, particularly with respect to their capital improvement recommendations. It also includes detailed requirements for the city's transportation system. Any transportation changes recommended in the I-84 Exits 302 and 306 IAMPs must be consistent with these Comprehensive Plan policies, or the Comprehensive Plan must be amended to achieve consistency between its policies and the recommendations from the IAMP.

The Land Suitability section divides the land within the city into four land suitability categories: residential, high density residential, commercial, and industrial. The interchange study areas include land designated residential (both study areas) and commercial (north study area only). The residential designation "contemplates a gradual conversion of vacant parcels, large residential holdings, and agricultural lands to residential use of varying density." Little information is provided about the commercial designation, other than the statement that "the downtown should remain the heart of the city's commercial life."

The Economic Development section says that the city shall "provide by zoning for development space suitable to the needs of industrial and commercial development" in areas with convenient transportation access. This is relevant as the northern study area includes land immediately adjacent to the interchange that is zoned General Commercial (CG).

CITY OF BAKER CITY DEVELOPMENT CODE (2009)

The City of Baker City Development Code describes the zoning designations for the portions of the interchange study areas inside the UGB. The portion of the Exit 302 study area within the UGB is zoned General Commercial (CG) and Residential Low-Density (R-LD). The GC land is mostly vacant and the

areas zoned R-LD are mostly developed, though there are still undeveloped lots. The portion of the Exit 306 study area within the UGB is zoned R-LD. The area is largely undeveloped, with only a few homes.

Residential low-density is a sub-district of the Residential (R) zoning district, which is described in - Chapter 2.2 of the Development Code. The types of residences allowed within the R-LD sub district include: single-family detached housing (including zero-lot line housing); accessory dwellings; duplexes; single-family attached housing (each on its own lot); manufactured homes on individual lots; and residential care facilities. Duplexes and tri-plexes are allowed as conditional uses. Manufactured home parks and multi-family housing are not allowed. Other allowed uses include home occupations and agriculture/horticulture. Public and institutional buildings and bed-and-breakfast inns are allowed as a conditional use. The minimum lot area is 7,500 square feet for detached single-family housing, manufactured homes, and duplexes/triplexes and 9,000 square feet for non-residential uses.

The General Commercial (CG) zoning district is described in Chapter 2.3 of the Development Code. Its purpose includes providing for efficient use of land and public services. A wide variety of commercial, residential, and public/institutional uses are allowed in the CG zone, although many require a conditional use permit. No minimum lot sizes apply.

Vehicular access and circulation standards are described in Chapter 3.1 of the Development Code. These standards are intended to "ensure that developments provide safe and efficient access and circulation for pedestrians and vehicles." Any transportation improvements recommended in the IAMP within the Baker City UGB must conform to these standards.

Public facilities standards are described in Chapter 3.4 of the Development Code. The purpose of that chapter is to "provide planning and design standards for public and private transportation facilities and utilities." This includes providing "standards for attractive and safe streets that can accommodate vehicle traffic from planned growth, and provide a range of transportation options." Specific requirements are included for rights-of-way, access easements, street locations, widths and grades, traffic signals and traffic-calming features, street alignment and connections, etc. Any transportation improvements recommended in the IAMP within the Baker City UGB must conform to these standards.

The IAMP includes an analysis of land uses and Baker City comprehensive plan and zoning designations within the study areas. Once adopted by the city, the IAMP will be a policy and regulatory document for the jurisdiction. Subsequent changes to the city's comprehensive plan and development code may be necessary to be consistent with the IAMP.

BAKER COUNTY COMPREHENSIVE PLAN (1984)

The Baker County Comprehensive Plan was originally adopted in 1984. It provides the foundation for the county's economic development, land use, and transportation decisions. The County Comprehensive Plan and Zoning and Subdivision Ordinance apply to the portions of the interchange study areas lying outside the Baker City UGB. In the northern study area these lands are designated

Exclusive Farm Use (EFU), Industrial (I), and Rural Residential. The Comprehensive Plan designates Rural Residential lands as "RR-1," while Recreation Residential lands are designated "RR-2." However, the Zoning and Development Ordinance labels Recreation Residential lands as "RR-1," and Rural Residential lands as "RR-5."

Part 2 of the Comprehensive Plan, "Land Use Goals; Land Use Policies" include goals, policies, or implementation measures relevant to the I-84 Exits 302 and 306 IAMPs project. These are found in the Citizen Involvement, Land Use Planning, Economic Development, Transportation, and Urbanization sections of Part 2.

Section I: Citizen Involvement Goal, requires the county to "develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the Planning process." The Planning Commission is given the responsibility for implementing and evaluating the citizen involvement program. The section requires that all land use planning and zoning actions or decisions must take place in "open, public meetings," with adequate public notice of the "time, place and purpose," of each meeting.

Section II: Land Use Planning Goal, establishes a "land use planning process and policy framework" for the county, consistent with the requirements of Goal 2.

Section IX: Economic Development Goal, includes the following land use policies:

- "The agricultural land use economy can be improved and diversified by, among other things… discouraging encroachments of conflicting land uses into farmlands."
- "Interstate access is more desirable for new commercial and industrial development which need road access to distant markets. Industrially-zoned property within the county which meets this transportation criterion is extremely limited. The county shall re-evaluate its industrial inventory to consider different modes of transportation. New sites shall ensure compatibility with Goal 12. As new industries develop, the cities and the county need to address local access opportunities."

Section XII: Transportation Goal, establishes the county's goal of providing and encouraging a "safe, convenient, and economic transportation system." It generally describes the county's transportation infrastructure and includes a list of recommended transportation improvements countywide to be considered by ODOT and other applicable public agencies. It includes the following policy related to local transportation planning: "It shall be county policy to plan, construct and maintain county roads to acceptable standards having first considered safety, use, and economics."

Section XIV: Urbanization Goal, has the goal of providing for an "orderly and efficient transition from rural to urban land use." This chapter's policies concern the administration of Urban Growth Boundaries and urbanizable land within the county.

Part 3 of the Comprehensive Plan describes each of the county's 14 Comprehensive Plan map designations. The designations that apply to lands within the I-84 Exits 302 and 306 IAMPs study areas are as follows:

I. Exclusive Farm Use. Includes all agricultural lands inventoried as soil capability classes I-VI and other lands that are suitable for farm/grazing use, except those lands designated as forested lands or lands for which an exception is proposed.

III. Rural Residential Areas. Refers to those areas already built and committed to non-resource use and for which an exception is taken.

XIV. Industrial Areas. Refers to those areas either built and committed or needed to foster economic development in the county and for which an exception is taken.

Part 4 describes each of the county's "exception areas," or areas not zoned for farm or forest use. There are no exception areas in the southern interchange study area. The exception areas lying within the northern interchange study area are described as follows, excerpted directly from the Comprehensive Plan (except as noted by lack of italics):

Northeast Baker City - Frontage Road Industrial Site

This site includes 306 acres of Class II, III and IV soils in the western half of Section 10, Township 9 South, Range 40 East W.M. It is presently used for industrial sand and gravel operations, farming, a State of Oregon highway sand storage shed, and three residences. The area is bounded on all sides by paved county and state highways, one of which is an industrial frontage road build in 1978 to serve this site as well as the adjacent land to the west that is zoned for industrial development within the City of Baker's Urban Growth Boundary.

The Oregon Trail Interpretive Center is located approximately 1-1/2 miles to the east of this industrial site. The Center is a tremendous tourist attraction, and is accessed via Highway 86, which forms the north boundary of the industrial site. As part of the development of the Interpretive Center, Baker County committed itself to promoting development compatible with the intent of the Center. That is, the county would prohibit commercial uses in the viewshed of the Center, and would limit development as much as possible to retain the rural character of the area. While the Northeast Baker - Frontage Road Industrial Site is located outside the viewshed, some concern has been expressed in the compatibility of tourist-related traffic and heavy industrial uses.

In addition, Baker City rezoned its industrial land on the west side of the frontage road to general commercial and tourist commercial uses in 1991. Best Frontage Road

has been constructed and its intersection with Highway 86 has been realigned to serve the site and *avoid congestion at the I-84 Exit 302 interchange*.

Other potential limitations to the site include a high water table.

Richland Interchange Residential:

Lands located in Section 3 of Township 9 South, Range 40 East W.M. totaling 116 acres of Class II - IV soils. The entire area has developed as small acreage homesites since its designation in 1974 as rural residential.

In addition, the Comprehensive Plan identifies a portion of the EFU-zoned land within the north interchange study area as a proposed industrial site. An excerpt from the Comprehensive Plan follows:

302 Exchange West of Interstate 84

This area is currently zoned Exclusive Farm Use with predominantly Class III soils. Its assets include: proximity to a freeway interchange, and accessibility to city sewer and water. It is currently used for hay production. The site is limited by a high water table, and its proximity to residential uses to the south. The Economic Development Department considers this an optimal site for light industrial uses.

Because industry has shifted to road transport, this site is more attractive to developers than an existing industrial site located in the Baker City Urban Growth Boundary. That site is located west of the Union Pacific Rail line. The current industrial site is in farm use and contains high-value farm soils.

BAKER COUNTY ZONING ORDINANCE (2014)

The Baker County Zoning Ordinance was adopted in 2014, replacing the previous ordinance adopted in 1986. It describes the County zoning designations that apply to parcels in the study areas that are outside the Baker City UGB.

The Exclusive Farm Use (EFU), Industrial (I), and Rural Residential (RR-5) County zoning designations apply to parcels in the Exit 302 study area. The majority of the EFU land in Exit 302 study area is being used for farming or is otherwise undeveloped. The exception to this is the RV park located on the east side of Cedar Street where the road curves to the west to the interchange, which is allowed as a pre-existing, nonconforming use. The Industrial-zoned land is located south of OR 86 and east of Best Frontage Road and includes gravel pits and an ODOT maintenance and storage facility. There are a few homes on the Rural Residential zoned land, located on the north side of OR 86, but the area is not developed to its full potential allowed by the zoning designation.

The EFU zoning designation applies to the parcels outside the Baker City UGB in the Exit 306 study area. With the exception of a few pre-existing, non-conforming residences along Old Highway 30, the area is used for farmland or is rangeland.

The EFU zone is described in Chapter 410 of the Ordinance. The purpose of the zone is to preserve productive agricultural land for continued agricultural use. Farming and related uses, forest product harvesting, and limited residential and park, playground, or community center uses are allowed in this zone. The construction and maintenance of transportation facilities is allowed, as follows:

1. Climbing and passing lanes within the right-of-way existing as of July 1, 1987.

2. Reconstruction or modification of public roads and highways, not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.

3. Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time as no longer needed.

4. Minor betterment of existing public roads and highway-related facilities such as maintenance yards, weigh stations and rest areas, within the right-of-way existing as of July 1, 1987, and contiguous to publicly-owned property utilized to support the operation and maintenance of public roads and highways.

The following transportation facilities are allowed as conditional uses:

1. Construction of additional passing and travel lanes requiring the acquisition of right-of-way, but not resulting in the creation of new land parcels.

2. Reconstruction or modification of public roads and highways involving the removal or displacement of buildings, but not resulting in the creation of new land parcels.

3. Improvements of public roads and highway-related facilities, such as maintenance yards, weigh stations and rest areas, where additional property or right-of-way is required, but not resulting in the creation of new land parcels.

Chapter 510 of the Ordinance describes the RR-5 zone. Allowed uses include single-family dwellings, duplexes, farm use, parks or playgrounds, local distribution utility facilities, fire stations, and temporary mobile homes. There are numerous conditional uses, including churches, schools, and other commercial, residential, and institutional uses. The minimum lot or parcel size is five acres.

The Industrial zone is described in Chapter 530 of the Ordinance. A number of uses are allowed under this zoning designation, including manufacturing, farming, transportation, processing, and storage facilities. The ordinance includes the following statement under Limitations on Use:

> *"In addition to Subsection D of this Section, the uses of this Section shall be subject to a development proposal. A plan which proposes the use for the property shall be submitted to the Planning Department. The development proposal (plan) process shall be utilized to determine the lot size necessary to accommodate the proposed use. Particular attention shall be given to providing septic service, parking, and access. Land in the Industrial Zone shall not be divided or developed without an approved development proposal. Because of the significance of mineral and aggregate resources found at the two Oregon Portland Cement sites and the Northeast Baker-Frontage Road site, respectively, any industrial development within these sites shall not jeopardize the removal and processing of the resource (see Policy 30, page V-82, of the Comprehensive Plan)."*

IAMP proposals will need to be consistent with the Baker County Comprehensive Plan and the Zoning and Subdivision Ordinance. The IAMP will include an analysis of comprehensive plan and zoning designations and land uses, as well as an access management plan. Upon completion, it is expected that the county will adopt the IAMP as a policy and implementation document. Subsequent changes to the county's comprehensive plan and development code to be consistent with the IAMP will be described in the final IAMP.

REFERENCES

1. *Baker Interchange Area Management Plans, Interchanges 302 and 306, Final Review Draft.* Prepared for Oregon Department of Transportation, Region 5 by David Evans and Associates, Inc., Cogan Owens Cogan, LLC., and Mark Greenfield. August 26, 2005.

Section 3 Technical Memorandum #3 – Existing Conditions

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

FINAL TECHNICAL MEMORANDUM #3

I-84 Exits 302 and 306 Interchange Area Management Plans

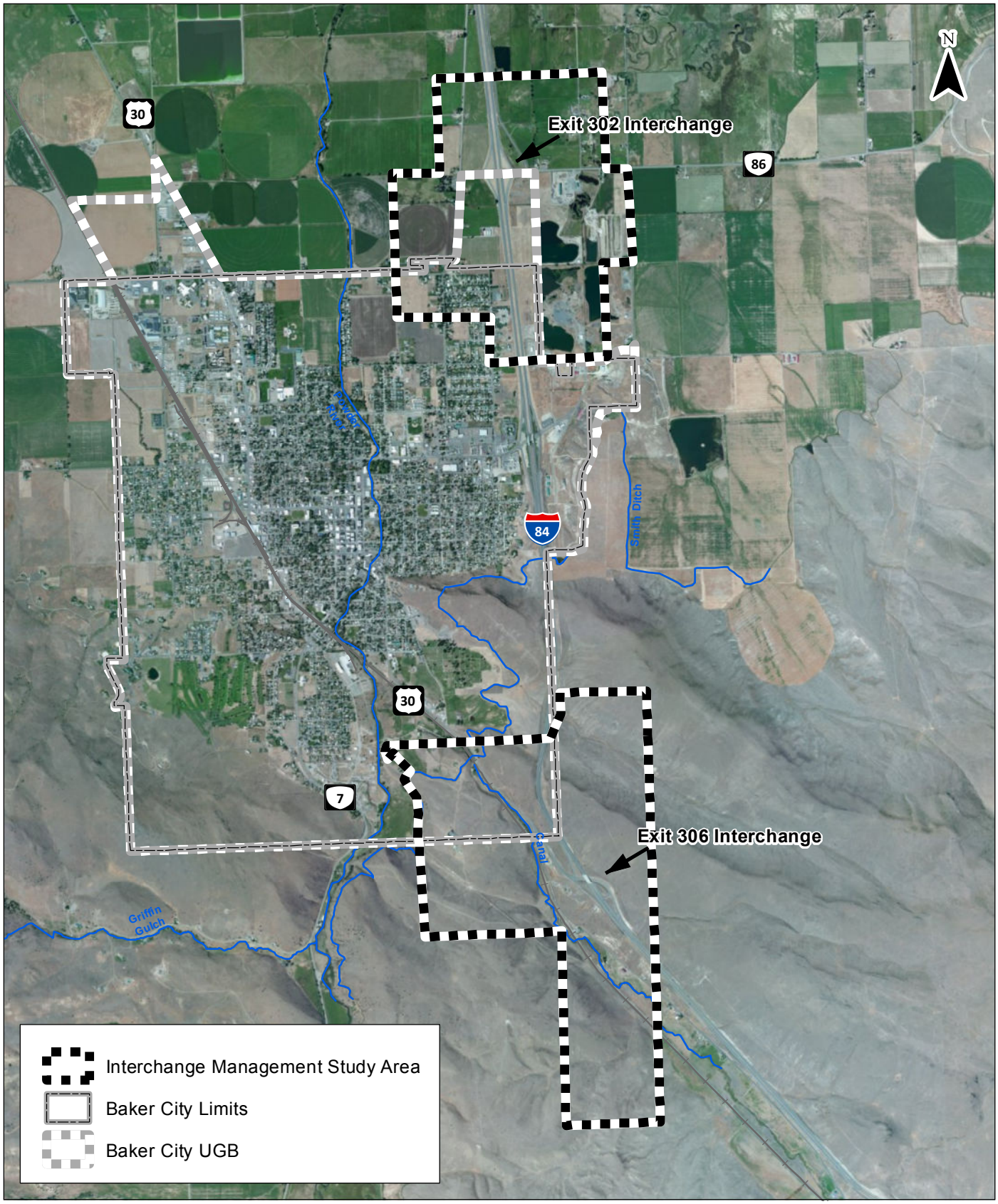
Existing Conditions

Date:	March 16, 2015	Project #:17921.0
To:	Project Management Team	
From:	Lauren Nuxoll, Nick Foster, AICP, and Matt Hughart, AICP	

This memorandum provides a review of existing land uses and transportation facilities within the vicinity of the I-84 Exits 302 and 306 interchanges. The information in this memorandum will provide a basis for comparison with future growth projections (which will be discussed in a future memorandum) and will inform the identification of various opportunities and constraints for meeting the goals and objectives of the interchange area management plans (IAMPs).

INTERCHANGE MANAGEMENT STUDY AREA

As shown in Figure 3-1, the Exit 302 interchange is located in Baker County north of the Baker City limits and the Exit 306 interchange is located in Baker County south of the Baker City limits. To help define the extent of the land use and traffic operations review for this study, an Interchange Management Study Area (IMSA) has been defined for each interchange as depicted in Figures 3-2 and 3-3. Each IMSA includes, at a minimum, all properties located roughly within a ½-mile of the existing interchanges and encompasses key intersections. Beyond the minimum requirements, the IMSA includes properties whose development may have a direct impact on the function of either interchange. Generally, land uses outside of this area are not anticipated to directly impact the function of the interchange. This is because these properties do not directly access the interchange, have other travel route options within Baker City, or have limited potential to generate new trips (e.g., the land is already developed, the land has limited redevelopment potential, or the current zoning or location restricts its development potential). The Operation/Access Study Area boundary identifies the area for which operational analysis will be completed and the area that will be considered in the Access Management Plan element of the IAMP.



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Study Area Vicinity
Exits 302 & 306
Baker City, Oregon

Figure
3-1

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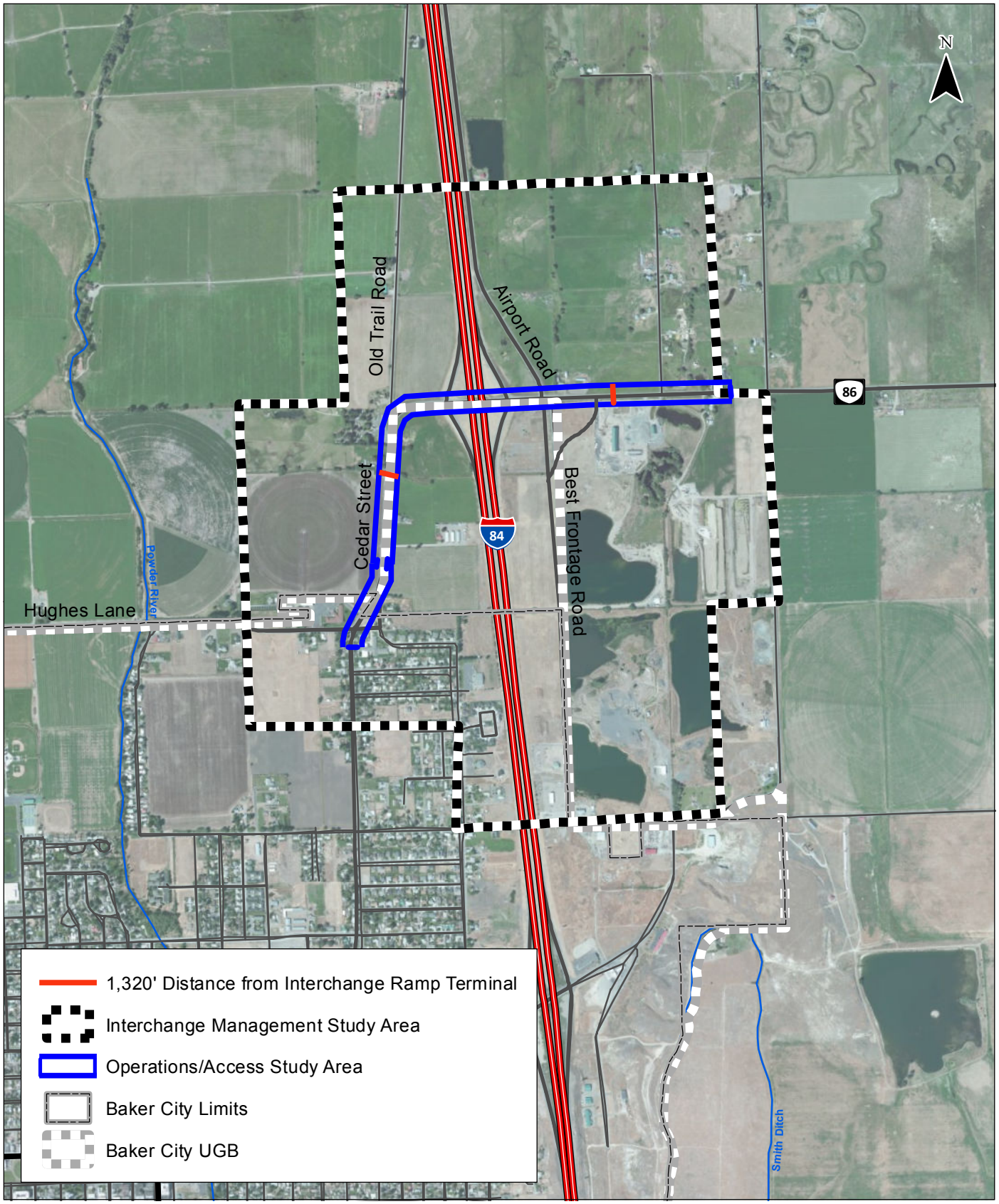
Data Sources: ESRI, Oregon Spatial Data Library



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Interchange Management Study Area
Exit 302
Baker City, Oregon

Figure
3-2

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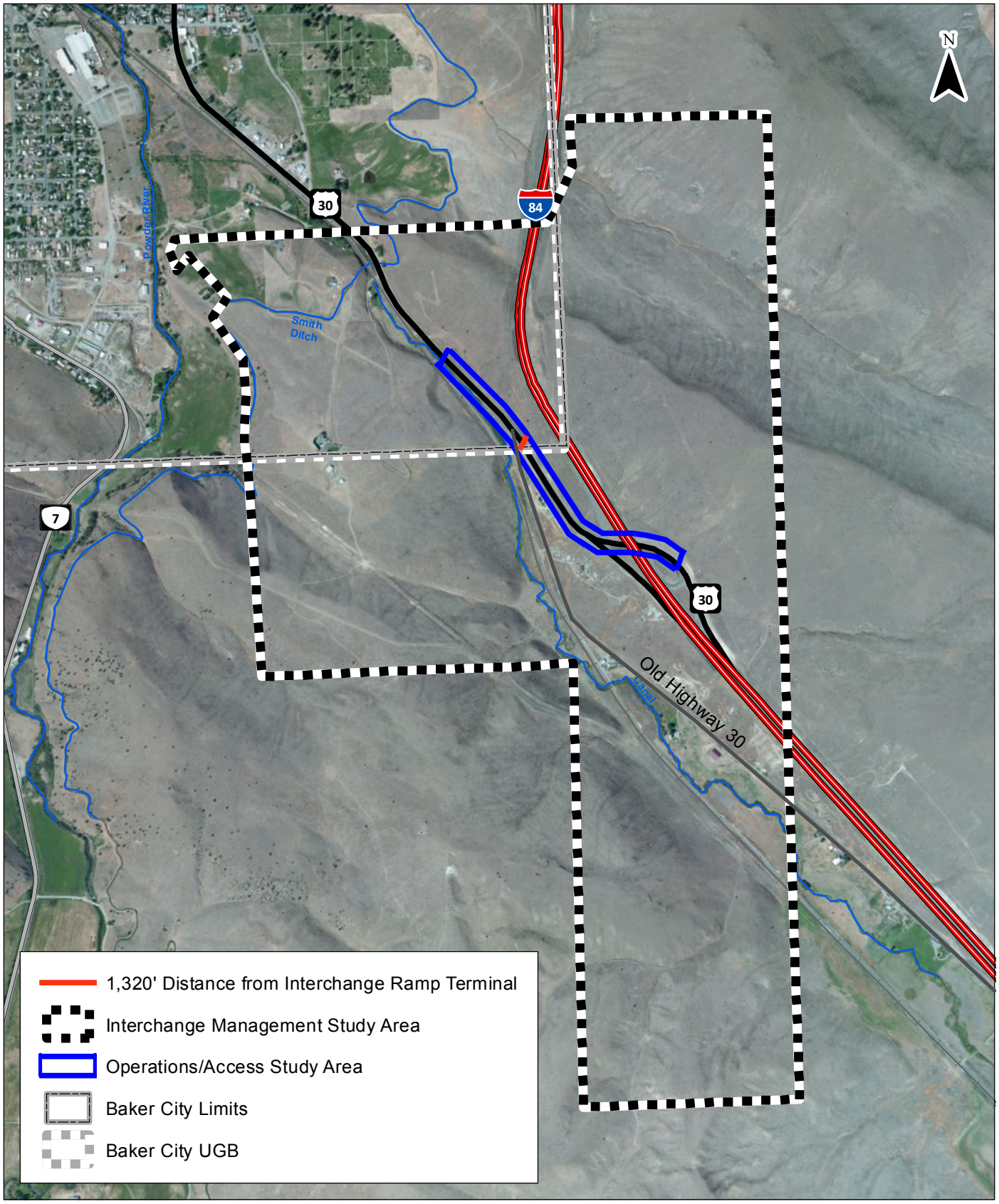
Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Oregon Spatial Data Library



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Interchange Management Study Area
Exit 306
Baker City, Oregon

Figure
3-3

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KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Oregon Spatial Data Library

EXISTING LAND USE

A land use inventory has been prepared for each IMSA. This section provides a description of the existing land-use patterns and zoning regulations that currently exist within the IMSAs. Where appropriate, the land use information, as originally summarized in the 2005 IAMP study effort, has been verified and updated (Reference 1).

Existing Zoning and Development Standards

Potential growth in the area surrounding each interchange is guided by the zoning of the parcels within the respective IMSAs. The existing zoning designations within each IMSA are shown in Figures 3-4 and 3-5. Each of these maps includes both Baker City and Baker County zoning since each IMSA includes parcels within the Baker City urban growth boundary (UGB) and outside the UGB in unincorporated Baker County.

Baker County Zoning

Baker County zoning designations in the vicinity of the Exit 302 interchange include Exclusive Farm Use (EFU), Industrial (I), and Rural Residential (RR-5). The Exit 306 interchange is surrounded by parcels zoned EFU.

The following is a brief summary of the permitted uses in each zone, as defined by the Baker County Zoning Ordinance. A more detailed discussion of the zones can be found in Technical Memorandum #2 (Reference 2).

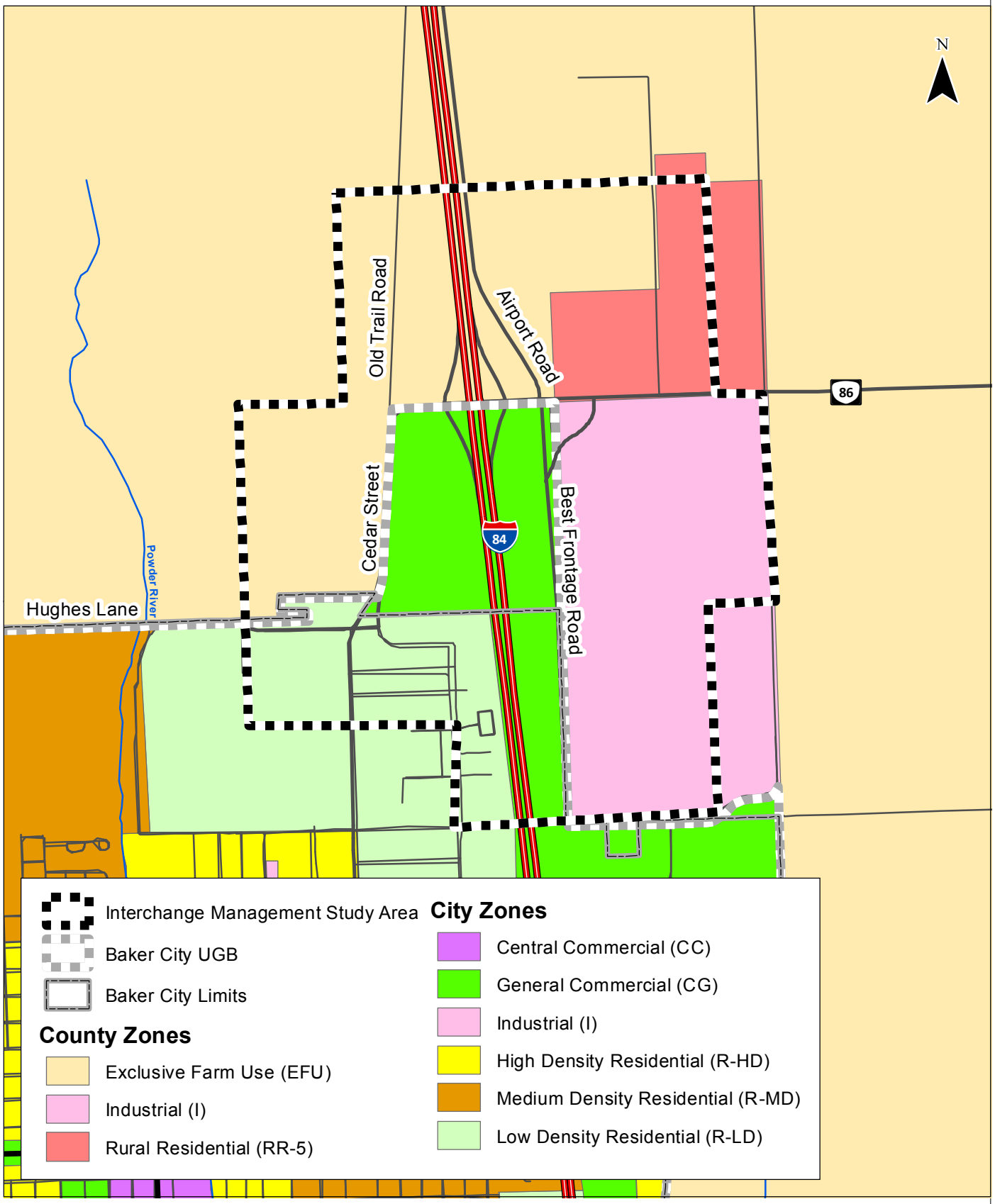
Exclusive Farm Use (EFU) - The purpose of the zone is to preserve productive agricultural land for continued agricultural use. Farming and related uses, forest product harvesting, and limited residential and park, playground, or community center uses are allowed in this zone.

Industrial (I) - A number of uses are allowed under this zoning designation, including manufacturing, farming, transportation, processing, and storage facilities.

Rural Residential (RR-5) - Allowed uses include single-family dwellings, duplexes, farm use, parks or playgrounds, local distribution utility facilities, fire stations, and temporary mobile homes. There are numerous conditional uses, including churches, schools, and other commercial, residential, and institutional uses. The minimum lot or parcel size is five acres.

In addition to these zoning designations, the County also has identified “exception areas,” or areas not zoned for farm or forest use. These are listed below and described in more detail in Technical Memorandum #2 (Reference 2).

- Northeast Baker City – Frontage Road Industrial Site



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Study Area Zoning
Exit 302
Baker City, Oregon

Figure
3-4

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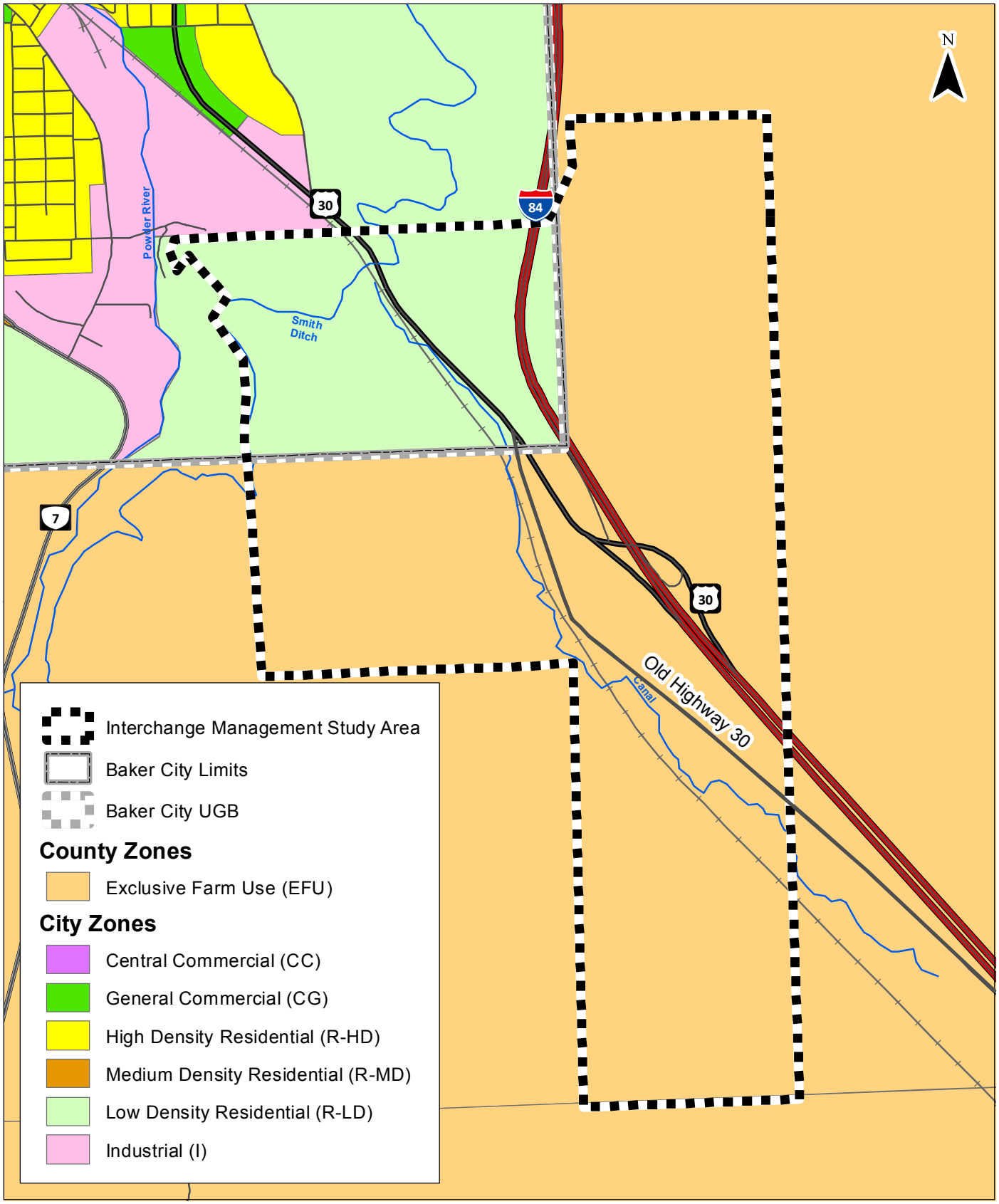
Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Baker County, Oregon Spatial Data Library



Study Area Zoning
Exit 306
Baker City, Oregon

Figure
3-5

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KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Baker County, Oregon Spatial Data Library

- Richland Interchange Residential
- 302 Exchange West of Interstate 84

All three of these exception areas are located in the Exit 302 IMSA.

Baker City Zoning

The portion of the Exit 302 study area within the Baker City UGB is zoned General Commercial (CG) and Residential Low-Density (R-LD). The R-LD zone applies to the portion of the Exit 306 study area within the UGB. The following is a brief summary of the permitted uses in each zone, as defined by the Baker City Development Code. A more detailed discussion of the development code can be found in Technical Memorandum #2 (Reference 2).

General Commercial (CG) – The purpose of this zone is to provide for efficient use of land and public services. A wide variety of commercial, residential, and public/institutional uses are allowed in the CG zone, although many require a conditional use permit. No minimum lot sizes apply.

Residential Low-Density (R-LD) – The types of residences allowed within the R-LD sub district include: single-family detached housing (including zero-lot line housing); accessory dwellings; duplexes; single-family attached housing (each on its own lot); manufactured homes on individual lots; and residential care facilities. Duplexes and tri-plexes are allowed as conditional uses. Manufactured home parks and multi-family housing are not allowed. Other allowed uses include home occupations and agriculture/horticulture. Public and institutional buildings and bed-and-breakfast inns are allowed as a conditional use. The minimum lot area is 7,500 square feet for detached single-family housing, manufactured homes, and duplexes/triplexes and 9,000 square feet for non-residential uses.

LAND USE INVENTORY

The following sections describe the land-uses surrounding each interchange.

Exit 302 Interchange

The Exclusive Farm Use (EFU), Industrial (I), and Rural Residential (RR-5) County zoning designations apply to parcels in the Exit 302 study area. The majority of the EFU land in the Exit 302 study area is being used for farming or is otherwise undeveloped. The exception to this is the RV park located on the east side of Cedar Street where the road curves to the west to the interchange, which is allowed as a pre-existing, nonconforming use. The Industrial-zoned land is located south of OR 86 and east of Best Frontage Road and includes gravel pits and an ODOT maintenance and storage facility. There are a few homes on the Rural Residential zoned land, located on the north side of OR 86, but the area is not developed to its full potential as allowed by the zoning designation.

The portion of the Exit 302 study area within the Baker City UGB is zoned General Commercial (CG) and Residential Low-Density (R-LD). The GC land is mostly vacant and the areas zoned R-LD are mostly developed, though there are still undeveloped lots.

Table 3- 1 summarizes the legal acreage and developed status of parcels within the IMSA by zoning. The numbers in the table differ from the inventory conducted for the 2005 IAMP effort due to land-use changes and modifications to the IMSA boundary.

Table 3- 1 Land-Use Inventory, Exit 302 Interchange

Zoning	Legal Acres	Total Parcels	Vacant Parcels[1]
Within Baker City UGB			
General Commercial (CG)	104	12	8
Residential Low Density (R-LD)	98	130	15
Outside Baker City UGB			
Rural Residential (RR-5)	77	8	1
Industrial (I)	268	16	10
Exclusive Farm Use (EFU)	260	11	3
Total IMSA	**807**	**177**	**37**

[1]Includes all parcels with built improvements. Parcels may still be underdeveloped compared to maximum intensity allowed by zone.
Source: Kittelson & Associates, Inc. Review of Baker County Tax Assessor Data (2011)

Exit 306 Interchange

The EFU zoning designation applies to the parcels outside the Baker City UGB in the Exit 306 study area. With the exception of a few pre-existing, non-conforming residences along Old Highway 30, the area is used for farmland or is rangeland. The portion of the Exit 306 study area within the UGB is zoned Low Density Residential (R-LD). The area is largely undeveloped, with only a few homes.

Table 3-2 summarizes the legal acreage and developed status of parcels within the IMSA by zoning. The numbers in the table differ from the inventory conducted for the 2005 IAMP effort due to land-use changes and modifications to the IMSA boundary.

Table 3-2 Land-Use Inventory, Exit 306 Interchange

Zoning	Legal Acres	Total Parcels	Vacant Parcels[1]
Within Baker City UGB			
Residential Low Density (R-LD)	405	11	5
Outside Baker City UGB			
Exclusive Farm Use (EFU)	646[2]	15[2]	8[2]
Total IMSA	**1,051**	**26**	**13**

[1]Includes all parcels with built improvements. Parcels may still be underdeveloped compared to maximum intensity allowed by zone.
[2]Includes the portion of two parcels that are partially within the IMSA
Source: Kittelson & Associates, Inc. Review of Baker County Tax Assessor Data (2011)

Undeveloped R-LD land represents the greatest opportunity for additional trip development within the Exit 306 IMSA due to the restrictive nature of the EFU zone.

EXISTING TRANSPORTATION INVENTORY

The second major component of the existing conditions evaluation process is to document the transportation system. The existing transportation inventory provides a detailed description of all transportation facilities and travel modes within the study area. In addition, the inventory identifies the current operational, traffic control, and geometric characteristics of roadways and other transportation facilities within the IMSA. A detailed description of these facilities is provided in the following sections.

Roadway Facilities

The roadways within the IMSAs include state, county, and city roadways. A description of each of the functionally classified roadway facilities is summarized below in Table 3-2 and 3-3. Figures 3-6 and 3-7 illustrate the existing lane configurations and traffic control devices at each study interchange, respectively.

Table 3- 3 Existing Transportation Facilities and Roadway Designations, Interchange 302

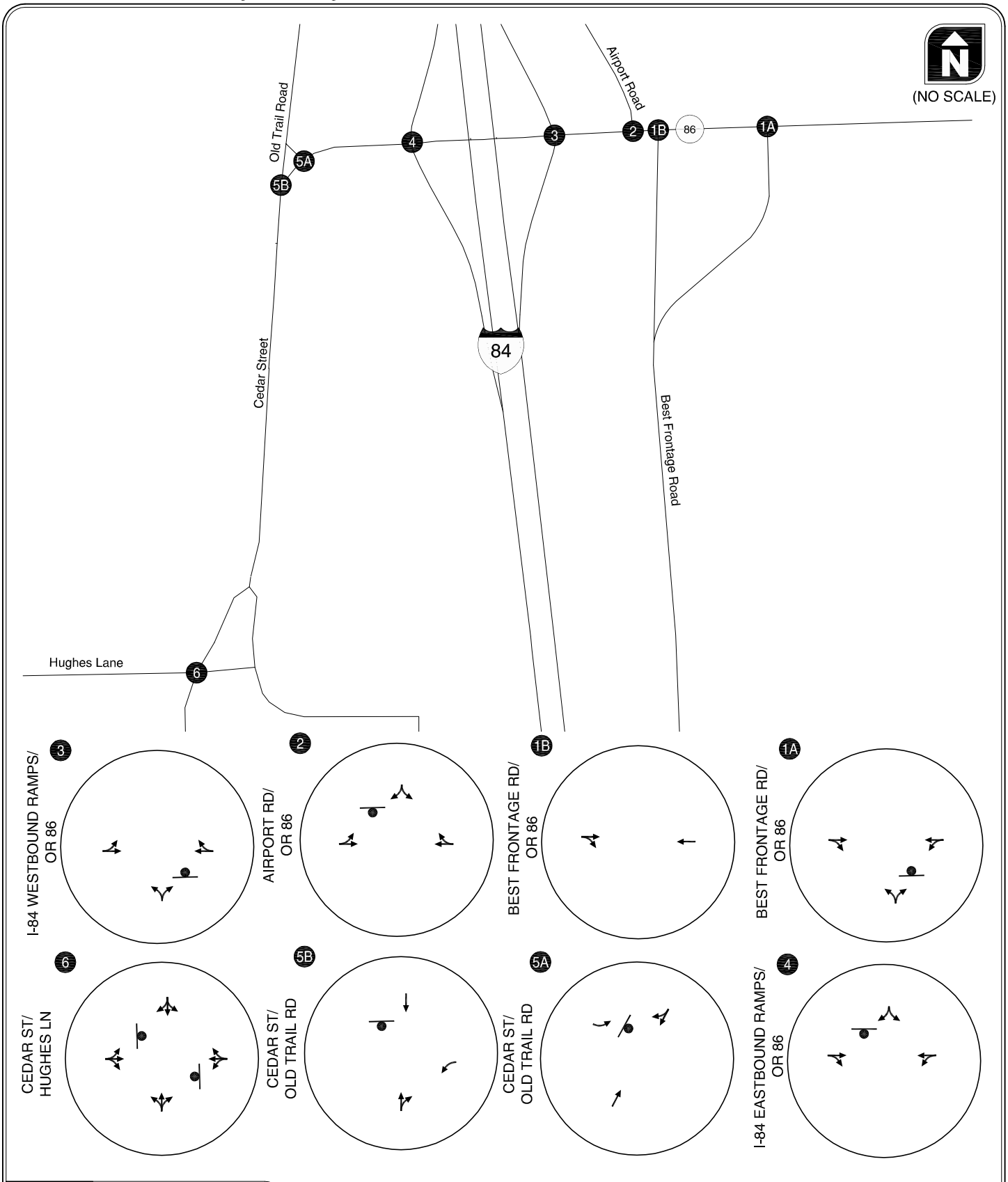
Roadway	Existing Roadway Ownership/Functional Classification[1]	Cross Section	Posted Speed (MPH)	Sidewalks?	Bicycle Lanes?	On-Street Parking?
Interstate 84	ODOT/Interstate Highway	4 lanes	65	No	No	No
OR 86	ODOT/District Highway	2 lanes	55	No	No	No
Best Frontage Road	City/Collector	2 lanes	Not Posted	No	Shoulders	No
Airport Road	County/County Road	2 lanes	Not Posted	No	No	No
Cedar Street	City/Arterial-Collector	2 lanes	35/45	No	Shoulders	No
Old Trail Road	County/County Road	2 lanes	Not Posted	No	No	No
Hughes Lane	City/Arterial	2 lanes	35	No	Shoulders	No

[1]ODOT Functional Classifications are from the Oregon Highway Plan (Reference 3), City functional classifications are from the *Baker City Transportation System Plan* (Reference 4), and County functional classifications are from the *Baker County Transportation System Plan* (Reference 5).

Table 3- 4 Existing Transportation Facilities and Roadway Designations, Interchange 306

Roadway	Existing Roadway Ownership/Functional Classification[1]	Cross Section	Posted Speed (MPH)	Sidewalks?	Bicycle Lanes?	On-Street Parking?
Interstate 84	ODOT/Interstate Highway	4 lanes	65	No	No	No
US 30	ODOT/District Highway	2 lanes	55	No	No	No
Old US 30	County/Major Collector	2 lanes	35	No	No	No

[1]ODOT Functional Classifications are from the Oregon Highway Plan (Reference 3), City functional classifications are from the *Baker City Transportation System Plan* (Reference 4), and County functional classifications are from the *Baker County Transportation System Plan* (Reference 5).

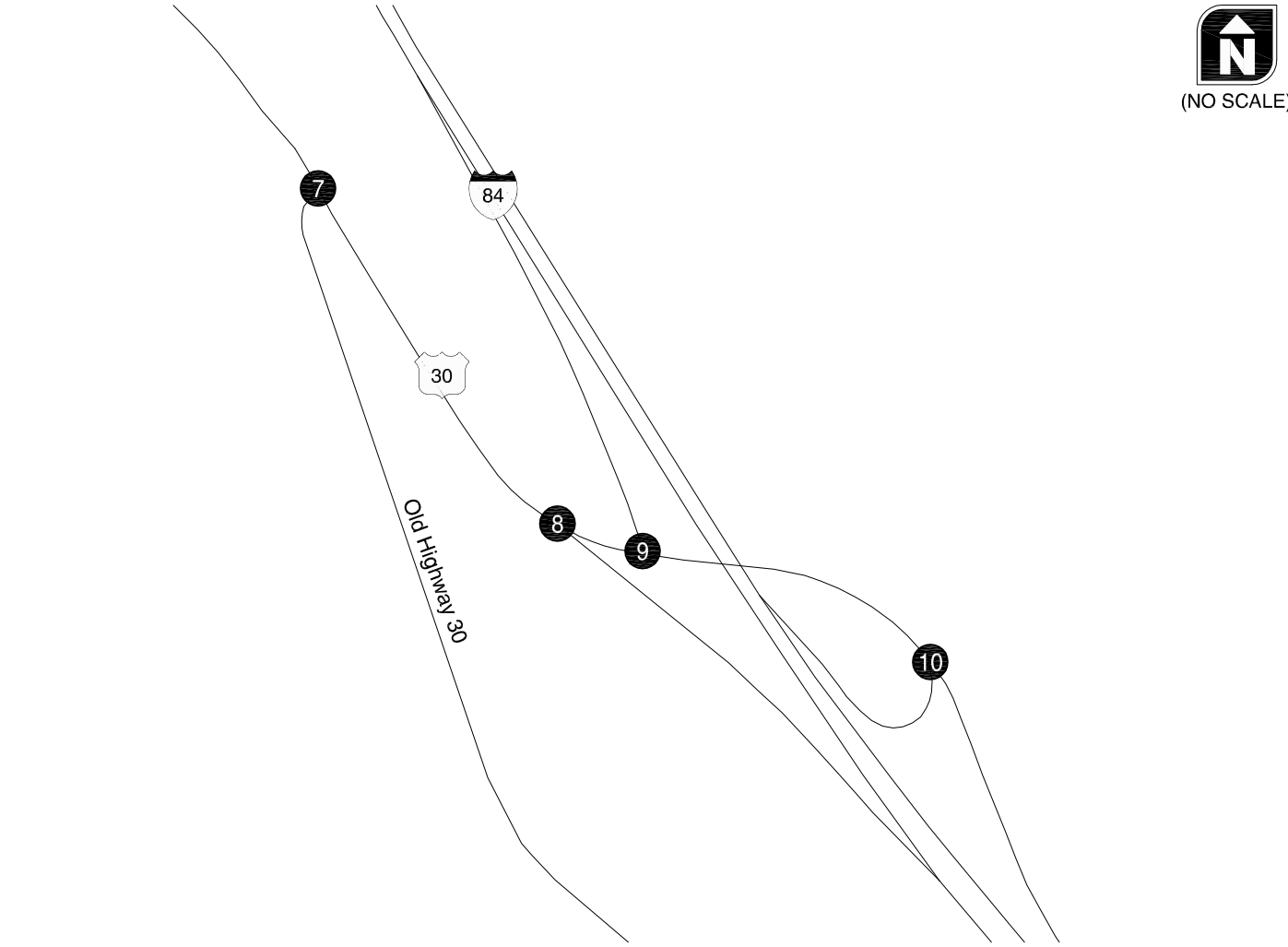


LEGEND

- STOP SIGN

EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES - EXIT 302 BAKER CITY, OREGON

FIGURE 3-6



LEGEND

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EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL DEVICES - EXIT 306 BAKER CITY, OREGON

FIGURE 3-7

Kittelson & Associates, Inc.
TRANSPORTATION ENGINEERING / PLANNING

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Interchange 302 Study Area

Roadways in the Interchange 302 study area include: Interstate-84, OR 86, Airport Road, Best Frontage Road, Cedar Street, Old Trail Road, and Hughes Lane.

Interstate-84

I-84 is a four-lane interstate highway that runs north-south past Baker City. It is the main east-west travel route within the state of Oregon providing a connection between Portland, Oregon and Boise, Idaho. I-84 is part of the National Highway System and is designated in the Oregon Highway Plan as an Interstate Highway, Freight Route, and Truck Route.

Interchange 302 Ramps

The interchange ramps are currently configured in a diamond interchange form. Both ramp terminals are stop-controlled on the off-ramp approaches.

OR 86

OR 86, also known as the Baker-Copperfield Highway, is a two-lane District Highway. The highway connects I-84 to the Oregon Trail Interpretive Center and the cities of Richland and Halfway to the east. OR 86 has a common alignment with I-84 south of the Exit 302 interchange.

Airport Road

Airport Road is a two-lane county road running north-south, parallel to I-84. It extends northward from OR 86 approximately 360 feet east of the northbound I-84 ramps. Airport Road serves Baker Municipal Airport and rural residential/agricultural uses north of OR 86.

Best Frontage Road

Best Frontage Road is a two-lane collector road running north-south, parallel to I-84. It extends southward from OR 86 through industrially and commercially zoned lots and connects with Campbell Street east of the Exit 304 interchange. Best Frontage Road was recently realigned in the vicinity of OR 86. There is a right-in only access approximately 470 feet east of the northbound I-84 ramps and a full-access approximately 1,080 feet east of the ramps.

Cedar Street

Cedar Street was once designated as OR 86 but was turned over to city jurisdiction and is classified as an arterial street between the interchange and Hughes Lane and a collector road south of Hughes Lane. It extends west from the Exit 302 interchange for approximately 900 feet before turning southward. Cedar Street is a two-lane roadway throughout the study area with shoulder bikeways south of Hughes Lane. It connects the interchange to Baker City, allowing the interchange to serve as a northern entrance to the city.

Old Trail Road

Old Trail Road is a two-lane county road extending northward from Cedar Street and paralleling I-84. It connects with Cedar Street about 600 feet west of the I-84 southbound ramps. Old Trail Road provides access to the County road system and farmland north of the interchange.

Hughes Lane

Hughes Lane is a two-lane arterial street. It provides access to northern Baker City and connects to US 30 to the west. Hughes Lane has shoulder bikeways.

Interchange 306 Study Area

Roadways in the Interchange 302 study area include: Interstate-84, US 30, and Old US 30.

Interstate-84

I-84 is a four-lane interstate highway that runs north-south past Baker City. It is the main east-west travel route within the state of Oregon providing a connection between Portland, Oregon and Boise, Idaho. I-84 is part of the National Highway System and is designated in the 1999 Oregon Highway Plan as an Interstate Highway, Freight Route, and Truck Route.

Interchange 306 Ramps

The I-84/US 30 interchange is configured in a trumpet interchange form, with the westbound ramps being uncontrolled. The eastbound off-ramp is stop-controlled.

US 30

US 30, also known as the La Grande-Baker Highway, is a District Highway traveling north-south. Prior to the construction of I-84, US 30 was the primary route between Baker City and La Grande. It provides access to downtown Baker City and various regional visitor attractions. South of Interchange 306, US 30 has a common alignment with I-84.

Old US 30

Old US 30 is a two-lane major collector extending south from US 30. It connects with US 30 approximately 1,370 feet north of the beginning of the Exit 306 ramps. Old US 30 parallels I-84 south of the Exit 306 interchange, providing access to the adjacent properties, which are zoned EFU.

Public Transportation Facilities

There are no fixed line public transportation facilities that operate within the IMSA.

Pedestrian and Bicycle Facilities

Due to the rural and industrial natures of the study areas, exclusive pedestrian and bicycle facilities (e.g. sidewalks and bike lanes) are not in the study areas. Sidewalks are generally not present on the study roadways. Bike lanes are also not provided, though shoulder bikeways are designated on Hughes Lane and part of Cedar Street.

Existing Traffic Volumes and Peak Hour Operations

The existing traffic volumes for the roadways within the study areas are derived from those used in the previous IAMP effort. Regional traffic volumes have been relatively stable since the previous counts were conducted and the only notable land-use change in the project area is that ODOT relocated a maintenance shed to its property south of OR 86 and immediately east of Best Frontage Road. Given this, ODOT determined there was not a need to conduct new counts, but only to adjust the counts from the previous IAMP to account for the relocation of the maintenance facility. Exit 302 ramp volumes taken from ODOT's Ramp Interchange Volume Diagrams (Reference 6) for the years 2003 to 2005 are compared to the most recent three years' of volumes (i.e., 2011-13) to obtain this factor. Per consultation with ODOT Region 5 traffic staff, an overall growth factor of 11% was calculated for the interchange and applied to the previous counts at the ramp terminals.

Turning Movement Counts

Manual traffic counts were conducted by ODOT at the following intersections:

- Best Frontage Road/OR 86 (Exit 302)
- Airport Road/OR 86 (Exit 302)
- I-84 Westbound Ramps/OR 86 (Exit 302)
- I-84 Eastbound Ramps/OR 86 (Exit 302)
- Old Trail Road-Cedar Road/OR 86 (Exit 302)
- Hughes Lane/ Cedar Road (Exit 302)
- Old Highway 30/US 30 (Near Exit 306)
- I-84 Eastbound Ramps/US 30 (Exit 306)
- I-84 Westbound Ramps/US 30 (Exit 306)

These counts were conducted on mid-week days in February and March of 2005 for the previous IAMP effort. *The counts can be found in Attachment A*.

Intersection Volumes

Consistent with the previous effort, the traffic analysis for the IAMPs is based on design hourly volumes (DHVs). These volumes are assumed to represent the 30th highest hour of traffic during the year and are calculated by applying a seasonal factor to the peak hour volumes.

Seasonal Adjustments

Traffic volumes were seasonally adjusted for the 2005 IAMP following the methodology outlined by ODOT's Analysis Procedures Manual. That study found the seasonal adjustment factor by using nearby automatic traffic recorders (ATRs).

For I-84 the nearest ATRs with similar characteristics are #01-011 (I-84 – Old Oregon Trail north of North Powder) and #23-016 (I-84 – Old Oregon Trail south of Baker City near Huntington). Seasonal factors of 1.41 and 1.40, respectively, were calculated using these two ATRs. This results in an average seasonal factor of 1.41 for the interstate.

ATR #01-010 is used for volumes on OR 86. This ATR is located on OR 86 west of Richland, approximately 25 miles east of Baker City. A seasonal factor of 1.72 was calculated using this ATR. The high seasonal variance is likely due to tourism/recreational traffic. This is a relatively high adjustment factor, but was determined to be reasonable given the tourism/recreation destinations along OR 86 (e.g., Oregon Trail Interpretive Center, Hells Canyon).

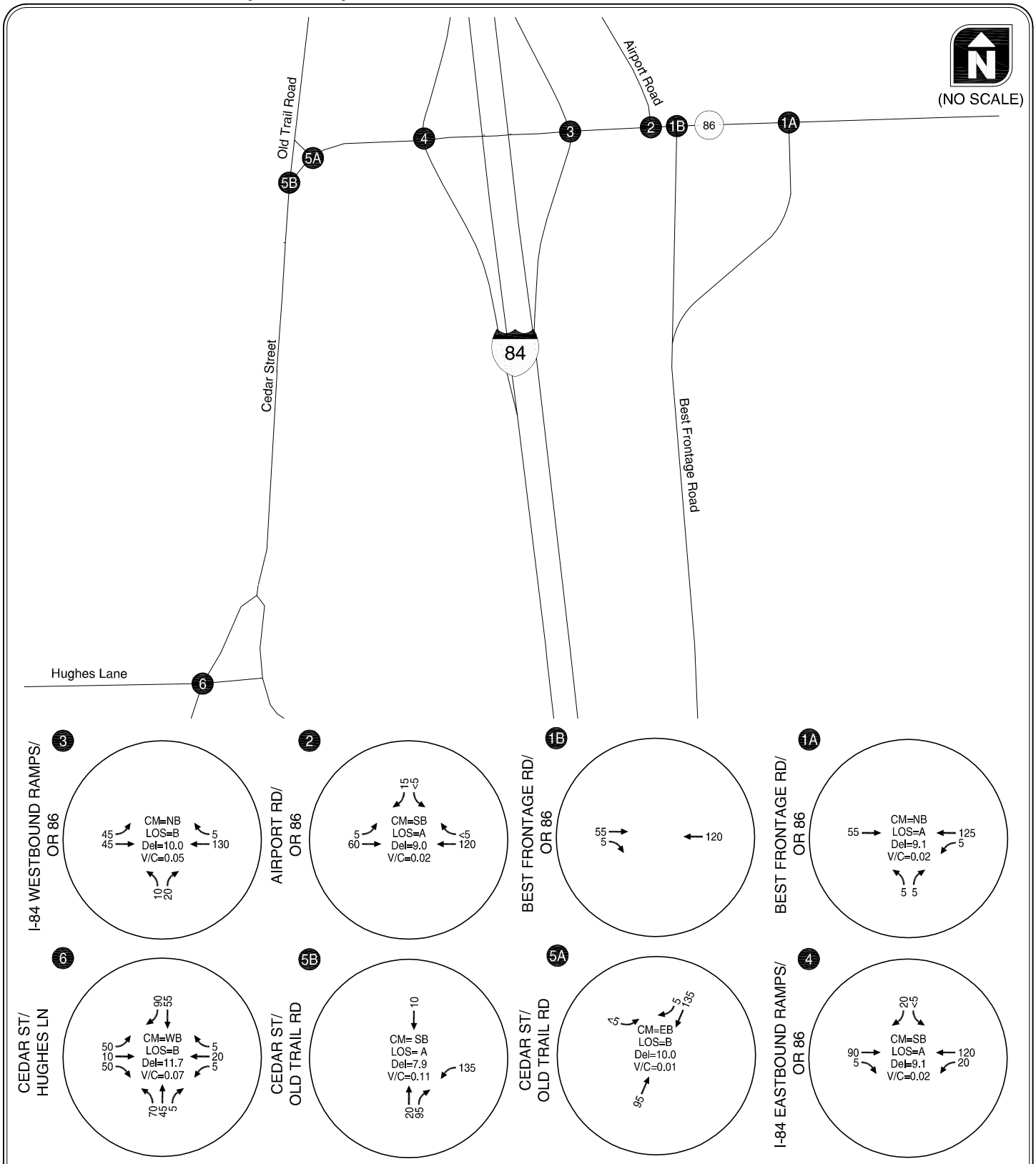
There is no ATR west of the Exit 302 interchange. The seasonal adjustment factor from I-84, 1.41, was applied to volumes on this side of the interchange because most of the traffic in the area is traveling to and from I-84.

There is no ATR on US 30 near the Exit 306 interchange. However, nearly all traffic on this section of US 30 is coming from or going to I-84, so the 1.41 seasonal adjustment factor calculated for I-84 was applied to volumes on US 30.

The weekday 30th highest hour intersection turning movement counts used for the existing conditions analysis are shown in Figures 3-8 and 3-9.

Existing Intersection Operations

All operations analyses described in this report were performed in accordance with the procedures in the *Highway Capacity Manual 2010* (Reference 7). ODOT has established policies in the Oregon Highway Plan (OHP) that set operational standards based on volume-to-capacity (v/c) ratios for the interchange ramp terminals (v/c of 0.85 for Exit 302 and 0.75 for Exit 306), intersections of OR 86 (v/c of 0.90), and intersections of US 30 (v/c of 0.90 inside the Baker City UGB and 0.75 outside the UGB).



LEGEND

CM = CRITICAL MOVEMENT

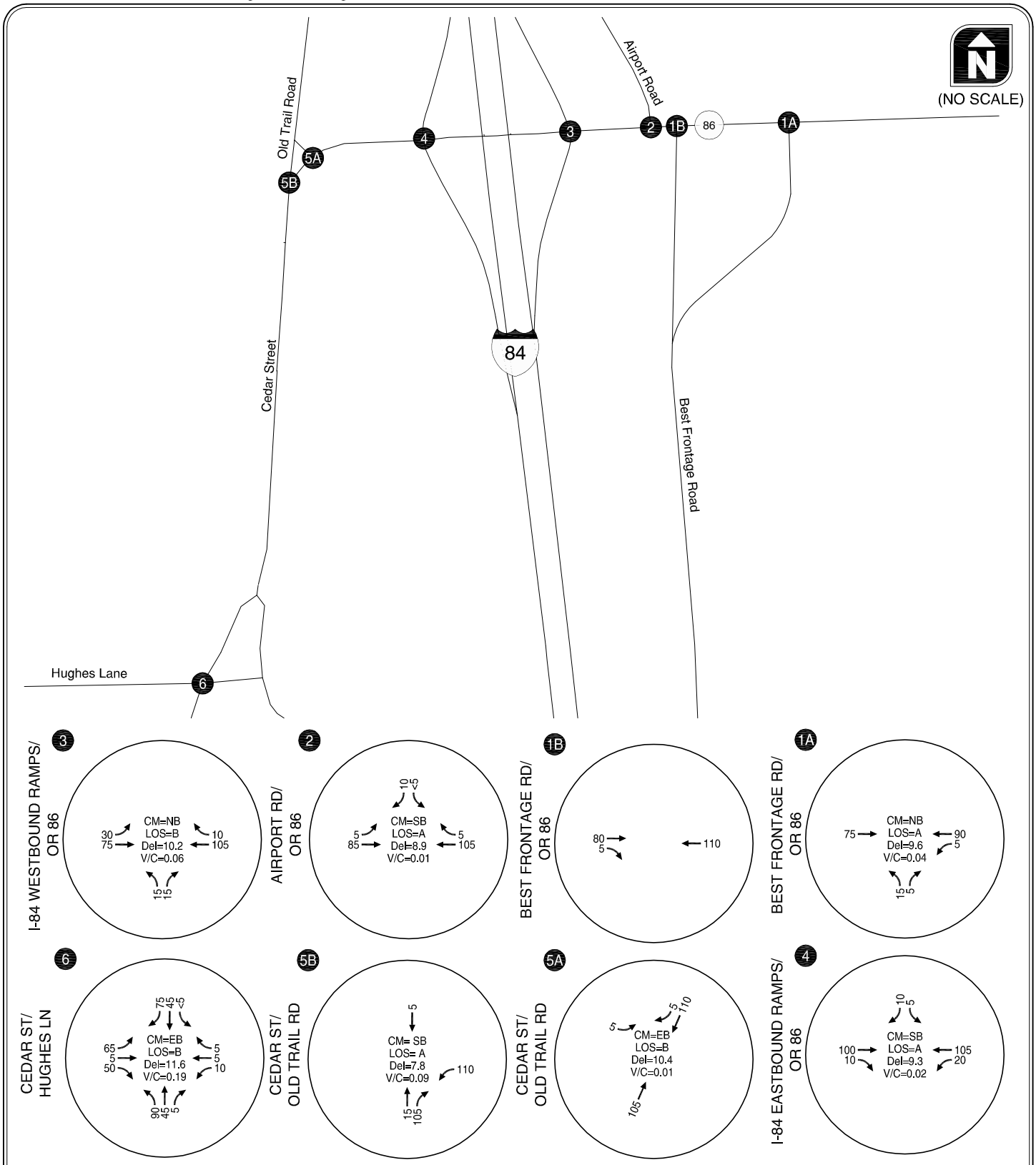
LOS = CRITICAL MOVEMENT LEVEL OF SERVICE

Del = CRITICAL MOVEMENT CONTROL DELAY

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2015 EXISTING TRAFFIC CONDITIONS - EXIT 302
AM WEEKDAY 30TH HIGHEST HOUR
BAKER CITY, OREGON

FIGURE **3-8A**



LEGEND

CM = CRITICAL MOVEMENT

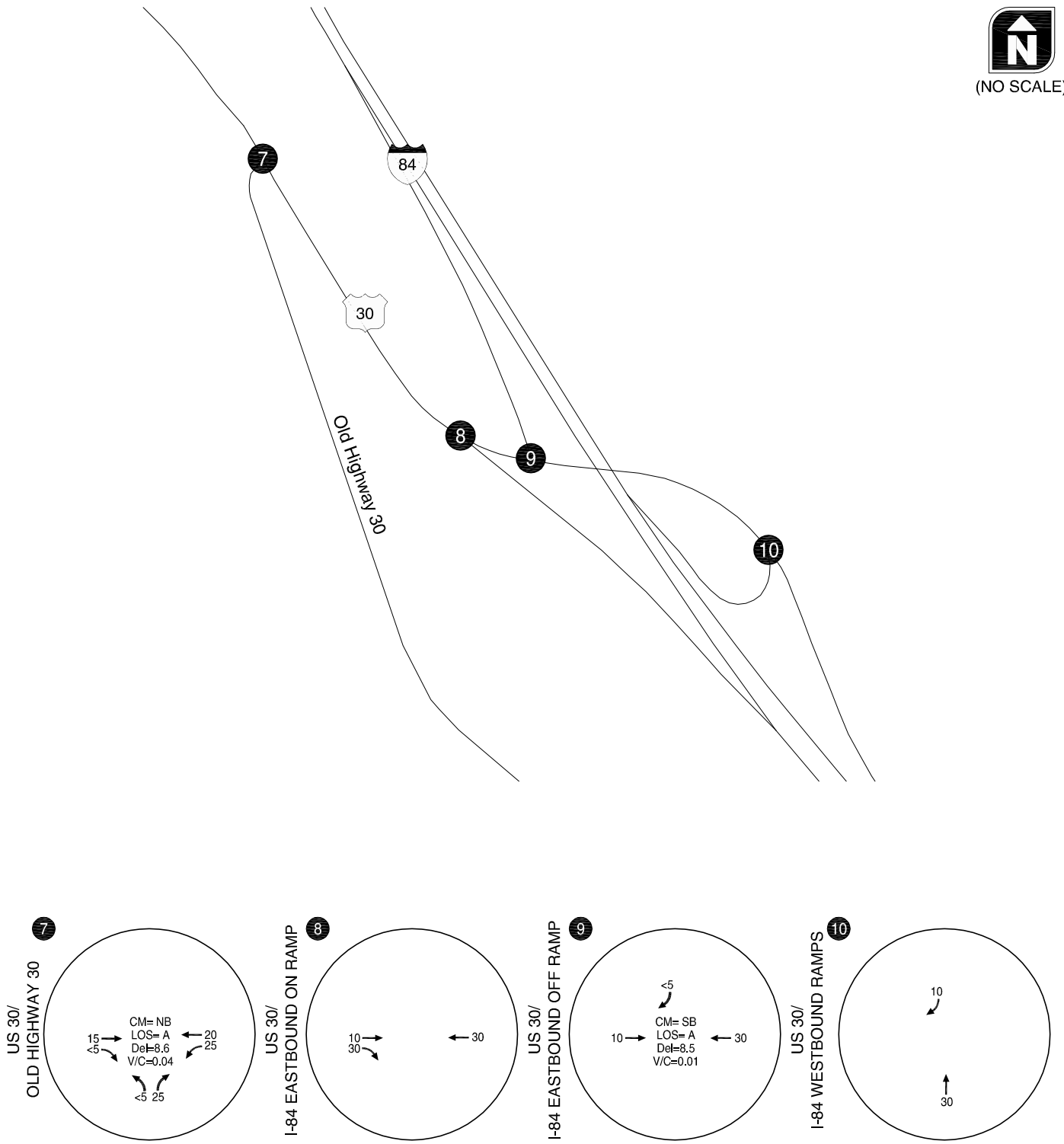
LOS = CRITICAL MOVEMENT LEVEL OF SERVICE

Del = CRITICAL MOVEMENT CONTROL DELAY

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2015 EXISTING TRAFFIC CONDITIONS - EXIT 302
PM WEEKDAY 30TH HIGHEST HOUR
BAKER CITY, OREGON

FIGURE **3-8B**



LEGEND

CM = CRITICAL MOVEMENT

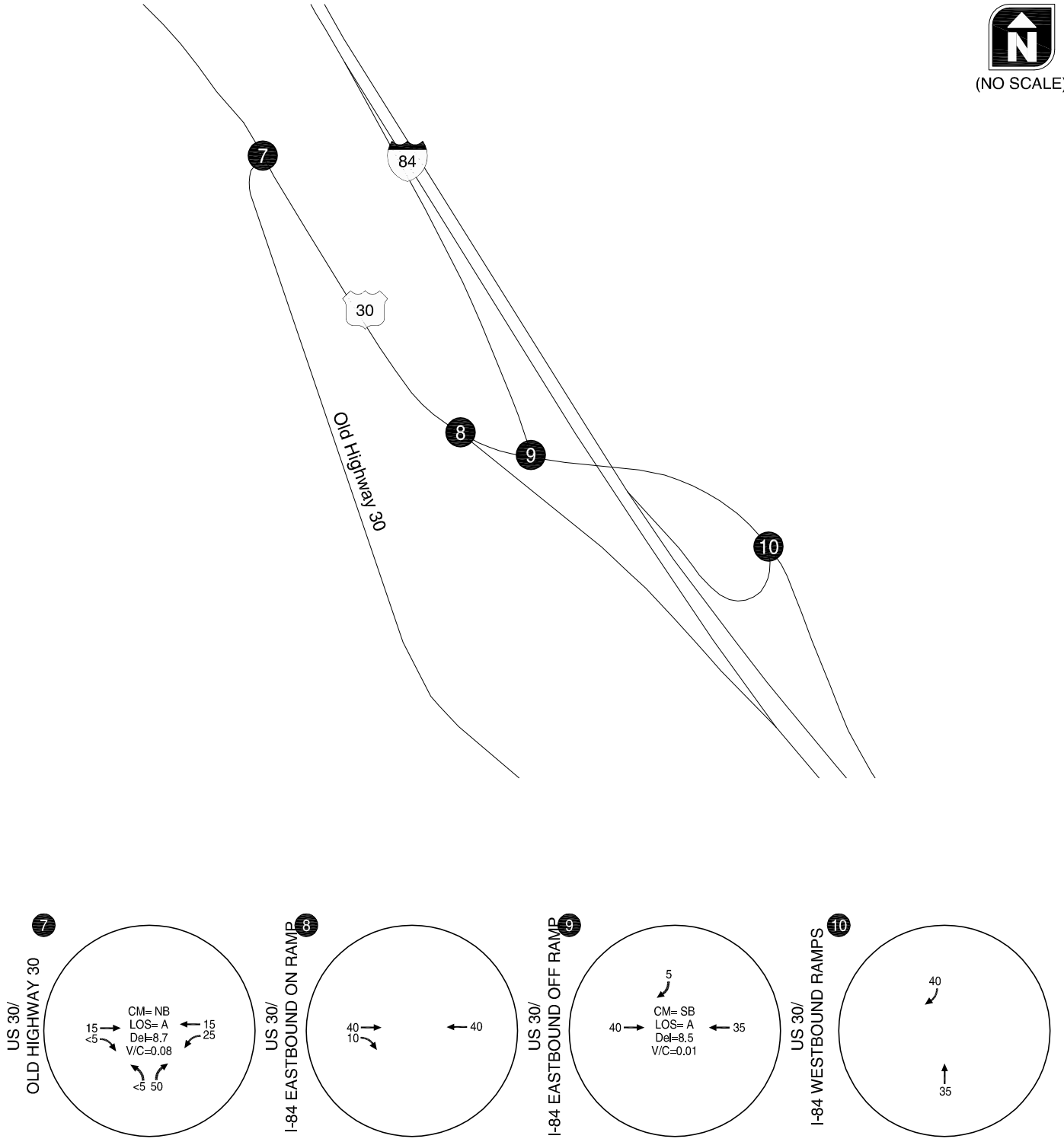
LOS = CRITICAL MOVEMENT LEVEL OF SERVICE

Del = CRITICAL MOVEMENT CONTROL DELAY

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2015 EXISTING TRAFFIC CONDITIONS - EXIT 306
AM WEEKDAY 30TH HIGHEST HOUR
BAKER CITY, OREGON

FIGURE **3-9A**



LEGEND

CM = CRITICAL MOVEMENT

LOS = CRITICAL MOVEMENT LEVEL OF SERVICE

Del = CRITICAL MOVEMENT CONTROL DELAY

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2015 EXISTING TRAFFIC CONDITIONS - EXIT 306
PM WEEKDAY 30TH HIGHEST HOUR
BAKER CITY, OREGON

FIGURE **3-9B**

The operational standard for intersections involving only County roadways is based on level-of-service (LOS). For signalized intersections the standard is LOS D, for unsignalized intersections it is LOS E. Baker City has not defined a standard for its roadways.

As Figures 3-8 and 3-9 show, all study intersections currently meet applicable operation standards. *The existing conditions operations worksheets are provided in Attachment B.*

Traffic Safety

The crash histories at the study intersections and along the study area roadways (i.e., US 30, Old US 30, and OR 86) were reviewed in an effort to identify potential safety issues. Crash records were obtained from ODOT for the five-year period January 1, 2009 through December 31, 2013. Tables 3-5 and 3-6 contain the summary of reported crashes at the intersections and roadways for the Exit 302 and Exit 306 IMSAs, respectively.

Table 3- 5 Crash History, Exit 302 Interchange

Intersection/Roadway	Angle	Fixed Object	Other	PDO	Injury	Fatal	Total
Intersections							
Best Frontage Road/OR 86	0	0	0	0	0	0	**0**
Airport Road/OR 86	0	0	0	0	0	0	**0**
I-84 Westbound Ramps/OR 86	0	0	0	0	0	0	**0**
I-84 Eastbound Ramps/OR 86	0	1	0	1	0	0	**1**
Old Trail Road/Cedar Street	0	0	0	0	0	0	**0**
Hughes Lane/Cedar Street	0	0	0	0	0	0	**0**
Roadway Segment							
OR 86-Cedar Street: Hudson Road to Hughes Lane	0	5	1	4	2	0	**6**
Total	**1**	**6**	**0**	**5**	**2**	**0**	**7**

Table 3- 6 Crash History, Exit 306 Interchange

Intersection/Roadway	Crash Type			Severity			Total Crashes
	Angle	Fixed Object	Other	PDO	Injury	Fatal	
Intersections							
Old Highway 30/US 30	0	0	0	0	0	0	**0**
I-84 Westbound Ramps/US 30	0	0	0	0	0	0	**0**
I-84 Eastbound Off-Ramps/US 30	0	1	0	1	0	0	**1**
Roadway Segment							
US 30: Exit 306 I-84 Ramps to Bridge Street	0	3	0	3	0	0	**3**
Total	**0**	**4**	**0**	**4**	**0**	**0**	**4**

Tables 3-5 and 3-6 show that only a few crashes have been reported at the study intersections and on the study roadways. There have been no fatal crashes reported in either IMSA. A majority of the

reported crashes are single car crashes with a fixed object. The road surface is noted as having ice or snow in the crash data for all four crashes in the Exit 306 IMSA and two of the crashes on OR 86*. ODOT crash data summary sheets are provided in Attachment C.*

Existing Roadway Access Conditions

Existing roadway access conditions have been inventoried for both interchanges as part of the previous IAMP effort. We have verified and updated this inventory. The following is a summary of these inventories.

Applicable Access Management Standards

The OHP and Oregon Administrative Rule 734, Division 51 identify ODOT's access management standards within the vicinity of interchanges. Based on an outright application of the standards, no full public or private access is allowed within 1,320 feet (¼-mile) from the ramp terminals.

Exit 302 Study Area

East of I-84, there are three public accesses and one private access located within ¼-mile of the Exit 302 interchange. On the north side of OR 86, Airport Road is approximately 360 feet from the I-84 northbound ramps and a private access is approximately 670 feet from the ramps. On the south side of OR 86, the right-in access to Best Frontage Road is located approximately 520 feet from the I-84 northbound ramps and the realigned full access to Best Frontage Rod is located approximately 1,080 feet away from the ramps. Outside of the ¼-mile boundary are two private accesses on the south side of OR 86 for the Oregon DOT approximately 1,790 feet away. Hudson Road is a public road approximately 1,909 feet away on the north side of OR 86. There is a private access for a gravel/truck storage area approximately 2,400 feet away from the ramps. Four residential accesses are located close together on both sides of OR 86 approximately 2,500 feet away from the ramps.

West of I-84, one public access and two private accesses are located within ¼-mile of Exit 302. Old Trail Road connects to Cedar Street approximately 600 feet west of the I-84 southbound ramps. A private access serving an RV park is located approximately 935 feet west of the ramps. This access is approximately 150 feet wide. One residential access is located approximately 1,285 feet west and south of the ramps. There also is one gated access to a field located on the east side of North Cedar Street, approximately 1,350 feet west and south of the I-84 southbound on-ramp. Two other residential driveways are located approximately 1,400 feet west and south of the ramp. Further down is two other residential accesses approximately 1,990 feet and 2,290 feet west and south of the ramps.

Accesses are listed in Table 3- 7 below and can be seen in Figure 3-10. Accesses shaded in grey do not meet the access management standards of all public and privates accesses being ¼ of a mile away from the interchange ramps.

Table 3- 7 Interchange 302 Public/Private Approach Inventory

Access Number	Roadway	Approach Type	Side of Roadway	Type of Use Served
1	OR 86	Private	East	Residential
2	OR 86	Private	East	Residential
3	OR 86	Private	East	Residential
4	OR 86	Private	East	Residential
5	OR 86	Private	East	Gravel/Truck Storage
6	OR 86	Public	East	Hudson Road
7	OR 86	Private	East	Oregon DOT Maintenance Shed
8	OR 86	Private	East	Oregon DOT Maintenance Shed
9	OR 86	Public	East	Best Frontage Road/Oregon DOT Maintenance Shed
10	OR 86	Private	East	Residential
11	OR 86	Public	East	Best Frontage Road
12	OR 86	Public	East	Airport Road
13	OR 86	Public	West	Old Trail Road
14	North Cedar Street	Private	West	Residential
15	North Cedar Street	Private	West	Residential
16	North Cedar Street	Private	West	Gated access to field
17	North Cedar Street	Private	West	Residential
18	North Cedar Street	Private	West	Residential
19	North Cedar Street	Private	West	Residential
20	North Cedar Street	Private	West	Residential

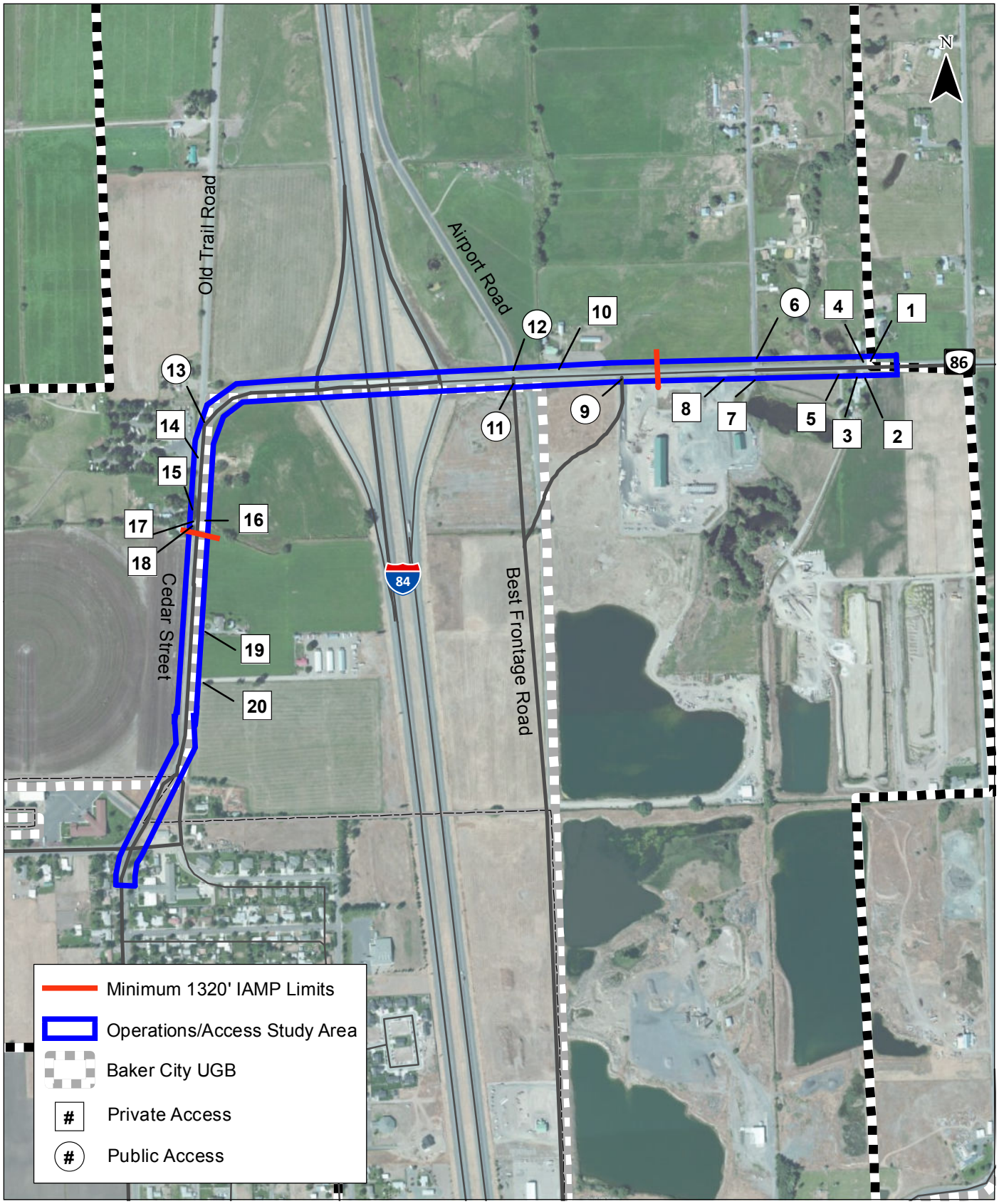
Interchange 306 Study Area

There are no public or private accesses that are within ¼-mile of the Exit 306 ramps. The closest access is the intersection of Old US 30 and US 30, approximately 1,425 feet north of the I-84 southbound on-ramp.

Accesses within ½-mile of the Exit 306 interchange ramps are listed in Table 3-8 below and can be seen in Figure 3-11. All accesses meet the OHP standards of all public and privates accesses being ¼ of a mile away from the interchange ramps.

Table 3- 8 Interchange 302 Public/Private Approach Inventory

Access Number	Roadway	Approach Type	Side of Roadway	Type of Use Served
1	US 30	Public	North	Old US 30



0 1,000 Feet

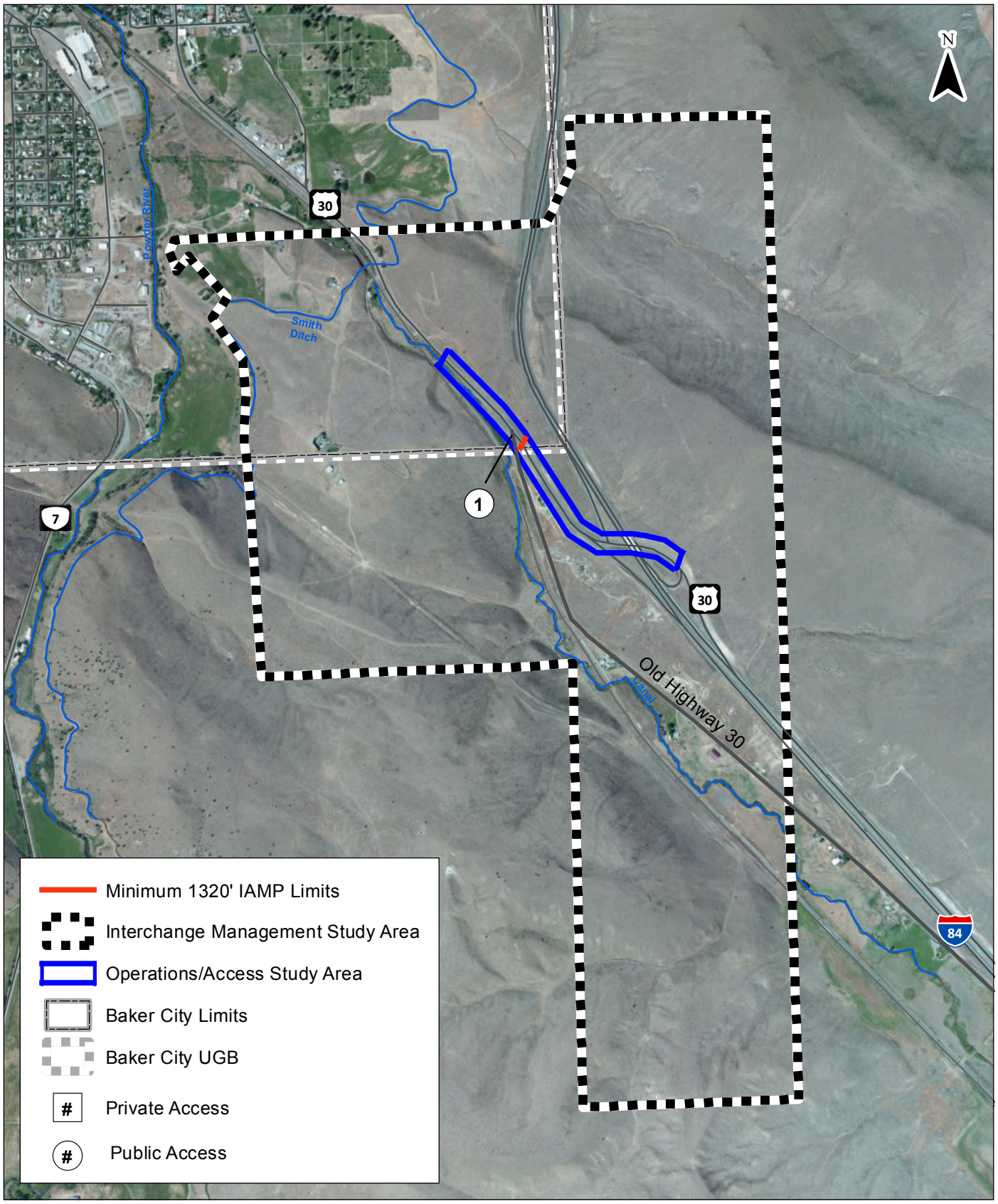
Exit 302 Access Inventory
Baker City, Oregon

Figure
3-10

H:\projfile\17921 - I-84 North Baker IAMP\gis\Fig3-6_302_Access.mxd - nfoster - 3:36 PM 3/12/2015

Kittelson & Associates, Inc.
Transportation Engineering/Planning

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Source: ESRI



0 1,000 2,000 Feet

Exit 306 Access Inventory
Baker City, Oregon

Figure
3-11

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KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Oregon Spatial Data Library

Existing Roadway Deficiencies

No significant existing roadway deficiencies were identified within the study area along the paved sections of roadway.

NATURAL AND CULTURAL RESOURCES INVENTORY

We have reviewed and updated the inventory of archaeological resources, historic properties, wetlands, floodplains, and wildlife inventories completed for the 2005 IAMP effort. This inventory is described below.

Archaeological Resources

Archaeological resources are not discussed in the Baker City or Baker County comprehensive plans. If warranted by the scope of the project, ODOT will coordinate with the State Historic Preservation Office (SHPO) on future projects to verify the presence of archeological sites or surveys in the project vicinity. ODOT may also work with SHPO, if necessary, to conduct an archeological survey or other field reconnaissance before work is to take place within the project area.

Cultural Resources - Historic Properties

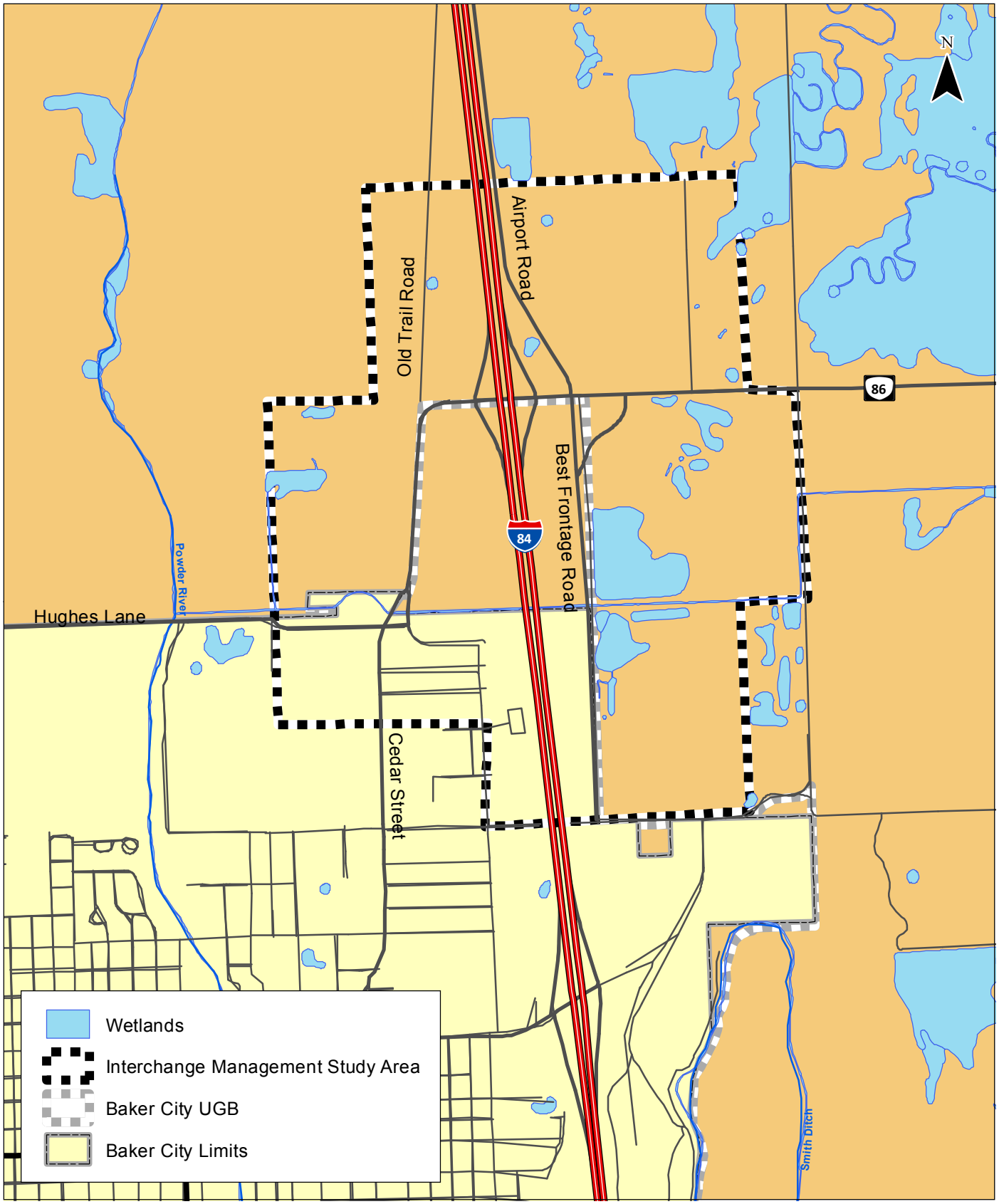
Neither the Baker City nor Baker County comprehensive plans identify any historic properties in either IMSA. If cultural or historical resources were uncovered during project construction, the construction team would contact SHPO to ensure the materials are handled appropriately before continuing with the project.

Wetlands

Figures 3-12 and 3-13 identify the wetlands around the Exit 302 and the Exit 306 interchanges, respectively. There are a number of wetlands surrounding the Exit 302 interchange; however, many of these are man-made (e.g. rock quarry pits, ditches). The Powder River runs to the west of the IMSA. Wetlands around the 306 interchange are located around man-made canals, Sutton Creek, and the Powder River.

Floodplains

Floodplains within the two study areas are identified using maps prepared by the Federal Emergency Management Agency (FEMA). Portions of the Exit 302 IMSA are within the 100-year floodplains of the Baldock Slough or the Powder River. Flood depths of one to three feet have been identified for the Powder River floodplain. FEMA has not determined base flood elevations for the Baldock Slough floodplain. (Reference 8).



Identified Wetlands
Exit 302
Baker City, Oregon

Figure
3-12

H:\profile\17921 - I-84 North Baker\AMP\gis\Fig3-12-WetlandsInventory_302.mxd - nfoster - 3:42 PM 3/12/2015

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Oregon Spatial Data Library

Identified Wetlands
Exit 306
Baker City, Oregon

Figure
3-13

H:\profile\17921 - I-84 North Baker IAMP\gis\Fig3-13-WetlandsInventory.mxd - nfoster - 3:43 PM 3/12/2015

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Source: ESRI, Oregon Spatial Data Library

The 100-year floodplain for Sutton Creek is within the Exit 306 IMSA. FEMA has not determined base flood elevations for the Sutton Creek floodplain (Reference 9).

Natural Resources and Wildlife

According to Baker County staff, the Exit 302 IMSA does not include inventoried big game habitat but the southern portion of the Exit 306 IMSA includes big game habitat. Neither Baker County nor Baker City maintains a natural resources inventory for the study areas (Reference 1).

Hazardous Materials

A review of the US Environmental Protection Agency's (EPA's) National Priorities List Sites does not identify any clean-up sites in either study area (Reference 10). Similarly, the Oregon Department of Environmental Quality's (DEQ's) Incident Response Information System does not identify any hazardous substances in either study area (Reference 11). Oregon DEQ also maintains an environmental clean-up site information database. This database identifies the Baker City Main Pit in the Exit 302 IMSA as being recommended for Site Screening. It does not identify any locations in the Exit 306 IMSA (Reference 12).

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Attachment A Traffic Counts

Intersection: US 30/Old US 30

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
1	107	13	4	07:00-07:15A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	107	13	4	07:15-07:30A	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	107	13	4	07:30-07:45A	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	107	13	4	07:45-08:00A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	107	13	4	08:00-08:15A	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	107	13	4	08:15-08:30A	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	107	13	4	08:30-08:45A	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	107	13	4	08:45-09:00A	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9	107	13	4	04:00-04:15P	2	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	107	13	4	04:15-04:30P	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	107	13	4	04:30-04:45P	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	107	13	4	04:45-05:00P	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	107	13	4	05:00-05:15P	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	107	13	4	05:15-05:30P	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	107	13	4	05:30-05:45P	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	107	13	4	05:45-06:00P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	107	14	4	07:00-07:15A	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	107	14	4	07:15-07:30A	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	107	14	4	07:30-07:45A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	107	14	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	107	14	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	107	14	4	08:15-08:30A	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	107	14	4	08:30-08:45A	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	107	14	4	08:45-09:00A	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	107	14	4	04:00-04:15P	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	107	14	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	107	14	4	04:30-04:45P	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	107	14	4	04:45-05:00P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	107	14	4	05:00-05:15P	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	107	14	4	05:15-05:30P	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	107	14	4	05:30-05:45P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	107	14	4	05:45-06:00P	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	107	31	4	07:00-07:15A	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	107	31	4	07:15-07:30A	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	107	31	4	07:30-07:45A	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	107	31	4	07:45-08:00A	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	107	31	4	08:00-08:15A	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	107	31	4	08:15-08:30A	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	107	31	4	08:30-08:45A	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	107	31	4	08:45-09:00A	2	0	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9	107	31	4	04:00-04:15P	6	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	107	31	4	04:15-04:30P	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	107	31	4	04:30-04:45P	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	107	31	4	04:45-05:00P	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	107	31	4	05:00-05:15P	3	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	107	31	4	05:15-05:30P	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	107	31	4	05:30-05:45P	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	107	31	4	05:45-06:00P	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	107	34	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	107	34	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	107	34	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	107	34	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	107	34	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	107	34	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	107	34	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	107	34	4	08:45-09:00A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	107	34	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	107	34	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	107	34	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	107	34	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	107	34	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	107	34	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	107	34	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	107	34	4	05:45-06:00P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	107	41	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: US 30/Old US 30

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
2	107	41	4	07:15-07:30A	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	107	41	4	07:30-07:45A	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4	107	41	4	07:45-08:00A	2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	107	41	4	08:00-08:15A	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	107	41	4	08:15-08:30A	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	107	41	4	08:30-08:45A	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	107	41	4	08:45-09:00A	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	107	41	4	04:00-04:15P	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	107	41	4	04:15-04:30P	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	107	41	4	04:30-04:45P	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	107	41	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	107	41	4	05:00-05:15P	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	107	41	4	05:15-05:30P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	107	41	4	05:30-05:45P	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	107	41	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	107	43	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	107	43	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	107	43	4	07:30-07:45A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	107	43	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	107	43	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	107	43	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	107	43	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	107	43	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	107	43	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	107	43	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	107	43	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	107	43	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	107	43	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	107	43	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	107	43	4	05:30-05:45P	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	107	43	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: OR 86/Airport Rd

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
1	103	12	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	103	12	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	103	12	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	103	12	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	103	12	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	103	12	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	103	12	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	103	12	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	103	12	4	04:00-04:15P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	103	12	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	103	12	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	103	12	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	103	12	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	103	12	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	103	12	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	103	12	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	103	14	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	103	14	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	103	14	4	07:30-07:45A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	103	14	4	07:45-08:00A	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	103	14	4	08:00-08:15A	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	103	14	4	08:15-08:30A	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	103	14	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	103	14	4	08:45-09:00A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	103	14	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	103	14	4	04:15-04:30P	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	103	14	4	04:30-04:45P	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	103	14	4	04:45-05:00P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	103	14	4	05:00-05:15P	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	103	14	4	05:15-05:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	103	14	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	103	14	4	05:45-06:00P	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	103	21	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	103	21	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	103	21	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	103	21	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	103	21	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	103	21	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	103	21	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	103	21	4	08:45-09:00A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	103	21	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	103	21	4	04:15-04:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	103	21	4	04:30-04:45P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	103	21	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	103	21	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	103	21	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	103	21	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	103	21	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	103	24	4	07:00-07:15A	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	103	24	4	07:15-07:30A	4	0	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	103	24	4	07:30-07:45A	2	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0
4	103	24	4	07:45-08:00A	4	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5	103	24	4	08:00-08:15A	4	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	103	24	4	08:15-08:30A	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	103	24	4	08:30-08:45A	5	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	103	24	4	08:45-09:00A	10	0	10	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	103	24	4	04:00-04:15P	3	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	103	24	4	04:15-04:30P	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	103	24	4	04:30-04:45P	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	103	24	4	04:45-05:00P	4	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	103	24	4	05:00-05:15P	6	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	103	24	4	05:15-05:30P	6	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	103	24	4	05:30-05:45P	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	103	24	4	05:45-06:00P	3	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	103	41	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: OR 86/Airport Rd

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
2	103	41	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	103	41	4	07:30-07:45A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	103	41	4	07:45-08:00A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	103	41	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	103	41	4	08:15-08:30A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	103	41	4	08:30-08:45A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	103	41	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	103	41	4	04:00-04:15P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	103	41	4	04:15-04:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	103	41	4	04:30-04:45P	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	103	41	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	103	41	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	103	41	4	05:15-05:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	103	41	4	05:30-05:45P	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	103	41	4	05:45-06:00P	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	103	42	4	07:00-07:15A	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	103	42	4	07:15-07:30A	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	103	42	4	07:30-07:45A	3	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	103	42	4	07:45-08:00A	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	103	42	4	08:00-08:15A	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	103	42	4	08:15-08:30A	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	103	42	4	08:30-08:45A	1	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	103	42	4	08:45-09:00A	4	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	103	42	4	04:00-04:15P	2	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	103	42	4	04:15-04:30P	4	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	103	42	4	04:30-04:45P	4	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	103	42	4	04:45-05:00P	8	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	103	42	4	05:00-05:15P	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	103	42	4	05:15-05:30P	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	103	42	4	05:30-05:45P	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	103	42	4	05:45-06:00P	5	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: OR 86/Best Frontage Rd

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
1	106	23	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	106	23	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	106	23	4	07:30-07:45A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	106	23	4	07:45-08:00A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	106	23	4	08:00-08:15A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	106	23	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	106	23	4	08:30-08:45A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	106	23	4	08:45-09:00A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	106	23	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	106	23	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	106	23	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	106	23	4	04:45-05:00P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	106	23	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	106	23	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	106	23	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	106	23	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	106	24	4	07:00-07:15A	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	106	24	4	07:15-07:30A	4	0	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	106	24	4	07:30-07:45A	2	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0
4	106	24	4	07:45-08:00A	4	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5	106	24	4	08:00-08:15A	4	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	106	24	4	08:15-08:30A	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	106	24	4	08:30-08:45A	5	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	106	24	4	08:45-09:00A	10	0	10	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	106	24	4	04:00-04:15P	3	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	106	24	4	04:15-04:30P	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	106	24	4	04:30-04:45P	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	106	24	4	04:45-05:00P	4	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	106	24	4	05:00-05:15P	6	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	106	24	4	05:15-05:30P	6	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	106	24	4	05:30-05:45P	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	106	24	4	05:45-06:00P	3	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	106	32	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	106	32	4	07:15-07:30A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	106	32	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	106	32	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	106	32	4	08:00-08:15A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	106	32	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	106	32	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	106	32	4	08:45-09:00A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	106	32	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	106	32	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	106	32	4	04:30-04:45P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	106	32	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	106	32	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	106	32	4	05:15-05:30P	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	106	32	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	106	32	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	106	34	4	07:00-07:15A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	106	34	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	106	34	4	07:30-07:45A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	106	34	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	106	34	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	106	34	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	106	34	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	106	34	4	08:45-09:00A	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	106	34	4	04:00-04:15P	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	106	34	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	106	34	4	04:30-04:45P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	106	34	4	04:45-05:00P	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	106	34	4	05:00-05:15P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	106	34	4	05:15-05:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	106	34	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	106	34	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	106	42	4	07:00-07:15A	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: OR 86/Best Frontage Rd

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
2	106	42	4	07:15-07:30A	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	106	42	4	07:30-07:45A	3	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	106	42	4	07:45-08:00A	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	106	42	4	08:00-08:15A	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	106	42	4	08:15-08:30A	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	106	42	4	08:30-08:45A	1	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	106	42	4	08:45-09:00A	4	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	106	42	4	04:00-04:15P	2	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	106	42	4	04:15-04:30P	4	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	106	42	4	04:30-04:45P	4	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	106	42	4	04:45-05:00P	8	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	106	42	4	05:00-05:15P	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	106	42	4	05:15-05:30P	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	106	42	4	05:30-05:45P	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	106	42	4	05:45-06:00P	5	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	106	43	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	106	43	4	07:15-07:30A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	106	43	4	07:30-07:45A	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	106	43	4	07:45-08:00A	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	106	43	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	106	43	4	08:15-08:30A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	106	43	4	08:30-08:45A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	106	43	4	08:45-09:00A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	106	43	4	04:00-04:15P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	106	43	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	106	43	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	106	43	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	106	43	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	106	43	4	05:15-05:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	106	43	4	05:30-05:45P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	106	43	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: I-84 WB On/Off Ramps at OR 86

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol	Peak hour Total
9	101	12	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	101	13	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	101	14	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	101	21	4	04:00-04:15P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9	101	23	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	101	24	4	04:00-04:15P	3	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
9	101	31	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	101	32	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	101	34	4	04:00-04:15P	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
9	101	41	4	04:00-04:15P	8	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
9	101	42	4	04:00-04:15P	3	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10	
9	101	43	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	101	12	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	101	13	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	101	14	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	101	21	4	04:15-04:30P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
10	101	23	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	101	24	4	04:15-04:30P	4	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	13	
10	101	31	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	101	32	4	04:15-04:30P	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
10	101	34	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	101	41	4	04:15-04:30P	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
10	101	42	4	04:15-04:30P	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
10	101	43	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	101	12	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	101	13	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	101	14	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	101	21	4	04:30-04:45P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
11	101	23	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	101	24	4	04:30-04:45P	9	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
11	101	31	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	101	32	4	04:30-04:45P	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
11	101	34	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	101	41	4	04:30-04:45P	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
11	101	42	4	04:30-04:45P	4	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
11	101	43	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	101	12	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	101	13	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	101	14	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	101	21	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	101	23	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	101	24	4	04:45-05:00P	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
12	101	31	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	101	32	4	04:45-05:00P	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
12	101	34	4	04:45-05:00P	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
12	101	41	4	04:45-05:00P	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
12	101	42	4	04:45-05:00P	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
12	101	43	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117
13	101	12	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	101	13	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	101	14	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	101	21	4	05:00-05:15P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
13	101	23	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	101	24	4	05:00-05:15P	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
13	101	31	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	101	32	4	05:00-05:15P	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
13	101	34	4	05:00-05:15P	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
13	101	41	4	05:00-05:15P	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
13	101	42	4	05:00-05:15P	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
13	101	43	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
14	101	12	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	101	13	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	101	14	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	101	21	4	05:15-05:30P	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
14	101	23	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	101	24	4	05:15-05:30P	1	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	10	

Intersection: I-84 WB On/Off Ramps at OR 86

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol	Peak hour Total
14	101	31	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	101	32	4	05:15-05:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
14	101	34	4	05:15-05:30P	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
14	101	41	4	05:15-05:30P	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
14	101	42	4	05:15-05:30P	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
14	101	43	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122
15	101	12	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	101	13	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	101	14	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	101	21	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	101	23	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	101	24	4	05:30-05:45P	3	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
15	101	31	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	101	32	4	05:30-05:45P	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
15	101	34	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	101	41	4	05:30-05:45P	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
15	101	42	4	05:30-05:45P	8	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
15	101	43	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116
16	101	12	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	101	13	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	101	14	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	101	21	4	05:45-06:00P	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
16	101	23	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	101	24	4	05:45-06:00P	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
16	101	31	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	101	32	4	05:45-06:00P	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
16	101	34	4	05:45-06:00P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
16	101	41	4	05:45-06:00P	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
16	101	42	4	05:45-06:00P	7	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
16	101	43	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122
1	101	12	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	101	13	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	101	14	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	101	21	4	07:00-07:15A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1	101	23	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	101	24	4	07:00-07:15A	3	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
1	101	31	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	101	32	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	101	34	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	101	41	4	07:00-07:15A	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
1	101	42	4	07:00-07:15A	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
1	101	43	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112
2	101	12	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	101	13	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	101	14	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	101	21	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	101	23	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	101	24	4	07:15-07:30A	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
2	101	31	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	101	32	4	07:15-07:30A	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
2	101	34	4	07:15-07:30A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2	101	41	4	07:15-07:30A	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
2	101	42	4	07:15-07:30A	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
2	101	43	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98
3	101	12	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	101	13	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	101	14	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	101	21	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	101	23	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	101	24	4	07:30-07:45A	5	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	14	
3	101	31	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	101	32	4	07:30-07:45A	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
3	101	34	4	07:30-07:45A	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3	101	41	4	07:30-07:45A	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
3	101	42	4	07:30-07:45A	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
3	101	43	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92

Intersection: I-84 WB On/Off Ramps at OR 86

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol	Peak hour Total
4	101	12	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	101	13	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	101	14	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	101	21	4	07:45-08:00A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4	101	23	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	101	24	4	07:45-08:00A	9	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
4	101	31	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	101	32	4	07:45-08:00A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4	101	34	4	07:45-08:00A	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
4	101	41	4	07:45-08:00A	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
4	101	42	4	07:45-08:00A	2	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	11	
4	101	43	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
5	101	12	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	101	13	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	101	14	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	101	21	4	08:00-08:15A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5	101	23	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	101	24	4	08:00-08:15A	8	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
5	101	31	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	101	32	4	08:00-08:15A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5	101	34	4	08:00-08:15A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5	101	41	4	08:00-08:15A	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4	
5	101	42	4	08:00-08:15A	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
5	101	43	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
6	101	12	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	101	13	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	101	14	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	101	21	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	101	23	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	101	24	4	08:15-08:30A	6	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
6	101	31	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	101	32	4	08:15-08:30A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
6	101	34	4	08:15-08:30A	2	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
6	101	41	4	08:15-08:30A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6	101	42	4	08:15-08:30A	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
6	101	43	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129
7	101	12	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	101	13	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	101	14	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	101	21	4	08:30-08:45A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7	101	23	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	101	24	4	08:30-08:45A	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
7	101	31	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	101	32	4	08:30-08:45A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7	101	34	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
7	101	41	4	08:30-08:45A	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
7	101	42	4	08:30-08:45A	1	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
7	101	43	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129
8	101	12	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	101	13	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	101	14	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	101	21	4	08:45-09:00A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8	101	23	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	101	24	4	08:45-09:00A	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
8	101	31	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	101	32	4	08:45-09:00A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8	101	34	4	08:45-09:00A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8	101	41	4	08:45-09:00A	2	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	
8	101	42	4	08:45-09:00A	2	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
8	101	43	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111

Intersection: I-84 WB On/Off Ramps Exit 306

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
1	108	24	4	07:00-07:15A	4	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	108	24	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	108	24	4	07:30-07:45A	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	108	24	4	07:45-08:00A	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	108	24	4	08:00-08:15A	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	108	24	4	08:15-08:30A	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	108	24	4	08:30-08:45A	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	108	24	4	08:45-09:00A	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	108	24	4	04:00-04:15P	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	108	24	4	04:15-04:30P	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	108	24	4	04:30-04:45P	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	108	24	4	04:45-05:00P	3	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	108	24	4	05:00-05:15P	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	108	24	4	05:15-05:30P	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	108	24	4	05:30-05:45P	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	108	24	4	05:45-06:00P	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	108	42	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	108	42	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	108	42	4	07:30-07:45A	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	108	42	4	07:45-08:00A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	108	42	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	108	42	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	108	42	4	08:30-08:45A	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	108	42	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	108	42	4	04:00-04:15P	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	108	42	4	04:15-04:30P	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	108	42	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12	108	42	4	04:45-05:00P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	108	42	4	05:00-05:15P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	108	42	4	05:15-05:30P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	108	42	4	05:30-05:45P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	108	42	4	05:45-06:00P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: I-84 EB On/Off Ramps at OR 86

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol	Peak Hour Total
9	102	12	4	04:00-04:15P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9	102	13	4	04:00-04:15P	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9	102	14	4	04:00-04:15P	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	
9	102	21	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	102	23	4	04:00-04:15P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9	102	24	4	04:00-04:15P	9	0	12	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
9	102	31	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	102	32	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	102	34	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	102	41	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	102	42	4	04:00-04:15P	2	0	6	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
9	102	43	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	102	12	4	04:15-04:30P	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
10	102	13	4	04:15-04:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
10	102	14	4	04:15-04:30P	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
10	102	21	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	102	23	4	04:15-04:30P	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
10	102	24	4	04:15-04:30P	6	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
10	102	31	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	102	32	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	102	34	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	102	41	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	102	42	4	04:15-04:30P	2	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
10	102	43	4	04:15-04:30P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
11	102	12	4	04:30-04:45P	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
11	102	13	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	102	14	4	04:30-04:45P	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
11	102	21	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	102	23	4	04:30-04:45P	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
11	102	24	4	04:30-04:45P	6	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
11	102	31	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	102	32	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	102	34	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	102	41	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11	102	42	4	04:30-04:45P	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
11	102	43	4	04:30-04:45P	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
12	102	12	4	04:45-05:00P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
12	102	13	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	102	14	4	04:45-05:00P	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
12	102	21	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	102	23	4	04:45-05:00P	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
12	102	24	4	04:45-05:00P	3	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
12	102	31	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	102	32	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	102	34	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	102	41	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	102	42	4	04:45-05:00P	7	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
12	102	43	4	04:45-05:00P	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	170
13	102	12	4	05:00-05:15P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
13	102	13	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	102	14	4	05:00-05:15P	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
13	102	21	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	102	23	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	102	24	4	05:00-05:15P	3	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
13	102	31	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	102	32	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	102	34	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	102	41	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	102	42	4	05:00-05:15P	4	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
13	102	43	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163
14	102	12	4	05:15-05:30P	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
14	102	13	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	102	14	4	05:15-05:30P	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
14	102	21	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	102	23	4	05:15-05:30P	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
14	102	24	4	05:15-05:30P	3	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	

Intersection: I-84 EB On/Off Ramps at OR 86

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol	Peak Hour Total
14	102	31	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	102	32	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	102	34	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	102	41	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14	102	42	4	05:15-05:30P	8	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
14	102	43	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161
15	102	12	4	05:30-05:45P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
15	102	13	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	102	14	4	05:30-05:45P	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
15	102	21	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	102	23	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	102	24	4	05:30-05:45P	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
15	102	31	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	102	32	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	102	34	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	102	41	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	102	42	4	05:30-05:45P	7	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
15	102	43	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154
16	102	12	4	05:45-06:00P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
16	102	13	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	102	14	4	05:45-06:00P	4	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	
16	102	21	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	102	23	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	102	24	4	05:45-06:00P	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
16	102	31	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	102	32	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	102	34	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	102	41	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	102	42	4	05:45-06:00P	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
16	102	43	4	05:45-06:00P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	133
1	102	12	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	102	13	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	102	14	4	07:00-07:15A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
1	102	21	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	102	23	4	07:00-07:15A	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
1	102	24	4	07:00-07:15A	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
1	102	31	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	102	32	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	102	34	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	102	41	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	102	42	4	07:00-07:15A	8	0	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
1	102	43	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
2	102	12	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2	102	13	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	102	14	4	07:15-07:30A	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
2	102	21	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	102	23	4	07:15-07:30A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2	102	24	4	07:15-07:30A	7	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
2	102	31	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	102	32	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	102	34	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	102	41	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	102	42	4	07:15-07:30A	4	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
2	102	43	4	07:15-07:30A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	113
3	102	12	4	07:30-07:45A	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3	102	13	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	102	14	4	07:30-07:45A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
3	102	21	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	102	23	4	07:30-07:45A	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
3	102	24	4	07:30-07:45A	6	0	11	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	20	
3	102	31	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	102	32	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	102	34	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	102	41	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	102	42	4	07:30-07:45A	2	0	10	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
3	102	43	4	07:30-07:45A	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	120

Intersection: I-84 EB On/Off Ramps at OR 86

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol	Peak Hour Total
4	102	12	4	07:45-08:00A	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4	102	13	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	102	14	4	07:45-08:00A	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
4	102	21	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	102	23	4	07:45-08:00A	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4	102	24	4	07:45-08:00A	8	0	10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	19	
4	102	31	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	102	32	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	102	34	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	102	41	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	102	42	4	07:45-08:00A	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	
4	102	43	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131
5	102	12	4	08:00-08:15A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5	102	13	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	102	14	4	08:00-08:15A	1	0	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	
5	102	21	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	102	23	4	08:00-08:15A	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
5	102	24	4	08:00-08:15A	6	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
5	102	31	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	102	32	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	102	34	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	102	41	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	102	42	4	08:00-08:15A	4	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
5	102	43	4	08:00-08:15A	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	147
6	102	12	4	08:15-08:30A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6	102	13	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	102	14	4	08:15-08:30A	1	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
6	102	21	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	102	23	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	102	24	4	08:15-08:30A	3	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
6	102	31	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	102	32	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	102	34	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	102	41	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	102	42	4	08:15-08:30A	4	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
6	102	43	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
7	102	12	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	102	13	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	102	14	4	08:30-08:45A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7	102	21	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	102	23	4	08:30-08:45A	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7	102	24	4	08:30-08:45A	3	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	
7	102	31	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	102	32	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	102	34	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	102	41	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	102	42	4	08:30-08:45A	3	0	5	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
7	102	43	4	08:30-08:45A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	132
8	102	12	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
8	102	13	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	102	14	4	08:45-09:00A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8	102	21	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	102	23	4	08:45-09:00A	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8	102	24	4	08:45-09:00A	4	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
8	102	31	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	102	32	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	102	34	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	102	41	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	102	42	4	08:45-09:00A	4	0	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
8	102	43	4	08:45-09:00A	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	131

Intersection: I-84 EB On/Off Ramps Exit 306

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
1	109	12	4	07:00-07:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	12	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	12	4	07:30-07:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	109	12	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	12	4	08:00-08:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	12	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	12	4	08:30-08:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	12	4	08:45-09:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	12	4	04:00-04:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	12	4	04:15-04:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	12	4	04:30-04:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	12	4	04:45-05:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	12	4	05:00-05:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	12	4	05:15-05:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	12	4	05:30-05:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	12	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	109	13	4	07:00-07:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	13	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	13	4	07:30-07:4	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4	109	13	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	13	4	08:00-08:1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	13	4	08:15-08:3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	13	4	08:30-08:4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	13	4	08:45-09:0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	13	4	04:00-04:1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	13	4	04:15-04:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	13	4	04:30-04:4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	13	4	04:45-05:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	13	4	05:00-05:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	13	4	05:15-05:3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	13	4	05:30-05:4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	13	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	109	14	4	07:00-07:1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	14	4	07:15-07:3	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	14	4	07:30-07:4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	109	14	4	07:45-08:0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	14	4	08:00-08:1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	14	4	08:15-08:3	5	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	14	4	08:30-08:4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	14	4	08:45-09:0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	14	4	04:00-04:1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	14	4	04:15-04:3	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	14	4	04:30-04:4	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	14	4	04:45-05:0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	14	4	05:00-05:1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	14	4	05:15-05:3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	14	4	05:30-05:4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	14	4	05:45-06:0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	109	21	4	07:00-07:1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	21	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	21	4	07:30-07:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	109	21	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	21	4	08:00-08:1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	21	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	21	4	08:30-08:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	21	4	08:45-09:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	21	4	04:00-04:1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	21	4	04:15-04:3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	21	4	04:30-04:4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	21	4	04:45-05:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	21	4	05:00-05:1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	21	4	05:15-05:3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	21	4	05:30-05:4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	21	4	05:45-06:0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: I-84 EB On/Off Ramps Exit 306

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
1	109	23	4	07:00-07:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	23	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	23	4	07:30-07:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	109	23	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	23	4	08:00-08:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	23	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	23	4	08:30-08:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	23	4	08:45-09:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	23	4	04:00-04:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	23	4	04:15-04:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	23	4	04:30-04:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	23	4	04:45-05:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	23	4	05:00-05:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	23	4	05:15-05:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	23	4	05:30-05:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	23	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	109	24	4	07:00-07:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	24	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	24	4	07:30-07:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	109	24	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	24	4	08:00-08:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	24	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	24	4	08:30-08:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	24	4	08:45-09:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	24	4	04:00-04:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	24	4	04:15-04:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	24	4	04:30-04:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	24	4	04:45-05:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	24	4	05:00-05:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	24	4	05:15-05:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	24	4	05:30-05:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	24	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	109	31	4	07:00-07:1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	31	4	07:15-07:3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	31	4	07:30-07:4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	109	31	4	07:45-08:0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	31	4	08:00-08:1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	31	4	08:15-08:3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	31	4	08:30-08:4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	31	4	08:45-09:0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	31	4	04:00-04:1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	31	4	04:15-04:3	4	0	2	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	31	4	04:30-04:4	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	31	4	04:45-05:0	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	31	4	05:00-05:1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	31	4	05:15-05:3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	31	4	05:30-05:4	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	31	4	05:45-06:0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	109	32	4	07:00-07:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	32	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	32	4	07:30-07:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	109	32	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	32	4	08:00-08:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	32	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	32	4	08:30-08:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	32	4	08:45-09:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	32	4	04:00-04:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	32	4	04:15-04:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	32	4	04:30-04:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	32	4	04:45-05:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	32	4	05:00-05:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	32	4	05:15-05:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	32	4	05:30-05:4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	32	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: I-84 EB On/Off Ramps Exit 306

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
1	109	34	4	07:00-07:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	34	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	34	4	07:30-07:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	109	34	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	34	4	08:00-08:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	34	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	34	4	08:30-08:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	34	4	08:45-09:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	34	4	04:00-04:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	34	4	04:15-04:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	34	4	04:30-04:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	34	4	04:45-05:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	34	4	05:00-05:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	34	4	05:15-05:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	34	4	05:30-05:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	34	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	109	41	4	07:00-07:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	41	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	41	4	07:30-07:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	109	41	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	41	4	08:00-08:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	41	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	41	4	08:30-08:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	41	4	08:45-09:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	41	4	04:00-04:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	41	4	04:15-04:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	41	4	04:30-04:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	41	4	04:45-05:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	41	4	05:00-05:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	41	4	05:15-05:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	41	4	05:30-05:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	41	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	109	42	4	07:00-07:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	42	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	42	4	07:30-07:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	109	42	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	42	4	08:00-08:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	42	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	42	4	08:30-08:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	42	4	08:45-09:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	42	4	04:00-04:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	42	4	04:15-04:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	42	4	04:30-04:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	42	4	04:45-05:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	42	4	05:00-05:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	42	4	05:15-05:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	42	4	05:30-05:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	42	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	109	43	4	07:00-07:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	109	43	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	109	43	4	07:30-07:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	109	43	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	109	43	4	08:00-08:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	109	43	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	109	43	4	08:30-08:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	109	43	4	08:45-09:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	109	43	4	04:00-04:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	109	43	4	04:15-04:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	109	43	4	04:30-04:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	109	43	4	04:45-05:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	109	43	4	05:00-05:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	109	43	4	05:15-05:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	109	43	4	05:30-05:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	109	43	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: I-84 Frontage Rd @ Cedar St. and OR 86

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
1	104	12	4	07:00-07:1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	104	12	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	104	12	4	07:30-07:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	104	12	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	104	12	4	08:00-08:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	104	12	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	104	12	4	08:30-08:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	104	12	4	08:45-09:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	104	12	4	04:00-04:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	104	12	4	04:15-04:3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	104	12	4	04:30-04:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	104	12	4	04:45-05:0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	104	12	4	05:00-05:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	104	12	4	05:15-05:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	104	12	4	05:30-05:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	104	12	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	104	13	4	07:00-07:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	104	13	4	07:15-07:3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	104	13	4	07:30-07:4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	104	13	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	104	13	4	08:00-08:1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	104	13	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	104	13	4	08:30-08:4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	104	13	4	08:45-09:0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	104	13	4	04:00-04:1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	104	13	4	04:15-04:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	104	13	4	04:30-04:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	104	13	4	04:45-05:0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	104	13	4	05:00-05:1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	104	13	4	05:15-05:3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	104	13	4	05:30-05:4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	104	13	4	05:45-06:0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	104	21	4	07:00-07:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	104	21	4	07:15-07:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	104	21	4	07:30-07:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	104	21	4	07:45-08:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	104	21	4	08:00-08:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	104	21	4	08:15-08:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	104	21	4	08:30-08:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	104	21	4	08:45-09:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	104	21	4	04:00-04:1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	104	21	4	04:15-04:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	104	21	4	04:30-04:4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	104	21	4	04:45-05:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	104	21	4	05:00-05:1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	104	21	4	05:15-05:3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	104	21	4	05:30-05:4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	104	21	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	104	23	4	07:00-07:1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	104	23	4	07:15-07:3	7	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	104	23	4	07:30-07:4	7	0	12	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4	104	23	4	07:45-08:0	11	0	14	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5	104	23	4	08:00-08:1	7	0	11	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6	104	23	4	08:15-08:3	4	0	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	104	23	4	08:30-08:4	4	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8	104	23	4	08:45-09:0	5	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	104	23	4	04:00-04:1	10	0	12	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10	104	23	4	04:15-04:3	8	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	104	23	4	04:30-04:4	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	104	23	4	04:45-05:0	8	0	13	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	104	23	4	05:00-05:1	8	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	104	23	4	05:15-05:3	7	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	104	23	4	05:30-05:4	6	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	104	23	4	05:45-06:0	5	0	9	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Intersection: I-84 Frontage Rd @ Cedar St. and OR 86

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
1	104	31	4	07:00-07:1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	104	31	4	07:15-07:3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	104	31	4	07:30-07:4	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	104	31	4	07:45-08:0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	104	31	4	08:00-08:1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	104	31	4	08:15-08:3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	104	31	4	08:30-08:4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	104	31	4	08:45-09:0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	104	31	4	04:00-04:1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	104	31	4	04:15-04:3	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	104	31	4	04:30-04:4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	104	31	4	04:45-05:0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	104	31	4	05:00-05:1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	104	31	4	05:15-05:3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	104	31	4	05:30-05:4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	104	31	4	05:45-06:0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	104	32	4	07:00-07:1	8	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	104	32	4	07:15-07:3	5	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	104	32	4	07:30-07:4	2	0	12	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	104	32	4	07:45-08:0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5	104	32	4	08:00-08:1	4	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	104	32	4	08:15-08:3	4	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	104	32	4	08:30-08:4	3	0	6	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	104	32	4	08:45-09:0	5	0	6	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	104	32	4	04:00-04:1	2	0	6	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	104	32	4	04:15-04:3	2	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	104	32	4	04:30-04:4	5	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	104	32	4	04:45-05:0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	104	32	4	05:00-05:1	4	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	104	32	4	05:15-05:3	8	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	104	32	4	05:30-05:4	7	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	104	32	4	05:45-06:0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: Cedar St/Hughes Ln

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
1	105	12	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	105	12	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	105	12	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	105	12	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	12	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	12	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	12	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	12	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	105	12	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	105	12	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	105	12	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	12	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	12	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	12	4	05:15-05:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	12	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	12	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	105	13	4	07:00-07:15A	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	105	13	4	07:15-07:30A	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	105	13	4	07:30-07:45A	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4	105	13	4	07:45-08:00A	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	13	4	08:00-08:15A	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	13	4	08:15-08:30A	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	13	4	08:30-08:45A	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	13	4	08:45-09:00A	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	105	13	4	04:00-04:15P	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	105	13	4	04:15-04:30P	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	105	13	4	04:30-04:45P	8	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	13	4	04:45-05:00P	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	13	4	05:00-05:15P	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	13	4	05:15-05:30P	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	13	4	05:30-05:45P	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	13	4	05:45-06:00P	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	105	14	4	07:00-07:15A	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	105	14	4	07:15-07:30A	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	105	14	4	07:30-07:45A	7	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
4	105	14	4	07:45-08:00A	9	0	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	14	4	08:00-08:15A	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	14	4	08:15-08:30A	2	0	7	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	14	4	08:30-08:45A	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	14	4	08:45-09:00A	9	0	6	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9	105	14	4	04:00-04:15P	6	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10	105	14	4	04:15-04:30P	2	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	105	14	4	04:30-04:45P	5	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	14	4	04:45-05:00P	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	14	4	05:00-05:15P	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	14	4	05:15-05:30P	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	14	4	05:30-05:45P	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	14	4	05:45-06:00P	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	105	21	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	105	21	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	105	21	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	105	21	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	21	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	21	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	21	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	21	4	08:45-09:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	105	21	4	04:00-04:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	105	21	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	105	21	4	04:30-04:45P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	21	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	21	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	21	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	21	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	21	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	105	23	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: Cedar St/Hughes Ln

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
2	105	23	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	105	23	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	105	23	4	07:45-08:00A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	23	4	08:00-08:15A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	23	4	08:15-08:30A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	23	4	08:30-08:45A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	23	4	08:45-09:00A	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	105	23	4	04:00-04:15P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	105	23	4	04:15-04:30P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	105	23	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	23	4	04:45-05:00P	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	23	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	23	4	05:15-05:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	23	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	23	4	05:45-06:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	105	24	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	105	24	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	105	24	4	07:30-07:45A	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	105	24	4	07:45-08:00A	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	24	4	08:00-08:15A	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	24	4	08:15-08:30A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	24	4	08:30-08:45A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	24	4	08:45-09:00A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	105	24	4	04:00-04:15P	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	105	24	4	04:15-04:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	105	24	4	04:30-04:45P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	24	4	04:45-05:00P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	24	4	05:00-05:15P	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	24	4	05:15-05:30P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	24	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	24	4	05:45-06:00P	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	105	31	4	07:00-07:15A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	105	31	4	07:15-07:30A	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	105	31	4	07:30-07:45A	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4	105	31	4	07:45-08:00A	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	31	4	08:00-08:15A	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	31	4	08:15-08:30A	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	31	4	08:30-08:45A	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	31	4	08:45-09:00A	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	105	31	4	04:00-04:15P	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	105	31	4	04:15-04:30P	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	105	31	4	04:30-04:45P	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	31	4	04:45-05:00P	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	31	4	05:00-05:15P	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	31	4	05:15-05:30P	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	31	4	05:30-05:45P	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	31	4	05:45-06:00P	2	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	105	32	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	105	32	4	07:15-07:30A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	105	32	4	07:30-07:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	105	32	4	07:45-08:00A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	32	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	32	4	08:15-08:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	32	4	08:30-08:45A	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	32	4	08:45-09:00A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	105	32	4	04:00-04:15P	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	105	32	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	105	32	4	04:30-04:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	32	4	04:45-05:00P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	32	4	05:00-05:15P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	32	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	32	4	05:30-05:45P	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	32	4	05:45-06:00P	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	105	34	4	07:00-07:15A	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	105	34	4	07:15-07:30A	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: Cedar St/Hughes Ln

rn	ccnn	dd	hr	time	psg_car	psg_trl	oth_2xl	oth_trl	sut_2xl	sut_3xl	sut_4xl	stt_4xl	stt_5xl	stt_6xl	dtt_5xl	dtt_6xl	dtt_7xl	ttt_7xl	ttt_8xl	ttt_9xl	buses	motocl	mov_bcl	xwk_bcl	ped_stn	ped_oth	tot_vol
3	105	34	4	07:30-07:45A	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	105	34	4	07:45-08:00A	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	34	4	08:00-08:15A	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	34	4	08:15-08:30A	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	34	4	08:30-08:45A	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	34	4	08:45-09:00A	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	105	34	4	04:00-04:15P	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	105	34	4	04:15-04:30P	7	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	105	34	4	04:30-04:45P	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	34	4	04:45-05:00P	6	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	34	4	05:00-05:15P	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	34	4	05:15-05:30P	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	34	4	05:30-05:45P	4	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	34	4	05:45-06:00P	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	105	41	4	07:00-07:15A	3	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	105	41	4	07:15-07:30A	3	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	105	41	4	07:30-07:45A	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	105	41	4	07:45-08:00A	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	41	4	08:00-08:15A	3	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	41	4	08:15-08:30A	1	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	41	4	08:30-08:45A	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	41	4	08:45-09:00A	2	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	105	41	4	04:00-04:15P	1	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	105	41	4	04:15-04:30P	1	0	3	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11	105	41	4	04:30-04:45P	0	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	41	4	04:45-05:00P	3	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	41	4	05:00-05:15P	8	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	41	4	05:15-05:30P	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	41	4	05:30-05:45P	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	41	4	05:45-06:00P	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	105	42	4	07:00-07:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	105	42	4	07:15-07:30A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	105	42	4	07:30-07:45A	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	105	42	4	07:45-08:00A	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	42	4	08:00-08:15A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	42	4	08:15-08:30A	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	42	4	08:30-08:45A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	42	4	08:45-09:00A	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	105	42	4	04:00-04:15P	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	105	42	4	04:15-04:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	105	42	4	04:30-04:45P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	42	4	04:45-05:00P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	42	4	05:00-05:15P	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	42	4	05:15-05:30P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	42	4	05:30-05:45P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	42	4	05:45-06:00P	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	105	43	4	07:00-07:15A	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	105	43	4	07:15-07:30A	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	105	43	4	07:30-07:45A	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	105	43	4	07:45-08:00A	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	105	43	4	08:00-08:15A	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	105	43	4	08:15-08:30A	6	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	105	43	4	08:30-08:45A	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	105	43	4	08:45-09:00A	2	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	105	43	4	04:00-04:15P	7	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	105	43	4	04:15-04:30P	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	105	43	4	04:30-04:45P	7	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	105	43	4	04:45-05:00P	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	105	43	4	05:00-05:15P	13	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	105	43	4	05:15-05:30P	3	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	105	43	4	05:30-05:45P	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	105	43	4	05:45-06:00P	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Attachment B Existing Conditions Synchro Worksheets

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	50	0	6	111	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	20	0	3	0	0
Mvmt Flow	56	0	7	125	7	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	56	0	194	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1562	-	799	1016
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1562	-	795	1016
Mov Cap-2 Maneuver	-	-	-	-	795	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	892	-	-	1562	-
HCM Lane V/C Ratio	0.015	-	-	0.004	-
HCM Control Delay (s)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	6	56	117	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	4	3	0	0	0
Mvmt Flow	7	62	129	0	0	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	129	0	-	0	204	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	4.17	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1426	-	-	-	789	926
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1426	-	-	-	785	926
Mov Cap-2 Maneuver	-	-	-	-	785	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	948	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1426	-	-	-	-	926
HCM Lane V/C Ratio	0.005	-	-	-	-	0.02
HCM Control Delay (s)	7.5	0	-	-	0	9
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	44	44	0	0	128	6	11	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	30	4	0	0	4	0	27	0	0
Mvmt Flow	64	64	0	0	186	9	16	0	25

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	194	0	0	64	0	0	381	385	64
Stage 1	-	-	-	-	-	-	191	191	-
Stage 2	-	-	-	-	-	-	190	194	-
Critical Hdwy	4.4	-	-	4.1	-	-	6.67	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.67	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.67	5.5	-
Follow-up Hdwy	2.47	-	-	2.2	-	-	3.743	4	3.3
Pot Cap-1 Maneuver	1228	-	-	1551	-	-	575	552	1006
Stage 1	-	-	-	-	-	-	785	746	-
Stage 2	-	-	-	-	-	-	786	744	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1228	-	-	1551	-	-	544	0	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	544	0	-
Stage 1	-	-	-	-	-	-	743	0	-
Stage 2	-	-	-	-	-	-	786	0	-

Approach	EB	WB	NB
HCM Control Delay, s	4	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	754	1228	-	-	1551	-	-
HCM Lane V/C Ratio	0.054	0.052	-	-	-	-	-
HCM Control Delay (s)	10	8.1	0	-	0	-	-
HCM Lane LOS	B	A	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	69	69	69
Heavy Vehicles, %	0	0	0
Mvmt Flow	0	0	0

Major/Minor
Conflicting Flow All
Stage 1
Stage 2
Critical Hdwy
Critical Hdwy Stg 1
Critical Hdwy Stg 2
Follow-up Hdwy
Pot Cap-1 Maneuver
Stage 1
Stage 2
Platoon blocked, %
Mov Cap-1 Maneuver
Mov Cap-2 Maneuver
Stage 1
Stage 2

Approach
HCM Control Delay, s
HCM LOS

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	89	6	22	117	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	4	0	0	6	0	0	0	0
Mvmt Flow	0	100	7	25	131	0	0	0	0

Major/Minor	Major1			Major2		
Conflicting Flow All	131	0	0	107	0	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1467	-	-	1497	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-
Mov Cap-1 Maneuver	1467	-	-	1497	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB
HCM Control Delay, s	0	1.2
HCM LOS		

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1467	-	-	1497	-	-	903
HCM Lane V/C Ratio	-	-	-	0.017	-	-	0.019
HCM Control Delay (s)	0	-	-	7.4	0	-	9.1
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.1

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	15
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	89	89	89
Heavy Vehicles, %	25	0	8
Mvmt Flow	0	0	17

Major/Minor	Minor2		
Conflicting Flow All	284	288	131
Stage 1	181	181	-
Stage 2	103	107	-
Critical Hdwy	6.65	6.5	6.28
Critical Hdwy Stg 1	5.65	5.5	-
Critical Hdwy Stg 2	5.65	5.5	-
Follow-up Hdwy	3.725	4	3.372
Pot Cap-1 Maneuver	660	625	903
Stage 1	798	754	-
Stage 2	867	811	-
Platoon blocked, %			
Mov Cap-1 Maneuver	648	0	903
Mov Cap-2 Maneuver	648	0	-
Stage 1	784	0	-
Stage 2	867	0	-

Approach	SB
HCM Control Delay, s	9.1
HCM LOS	A

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	3	0	0	94	128	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	4	9	0
Mvmt Flow	4	0	0	111	151	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	265	154	156	0	-	0
Stage 1	154	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	728	897	1436	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	728	897	1436	-	-	-
Mov Cap-2 Maneuver	728	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1436	-	728	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	50	11	50	6	22	5	67	44	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	15	0	3	0	0	0	0	0	0
Mvmt Flow	56	12	56	7	25	6	75	49	6

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	335	323	110	354	370	52	161	0	0
Stage 1	117	117	-	203	203	-	-	-	-
Stage 2	218	206	-	151	167	-	-	-	-
Critical Hdwy	7.25	6.5	6.23	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.25	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.25	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.635	4	3.327	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	595	598	941	605	563	1021	1430	-	-
Stage 1	857	803	-	804	737	-	-	-	-
Stage 2	756	735	-	856	764	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	547	565	941	536	532	1021	1430	-	-
Mov Cap-2 Maneuver	547	565	-	536	532	-	-	-	-
Stage 1	811	801	-	761	697	-	-	-	-
Stage 2	686	695	-	791	762	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.5	11.7	4.4
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1430	-	-	677	574	1563	-	-
HCM Lane V/C Ratio	0.053	-	-	0.184	0.065	0.002	-	-
HCM Control Delay (s)	7.7	0	-	11.5	11.7	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.2	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	3	53	90
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	89	89	89
Heavy Vehicles, %	0	3	13
Mvmt Flow	3	60	101

Major/Minor	Major2		
Conflicting Flow All	55	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1563	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1563	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.2
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	4

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	17	94	0	11	128	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	11	4	0	0	9	0
Mvmt Flow	20	111	0	13	151	0

Major/Minor	Major1		Minor2		Major2	
Conflicting Flow All	0	0	75	432	131	-
Stage 1	-	-	0	301	-	-
Stage 2	-	-	75	131	-	-
Critical Hdwy	-	-	6.4	6.5	4.19	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	5.5	-	-
Follow-up Hdwy	-	-	3.5	4	2.281	-
Pot Cap-1 Maneuver	-	-	933	519	1412	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	953	792	-	-
Platoon blocked, %	-	-				-
Mov Cap-1 Maneuver	-	-	833	0	1412	-
Mov Cap-2 Maneuver	-	-	833	0	-	-
Stage 1	-	-	-	0	-	-
Stage 2	-	-	953	0	-	-

Approach	NB	SB	SW
HCM Control Delay, s	0		7.9
HCM LOS		-	

Minor Lane/Major Mvmt	NBT	NBR	SBLn1	SWL	SWR
Capacity (veh/h)	-	-	-	1412	-
HCM Lane V/C Ratio	-	-	-	0.107	-
HCM Control Delay (s)	-	-	-	7.9	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.4	-

Intersection	
Int Delay, s/veh	4.8

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	15	0	25	20	3	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	25	0	7	11	0
Mvmt Flow	20	0	33	26	4	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	20	0	112	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	-	-	4.1	-	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.2	-	3.599	3.3
Pot Cap-1 Maneuver	-	-	1609	-	863	1064
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	909	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1609	-	845	1064
Mov Cap-2 Maneuver	-	-	-	-	845	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	890	-

Approach	SE	NW	NE
HCM Control Delay, s	0	4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	1035	1609	-	-	-
HCM Lane V/C Ratio	0.036	0.02	-	-	-
HCM Control Delay (s)	8.6	7.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	10	30	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	33	7	0	0	0
Mvmt Flow	0	14	41	0	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	41	0	-	0	55	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1581	-	-	-	958	1036
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1581	-	-	-	958	1036
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	1014	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1581	-	-	-	1036
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Control Delay (s)	0	-	-	-	8.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	77	0	3	92	17	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	10	0	0	6	0	0
Mvmt Flow	97	0	4	116	22	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	221	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1509	-	772	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1509	-	770	965
Mov Cap-2 Maneuver	-	-	-	-	770	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	1509	-
HCM Lane V/C Ratio	0.036	-	-	0.003	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	6	83	105	3	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	10	5	0	0	0
Mvmt Flow	7	100	127	4	0	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	130	0	-	0	242	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1468	-	-	-	751	927
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1468	-	-	-	747	927
Mov Cap-2 Maneuver	-	-	-	-	747	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	911	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1468	-	-	-	-	927
HCM Lane V/C Ratio	0.005	-	-	-	-	0.014
HCM Control Delay (s)	7.5	0	-	-	0	8.9
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	33	72	0	0	105	11	17	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	10	0	0	9	0	40	0	0
Mvmt Flow	42	91	0	0	133	14	22	0	22

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	147	0	0	91	0	0	315	322	91
Stage 1	-	-	-	-	-	-	175	175	-
Stage 2	-	-	-	-	-	-	140	147	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.8	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.86	4	3.3
Pot Cap-1 Maneuver	1447	-	-	1517	-	-	606	599	972
Stage 1	-	-	-	-	-	-	772	758	-
Stage 2	-	-	-	-	-	-	802	779	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1447	-	-	1517	-	-	587	0	972
Mov Cap-2 Maneuver	-	-	-	-	-	-	587	0	-
Stage 1	-	-	-	-	-	-	748	0	-
Stage 2	-	-	-	-	-	-	802	0	-

Approach	EB	WB	NB
HCM Control Delay, s	2.4	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	732	1447	-	-	1517	-	-
HCM Lane V/C Ratio	0.059	0.029	-	-	-	-	-
HCM Control Delay (s)	10.2	7.6	0	-	0	-	-
HCM Lane LOS	B	A	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	79	79	79
Heavy Vehicles, %	8	8	8
Mvmt Flow	0	0	0

Major/Minor
Conflicting Flow All
Stage 1
Stage 2
Critical Hdwy
Critical Hdwy Stg 1
Critical Hdwy Stg 2
Follow-up Hdwy
Pot Cap-1 Maneuver
Stage 1
Stage 2
Platoon blocked, %
Mov Cap-1 Maneuver
Mov Cap-2 Maneuver
Stage 1
Stage 2

Approach
HCM Control Delay, s
HCM LOS

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	100	11	17	105	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	6	17	0	6	0	6	6	6
Mvmt Flow	0	106	12	18	112	0	0	0	0

Major/Minor	Major1			Major2		
Conflicting Flow All	112	0	0	118	0	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1490	-	-	1483	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-
Mov Cap-1 Maneuver	1490	-	-	1483	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB
HCM Control Delay, s	0	1
HCM LOS		

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1490	-	-	1483	-	-	851
HCM Lane V/C Ratio	-	-	-	0.012	-	-	0.02
HCM Control Delay (s)	0	-	-	7.5	0	-	9.3
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	5	0	11
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	94	94	94
Heavy Vehicles, %	14	50	0
Mvmt Flow	5	0	12

Major/Minor	Minor2		
Conflicting Flow All	260	266	112
Stage 1	148	148	-
Stage 2	112	118	-
Critical Hdwy	6.54	7	6.2
Critical Hdwy Stg 1	5.54	6	-
Critical Hdwy Stg 2	5.54	6	-
Follow-up Hdwy	3.626	4.45	3.3
Pot Cap-1 Maneuver	704	566	947
Stage 1	851	692	-
Stage 2	884	714	-
Platoon blocked, %			
Mov Cap-1 Maneuver	695	0	947
Mov Cap-2 Maneuver	695	0	-
Stage 1	840	0	-
Stage 2	884	0	-

Approach	SB
HCM Control Delay, s	9.3
HCM LOS	A

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	6	0	0	105	112	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	33	0	0	5	5	0
Mvmt Flow	7	0	0	118	126	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	247	129	131	0	-	0
Stage 1	129	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.73	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	679	926	1467	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	679	926	1467	-	-	-
Mov Cap-2 Maneuver	679	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1467	-	679	-	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	0	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	65	6	50	11	6	5	89	45	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	18	0	0	0	0	0	0	0	0
Mvmt Flow	68	6	53	12	6	5	94	47	5

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	336	333	87	360	370	50	126	0	0
Stage 1	93	93	-	237	237	-	-	-	-
Stage 2	243	240	-	123	133	-	-	-	-
Critical Hdwy	7.28	6.5	6.2	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.28	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.28	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.662	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	588	590	977	599	563	1024	1473	-	-
Stage 1	876	822	-	771	713	-	-	-	-
Stage 2	726	711	-	886	790	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	550	550	977	533	525	1024	1473	-	-
Mov Cap-2 Maneuver	550	550	-	533	525	-	-	-	-
Stage 1	818	820	-	720	666	-	-	-	-
Stage 2	668	664	-	830	788	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.6	11.3	4.9
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1473	-	-	671	595	1566	-	-
HCM Lane V/C Ratio	0.064	-	-	0.19	0.039	0.002	-	-
HCM Control Delay (s)	7.6	0	-	11.6	11.3	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	3	45	75
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	95	95	95
Heavy Vehicles, %	0	0	7
Mvmt Flow	3	47	79

Major/Minor	Major2		
Conflicting Flow All	53	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1566	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1566	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.2
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	3.6

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	17	105	0	6	112	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	5	0	0	5	0
Mvmt Flow	19	118	0	7	126	0

Major/Minor	Major1		Minor2		Major2	
Conflicting Flow All	0	0	78	389	137	-
Stage 1	-	-	0	252	-	-
Stage 2	-	-	78	137	-	-
Critical Hdwy	-	-	6.4	6.5	4.15	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	5.5	-	-
Follow-up Hdwy	-	-	3.5	4	2.245	-
Pot Cap-1 Maneuver	-	-	930	549	1429	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	950	787	-	-
Platoon blocked, %	-	-				-
Mov Cap-1 Maneuver	-	-	848	0	1429	-
Mov Cap-2 Maneuver	-	-	848	0	-	-
Stage 1	-	-	-	0	-	-
Stage 2	-	-	950	0	-	-

Approach	NB	SB	SW
HCM Control Delay, s	0		7.8
HCM LOS		-	

Minor Lane/Major Mvmt	NBT	NBR	SBLn1	SWL	SWR
Capacity (veh/h)	-	-	-	1429	-
HCM Lane V/C Ratio	-	-	-	0.088	-
HCM Control Delay (s)	-	-	-	7.8	-
HCM Lane LOS	-	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	77	6	0	109	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	10	0	0	7	0	0
Mvmt Flow	97	8	0	138	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	105	0	239	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1499	-	754	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	754	960
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1499	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.9

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	15	0	25	15	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	6	4	0	3	0	0
Mvmt Flow	25	0	42	25	0	83

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	133	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1603	-	866	1057
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1603	-	843	1057
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	896	-

Approach	SE	NW	NE
HCM Control Delay, s	0	4.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	1057	1603	-	-	-
HCM Lane V/C Ratio	0.079	0.026	-	-	-
HCM Control Delay (s)	8.7	7.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	40	35	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	15	15	0	0	0
Mvmt Flow	0	52	45	0	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	97	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1576	-	-	-	907	1031
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1576	-	-	-	907	1031
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	976	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1576	-	-	-	1031
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	8.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Attachment C ODOT Crash Data Summaries

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

West Airport Road & OR 86 / Baker-Copperfield Highway (Hwy 012)
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

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

066 LA GRANDE-BAKER

US 30 La Grande Baker Highway (Hwy 066) MP 54.11 to 54.18 & I-84 (Hwy 006) MP 306.50
January 1, 2009 through December 31, 2013

SER# INVEST	SPED	ALC	DRUG	SCHL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00254	Y	N	N	N	N	12/28/2012	BAKER	2	06		INTER	3-LEG	N	Y	CLD	FIX OBJ	01	NONE 1	TURN-L										043	01
STATE						Fri		0	0		S		UNKNOWN	N	ICE	FIX		PRVTE	N E									001	043	00
						1P		54.18			05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	M	OR-Y OR<25		081	000		01

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

US 30 La Grande Baker Highway (Hwy 066) MP 54.11 to 54.18 & I-84 (Hwy 006) MP 306.50
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2012														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	1	0	1	0	1
2012 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	1
FINAL TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Old Highway 30 & US 30 (Hwy 066) / Elm Street
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

I-84 WB Ramps - OR 86 / Baker-Copperfield Highway (Hwy 012)
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

012 BAKER-COPPERFIELD

I-84 EB Ramps - OR 86 / Baker-Copperfield Highway (Hwy 012)
January 1, 2009 through December 31, 2013

SER# / INVEST	SPEED / ALCOHOL	DRUG / SCHOOL	SCHOOL / WORK	DATE / DAY / TIME	COUNTY / CITY / URBAN AREA	RD# / COMPNT / MLG / MILEPNT	FC / TYP	CONN # / FIRST STREET / SECOND STREET	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR / QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00085	Y	Y	N	N	N	06/12/2012	BAKER	2	16		INTER	CROSS	N	Y	CLD	FIX	OBJ	01	NONE	1	TURN-L							043,020	03,01
STATE						Tue		0	0		E		STOP SIGN	N	DRY	FIX			PRVTE		N E					001	043,020	00
						3P	BAKR CTY UA	2.60			05	0		N	DAY	PDO			PSNGR CAR			01	DRVR	NONE	64 M	OR-Y OR<25	021,047	000		03,01

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

I-84 EB Ramps - OR 86 / Baker-Copperfield Highway (Hwy 012)
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2012														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	1
2012 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	1
FINAL TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Best Frontage Road & OR 86 / Baker-Copperfield Highway (Hwy 012)
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

066 LA GRANDE-BAKER

US 30 (Hwy 066) Mainline from I-84 NB ramps to Bridge Street
January 1, 2009 through December 31, 2013

SER# INVEST	SPED	ALCS	DRUG	SCHL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00065	Y	N	N	N	N	04/02/2010	BAKER	1	14		CURVE		N	Y	CLD	FIX OBJ	01	NONE 0	STRGHT										060,079	01
STATE						Fri	BAKER CITY	0	0	ELM ST	SE	(NONE)	UNKNOWN	N	ICE	FIX		PRVTE	SE NW								001	060,079	00
						6P	BAKR CTY UA	53.64		S BRIDGE ST	01			N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	56	F	OR-Y	080	017		01
												(02)													OR<25				
00233	Y	N	N	N	N	12/17/2012	BAKER	1	06		GRADE		N	Y	CLR	FIX OBJ	01	NONE 2	STRGHT										079,124	01
STATE						Mon		0	0		UN	(NONE)	UNKNOWN	N	ICE	FIX		PRVTE	E W								000	079,124	00
						2A		54.00			06			N	DARK	PDO		SEMI TOW		01	DRVR	NONE	42	M	OTH-Y	081	017		01
												(02)													N-RES				
00254	Y	N	N	N	N	12/28/2012	BAKER	2	06		INTER	3-LEG	N	Y	CLD	FIX OBJ	01	NONE 1	TURN-L										043	01
STATE						Fri		0	0		S		UNKNOWN	N	ICE	FIX		PRVTE	N E								001	043	00
						1P		54.18			05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	M	OR-Y	081	000		01
																									OR<25				

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

US 30 (Hwy 066) Mainline from I-84 NB ramps to Bridge Street
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2012														
FIXED / OTHER OBJECT	0	0	2	2	0	0	1	0	2	1	1	1	0	2
2012 TOTAL	0	0	2	2	0	0	1	0	2	1	1	1	0	2
YEAR: 2010														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	0	1	0	0	1
2010 TOTAL	0	0	1	1	0	0	0	0	1	0	1	0	0	1
FINAL TOTAL	0	0	3	3	0	0	1	0	3	1	2	1	0	3

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

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

006 OLD OREGON TRAIL

OR 86 (Hwy 012) from Hudson Road to Cedar Road at Hughes Lane
January 1, 2009 through December 31, 2013

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE		MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00161	Y	Y	N			10/19/2013	BAKER	1	16	1	CURVE		N	Y	CLR	FIX OBJ	01	NONE	0	STRGHT										053	33,01
STATE						Sat		6	0		UN	(NONE)	UNKNOWN	N	DRY	FIX		PRVTE		E W									000	053	00
						1A	BAKR CTY UA	302.77			01			N	DARK	INJ		PSNGR CAR			01	DRVR	INJB	20	M	OTH-Y		051,047	000		33,01
												(02)														N-RES					

012 BAKER-COPPERFIELD

OR 86 (Hwy 012) from Hudson Road to Cedar Road at Hughes Lane
January 1, 2009 through December 31, 2013

SER# INVEST	SPEED	ALCOHOL	DRUGS	SCHOOL	WORK	DATE DAY TIME	COUNTY CITY URBAN AREA	RD# COMPNT MLG MILEPNT	FC TYP	CONN # FIRST SECOND	STREET STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CNTL	OFFRD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00085	Y	Y	N	N	N	06/12/2012	BAKER	1	16			INTER	CROSS	N	Y	CLD	FIX OBJ	01	NONE 1	TURN-L										043,020	03,01
STATE						Tue		0	0			E		STOP SIGN	N	DRY	FIX		PRVTE	N E									001	043,020	00
						3P	BAKR CTY UA	2.60				05	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	64	M	OR-Y		021,047	000		03,01
																										OR<25					
00019	Y	N	N			01/19/2011	BAKER	1	16			STRGHT		N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										088,124	01
NO RPT						Wed		0	0			UN	(NONE)	UNKNOWN	N	ICE	FIX		PRVTE	W E									001	088,124	00
						9A	BAKR CTY UA	2.72				01			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	20	F	OR-Y		081	017		01
													(02)													OR<25					
00082	N	N	N	N	N	05/01/2010	BAKER	1	16			INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										088	32
STATE						Sat		0	0			N		STOP SIGN	N	DRY	FIX		PRVTE	S N									001	088	00
						1A	BAKR CTY UA	2.77				05	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	22	M	OTH-Y		052	000		32
																										OR>25					
00190	N	N	N	N	N	10/18/2011	BAKER	1	16			INTER	3-LEG	N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT										088	03,27
STATE						Tue		0	0			N		STOP SIGN	N	DRY	FIX		PRVTE	S N									000	088	00
						8P	BAKR CTY UA	2.77				06	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	23	M	OTH-Y		021	038		03,27
																										OR<25					

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
COUNTY ROAD CRASH LISTING

BAKER COUNTY

OR 86 (Hwy 012) from Hudson Road to Cedar Road at Hughes Lane
January 1, 2009 through December 31, 2013

SER# INVEST	SPED	ALC	DRUGS	SCHL	WORK	DATE DAY TIME	MILEPNT DIST FROM INTERSECT	COUNTY FIRST SECOND	ROADS STREET STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER VEH TYPE	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00269	Y	N	N	N	N	12/15/2009	0.05	N CEDAR RD (BAKER)		CURVE		N	Y	SNOW	PRKD MV	01	NONE 0	STRGHT										001,124	01
STATE						Tue				UN	(NONE)	UNKNOWN	N	SNO	ANGL		PRVTE	N S									000	124	00
						4P				01			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	58	M	OR-Y		081,083	017		01
											(02)													OR<25					
																02	NONE 0	PRKD-P											
																	PRVTE	W E									032		00
																	PSNGR CAR		01	PRKD	INJB	44	F			000	000	001	00

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 86 (Hwy 012) from Hudson Road to Cedar Road at Hughes Lane
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2013														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	0	1	0	0	1
2013 TOTAL	0	1	0	1	0	1	0	1	0	0	1	0	0	1
YEAR: 2012														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	1
2012 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	1
YEAR: 2011														
FIXED / OTHER OBJECT	0	0	2	2	0	0	0	1	1	1	1	1	0	2
2011 TOTAL	0	0	2	2	0	0	0	1	1	1	1	1	0	2
YEAR: 2010														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	0	1	1	0	1
2010 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	1
YEAR: 2009														
ANGLE	0	1	0	1	0	1	0	0	1	1	0	0	0	1
2009 TOTAL	0	1	0	1	0	1	0	0	1	1	0	0	0	1
FINAL TOTAL	0	2	4	6	0	2	0	4	2	3	3	3	0	6

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

US 30 La Grande Baker Highway (Hwy 066) WB Ramp MP 54.36
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Cedar Road/Street & Hughes Lane
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Old Trail Road/Cedar Road & US 30 (Hwy 006)
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

Section 4 Technical Memorandum #4 – Future Conditions

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

TECHNICAL MEMORANDUM #4

I-84 Exits 302 and 306 Interchange Area Management Plans

Future Conditions

Date:	March 11, 2015	Project #:17921.0
To:	Project Management Team	
From:	Lauren Nuxoll, Nick Foster, AICP, and Matt Hughart, AICP	

This memorandum documents the expected future year 2035 land use and traffic operations in the vicinity of the I-84 Exits 302 and 306 interchanges in Baker City, Oregon.

FUTURE LAND USES

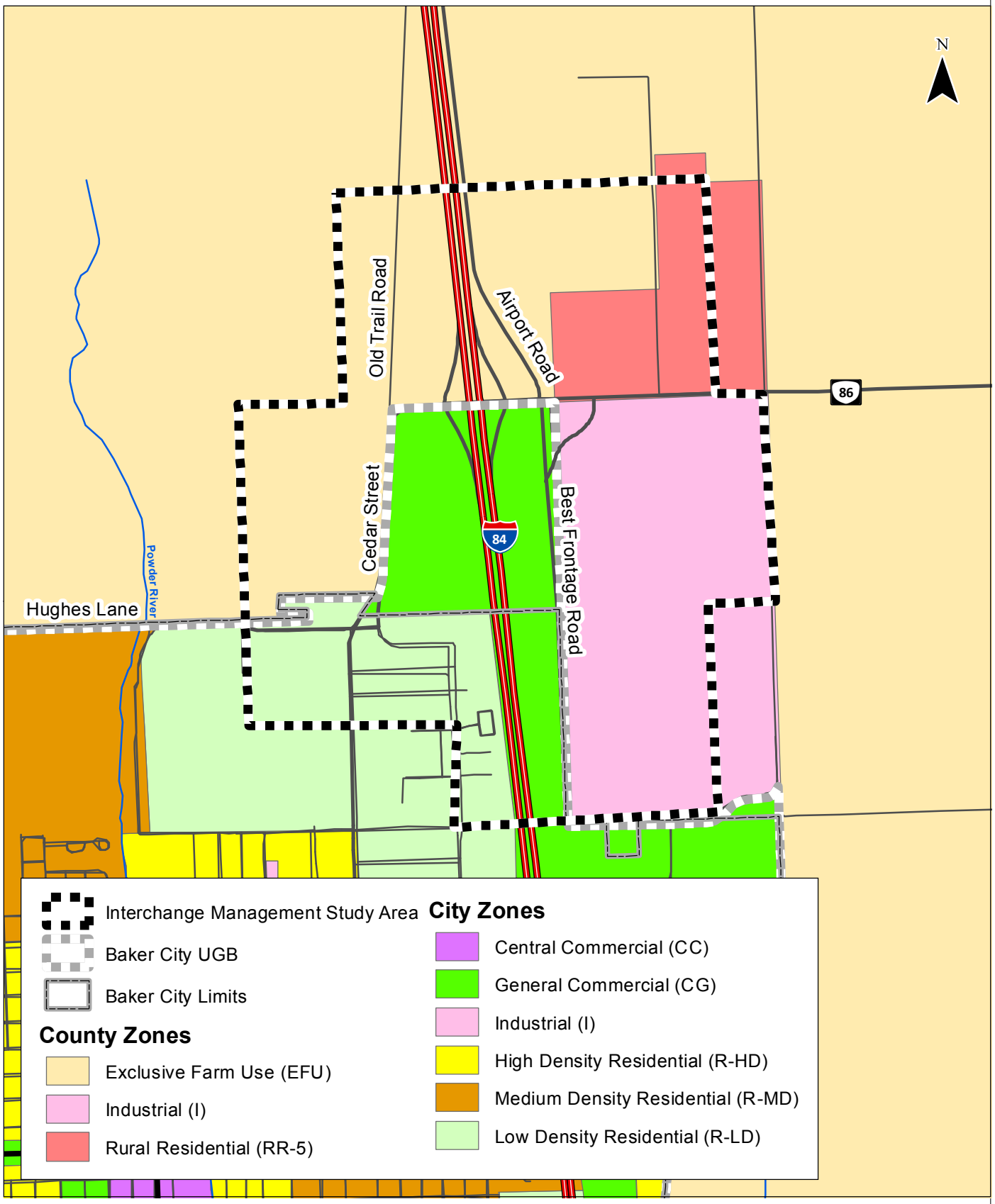
The analysis of future land uses in the vicinity of the Exits 302 and 306 interchanges is focused on areas that are expected to have development or redevelopment potential in the respective Interchange Management Study Areas (IMSAs). The IMSAs defined in Figures 4-1 and 4-2 include land both inside and outside the City of Baker City's urban growth boundary (UGB) and contain a variety of zones, including commercial, residential, industrial, and exclusive farm use zones.

Forecasts of future land uses within each IMSA are based on previous plans, existing zoning designations, and conversations with City and County staff. Future land-uses within the Baker City UGB are taken from the City's 2013 transportation system plan (TSP, Reference 1). The 2013 TSP conducted a detailed travel demand modeling effort for the area within the Baker City UGB. City staff indicated that there have not been changes in the two years since the TSP was completed that would necessitate revisiting those forecasts. Future land uses outside the Baker City UGB are estimated based on a review of existing land uses and zoning designations and conversations with County staff regarding the potential for additional development within each IMSA.

The following sections describe the expected future land uses within each IMSA.

Exit 302

Baker City's 2013 TSP divided the area within the UGB into sixteen traffic analysis zones (TAZs) and prepared land use forecasts for each TAZ. The Exit 302 IMSA contains portions of three TAZs (#s 13, 15, and 16).



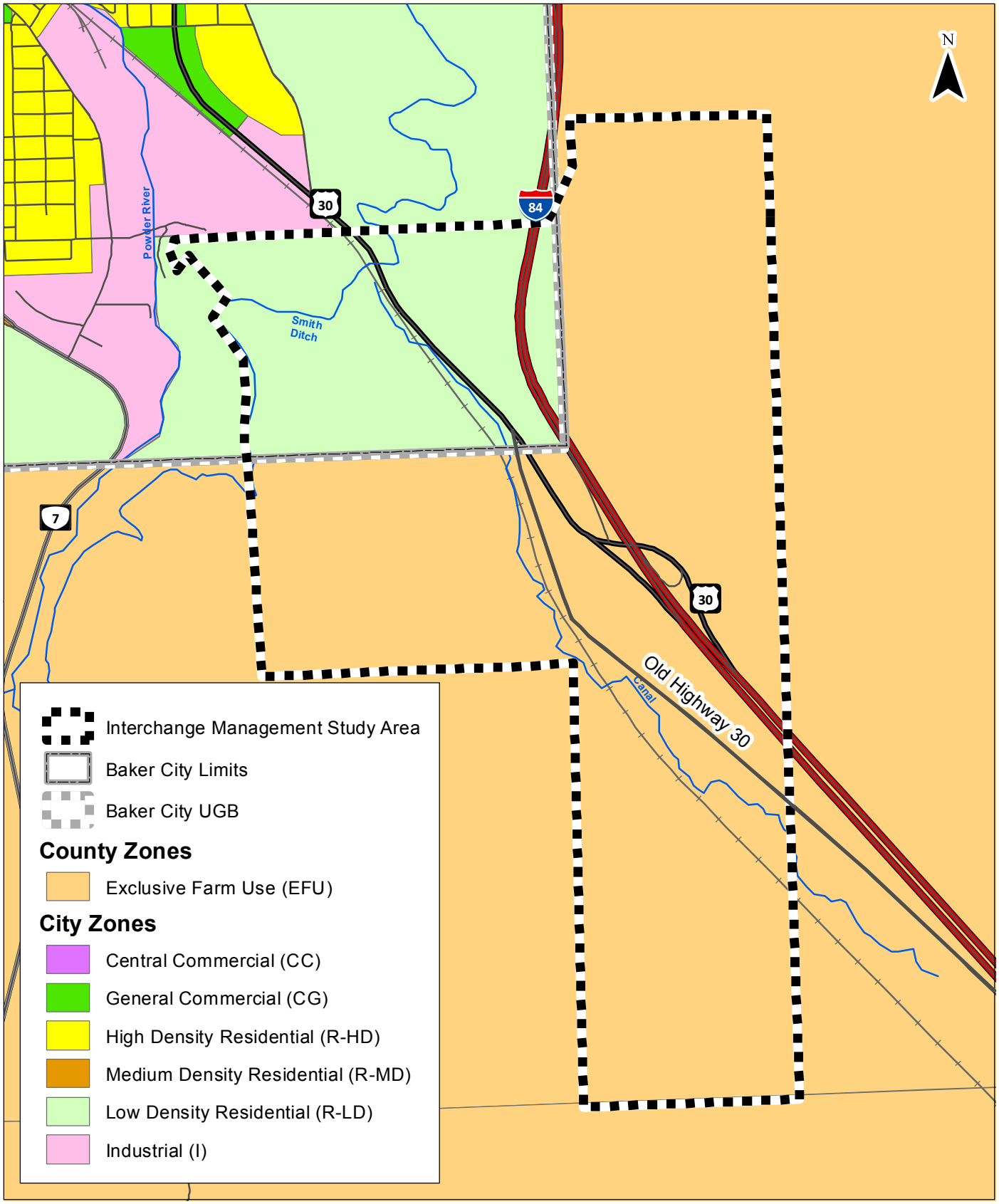
Study Area Zoning
Exit 302
Baker City, Oregon

Figure
4-1

H:\projfile\17921 - I-84 North Baker\AMP\gis\Fig4-1_Zoning_302.mxd - nfoster - 3:43 PM 3/12/2015

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Baker County, Oregon Spatial Data Library



Study Area Zoning
Exit 306
Baker City, Oregon

Figure
4-2

H:\projfile\17921 - I-84 North Baker\AMP\gis\Fig4-2_Zoning_306.mxd - nfoster - 3:44 PM 3/12/2015

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Baker County, Oregon Spatial Data Library

Land outside the UGB, but within the Exit 302 IMSA, is zoned by the County as either Rural Residential (RR-5), Industrial (I), or Exclusive Farm Use (EFU). Growth in this area can occur through either development of vacant land or redevelopment of underdeveloped parcels. County staff provided guidance regarding realistic development assumptions for the horizon of this plan. Given the relatively limited available land for additional residential development and the relative ease of developing rural residential land, our analysis assumes full build-out of the RR-5 zoned parcels. Conversely, there is more available industrial land, both within and outside the UGB, in the IMSA and providing utility services to these parcels is a significant barrier to development. Therefore, our analysis assumes only the vacant industrial land outside the UGB is developed and the occupied industrial lands remain as they are today. The EFU zone limits the development potential of lands designated with the zone, so no significant development is assumed to occur on EFU-zoned parcels.

Table 4-1 summarizes the land-use forecasts for the Exit 302 IMSA. Note the TAZ boundaries extend beyond the IMSA, so forecasts within the UGB include areas inside and outside the IMSA.

Table 4-1 Exit 302 Land Use Forecasts

Development Type	Within Baker City UGB[1]			Outside UGB
	TAZ 13	TAZ 15	TAZ 16	
Housing Units (SF/MF[2] Units)	330/5	0/0	0/0	5[3]/0
Commercial (1,000 Sq. Feet)	0	293	265.1	0
Industrial (1,000 Sq. Feet)	0	0	0	298.0[4]

[1]TAZ boundaries extend beyond the IMSA, so forecasts for land within the UGB include areas inside and outside the IMSA.
[2]SF = Single-family; MF = Multi-family
[3]Assumes all parcels are built to maximum intensity
[4]Based on the development of 24.4 acres of vacant industrial land, assuming 30% of the land is for infrastructure and the remainder is built out at a floor-to-area ratio (FAR) of 0.4

Exit 306

The Exit 306 IMSA contains portions of two TAZs (#s 2 and 3) from the 2013 TSP. Land outside Baker City's UGB within the IMSA is zoned EFU, so no significant future development is forecast for parcels outside the UGB. Table 4-2 summarizes the land use forecasts for the Exit 306 IMSA. Note the TAZ boundaries extend beyond the IMSA, so forecasts within the UGB include areas inside and outside the IMSA.

Table 4-2 Exit 306 Land Use Forecasts

Development Type	Within Baker City UGB[1]		Outside UGB[2]
	TAZ 2	TAZ 3	
Housing Units (SF/MF[3]Units)	0/0	10/0	0/0
Commercial (1,000 Sq. Feet)	0	0	0
Industrial (1,000 Sq. Feet)	250	0	0

[1]TAZ boundaries extend beyond the IMSA, so forecasts for land within the UGB include areas inside and outside the IMSA.
[2]All land outside the Baker City UGB is zoned EFU
[3]SF = Single-family; MF = Multi-family

FUTURE TRAFFIC CONDITIONS

Future year 2035 traffic conditions were estimated along the study area roadways and at study intersections based on traffic forecasts from the City's 2013 TSP and the land use forecasts summarized in the section above.

Year 2035 Traffic Volume Forecast

The Baker City TSP (Reference 1) forecasted future year 2033 traffic volumes through a detailed process. City staff indicated that there have not been changes in the two years since the TSP was completed that would necessitate revisiting those forecasts. These volumes are based on a combination of general regional background growth and anticipated development within the Baker City UGB. The future year 2035 volumes estimated for this project are based largely on the TSP forecasts, as described below.

Exit 302 Volumes

Future year 2035 volumes were estimated for the Exit 302 study intersections by extending the year 2033 TSP volumes to the year 2035 and adding in estimated traffic from the forecast development outside the UGB but within the IMSA shown in Table 4-1. The estimated trip generation of this growth is estimated using the *Trip Generation, 9th Edition* manual published by Institute of Transportation Engineers (ITE) (Reference 2), as shown in Table 4-3. Total trips in the table are rounded to the nearest five.

Table 4-3. Trip Generation of Forecasted Land Development Outside UGB and Within IMSA – Exit 302

Land Use	Size	Weekday PM Peak Hour Trips		
		Total	In	Out
Housing	5 Single Family Homes	5	3	2
Industrial	298,000 Square Feet	290	35	255
Total		**295**	**38**	**257**

The volumes shown in Table 4-3 were distributed across the transportation network according to existing traffic patterns and projected land-use patterns. This results in about 75% of all trips from the industrial lands traveling south on Best Frontage Road to Campbell Street, with the remaining 25% traveling north to OR 86 and being distributed through the study intersections from there.

The Baker City TSP only included turning movement forecasts for the two ramp terminal intersections. Volumes for the remaining study intersections in the Exit 302 IMSA were developed by balancing link volumes from these two intersections and converting the link volumes into turning movement estimates based on existing traffic patterns and projected land use.

Future year 2035 volumes for the Exit 302 study intersections are shown in Figure 4-3.

Exit 306 Volumes

Table 4-2 previously noted that there is no development anticipated in the next 20 years outside the UGB within the Exit 306 IMSA due to the area's EFU zoning. The Exit 306 IMSA study intersections were not included in the Baker City TSP, since they are outside the City's UGB. However, the TSP did estimate a general growth rate for the Exit 306 area as part of its process. Future volumes for the Exit 306 study intersections were obtained by taking this growth rate, 1.55, and applying it to the existing volumes. Future year 2035 volumes for the Exit 306 study intersections are shown in Figure 4-4.

Year 2035 Traffic Conditions

All operations analyses described in this report were performed in accordance with the procedures in the *Highway Capacity Manual* 2010 (Reference 3). ODOT has established policies in the Oregon Highway Plan (OHP) that set operational standards based on volume-to-capacity (v/c) ratios for the interchange ramp terminals (v/c of 0.85 for Exit 302 and 0.75 for Exit 306), intersections of OR 86 (v/c of 0.90), and intersections of US 30 (v/c of 0.90 inside the Baker City UGB and 0.75 outside the UGB).

The operational standard for intersections involving only County roadways is based on level-of-service (LOS). For signalized intersections the standard is LOS D, for unsignalized intersections it is LOS E. Baker City has not defined a standard for its roadways.

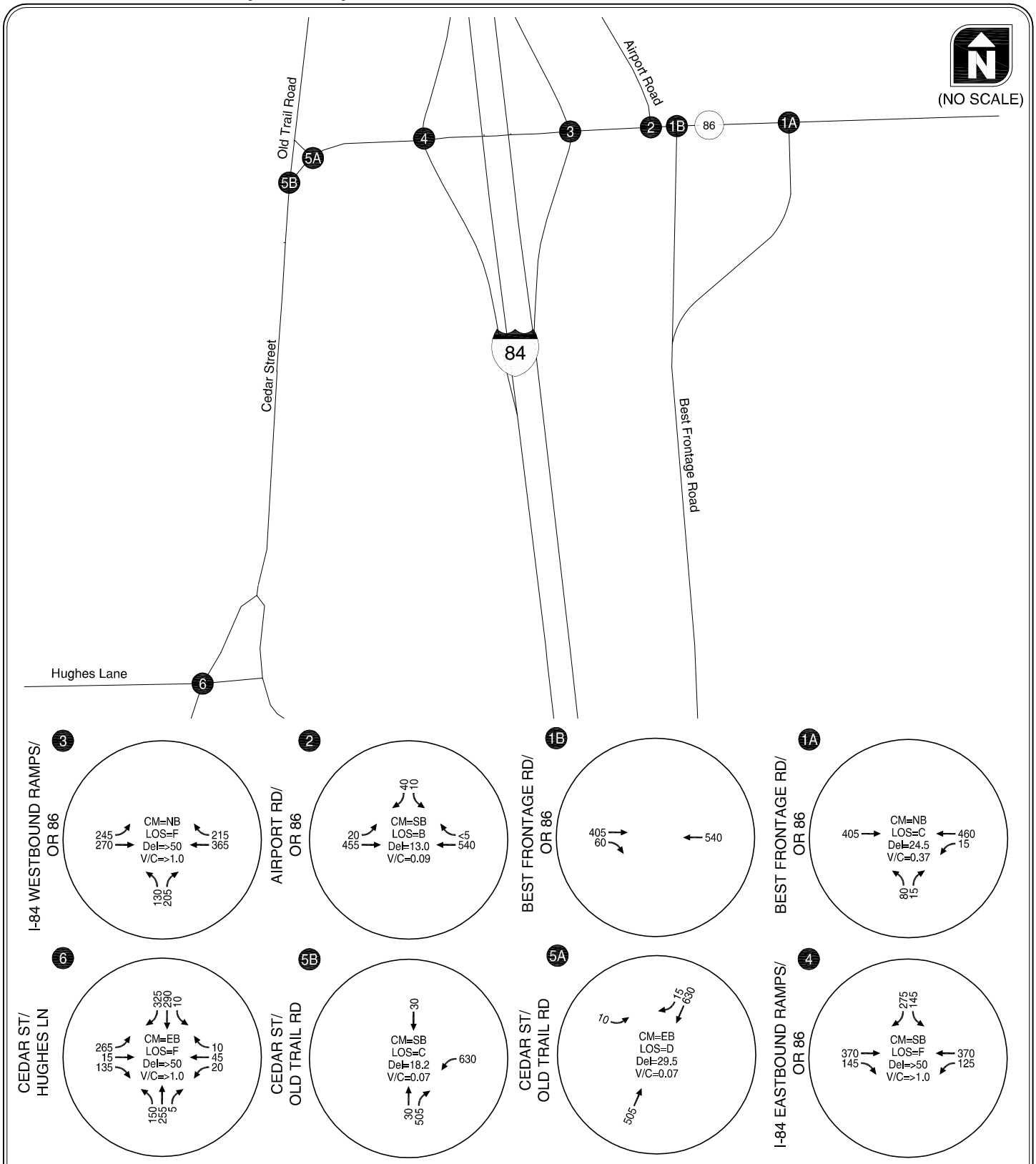
Exit 302

As Figure 4-3 shows both the Exit 302 ramp terminal intersections and the Cedar Street/Hughes Lane intersection are forecast to operate below their applicable standard under the projected traffic volumes. All three of these intersections are minor-road stop-controlled and the critical movement is forecast to operate at LOS "F" and at capacity. Much of the increased traffic volume is due to the growth projected by the TSP within the Baker City UGB. Potential projects to improve the operating conditions at these intersections will be considered as part of the alternatives development process.

Exit 306

Figure 4-4 shows all study intersections in the Exit 306 IMSA are forecast to operate within their acceptable operational standard.

The future conditions operations worksheets are provided in Attachment "A."



LEGEND

CM = CRITICAL MOVEMENT

LOS = CRITICAL MOVEMENT LEVEL OF SERVICE

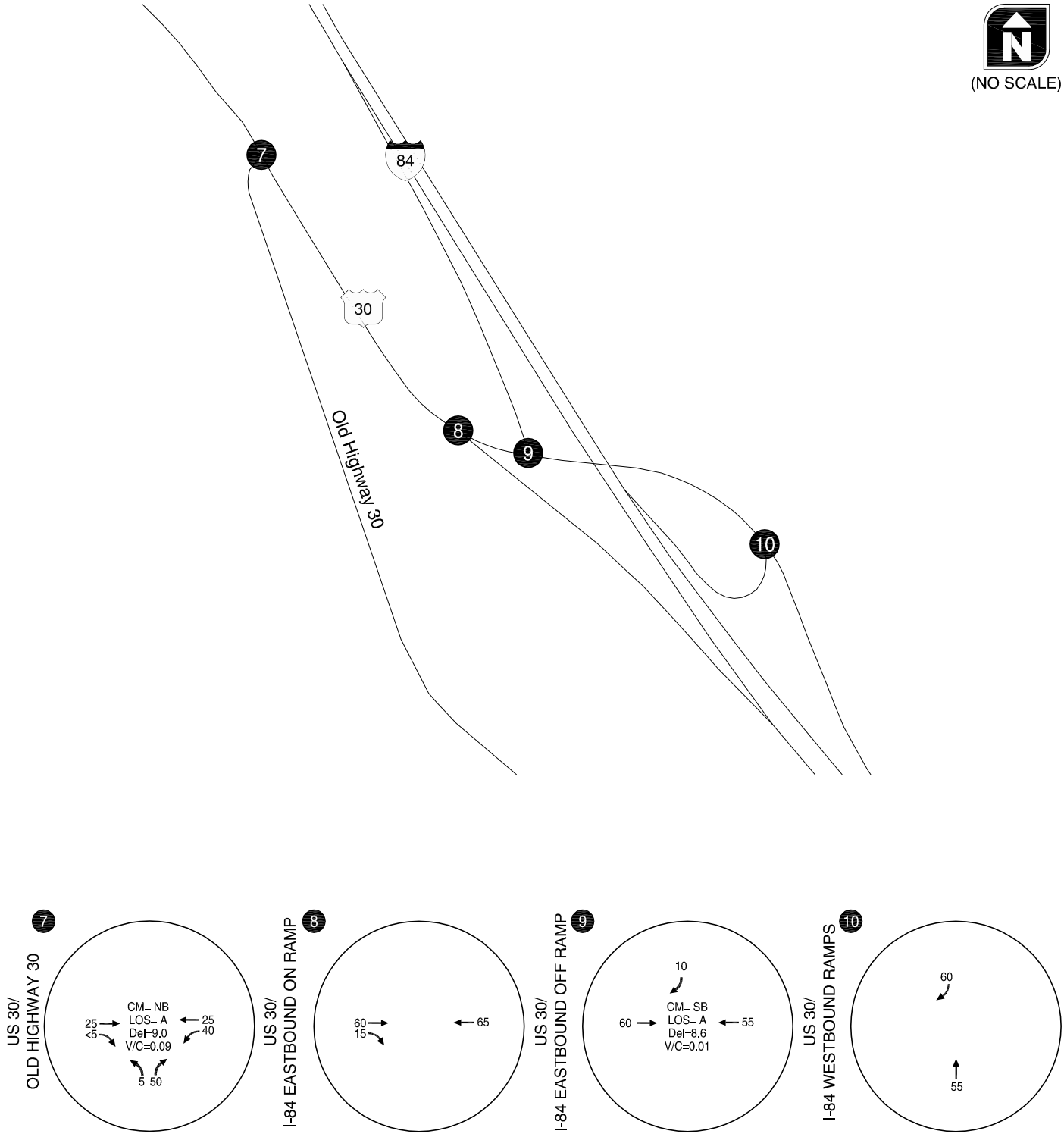
Del = CRITICAL MOVEMENT CONTROL DELAY

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

YEAR 2035 FUTURE TRAFFIC CONDITIONS - EXIT 302
WEEKDAY PM PEAK HOUR
BAKER CITY, OREGON

FIGURE **4-3**

K:\H_Boise\projfile\17921 - I-84 North Baker IAMP\dwgs\figs\17921 - I-84 North Baker IAMP.dwg Mar 27, 2015 - 2:28pm - lnuxoll Layout Tab: Fig 4-3 future 2033_302



LEGEND

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YEAR 2035 FUTURE TRAFFIC CONDITIONS - EXIT 306
WEEKDAY PM PEAK HOUR
BAKER CITY, OREGON

FIGURE **4-4**

REFERENCES

1. *Baker City Transportation System Plan.* Prepared for Baker City by Kittelson and Associates. May 2013.
2. Institute of Transportation Engineers. *Trip Generation, 9th Edition*. 2012.
3. Transportation Research Board. *Highway Capacity Manual*. 2000.

Attachment A Year 2035 Traffic Conditions Synchro Reports

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	395	0	15	460	79	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	0	0	6	0	0
Mvmt Flow	449	0	17	523	90	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	449	0	1006	449
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1122	-	270	614
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1122	-	264	614
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	24.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	290	-	-	1122	-
HCM Lane V/C Ratio	0.368	-	-	0.015	-
HCM Control Delay (s)	24.5	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	20	455	539	0	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	10	5	0	0	0
Mvmt Flow	23	517	612	0	0	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	613	0	-	0	1176	613
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	563	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	976	-	-	-	213	496
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	976	-	-	-	206	496
Mov Cap-2 Maneuver	-	-	-	-	206	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	976	-	-	-	-	496
HCM Lane V/C Ratio	0.023	-	-	-	-	0.092
HCM Control Delay (s)	8.8	0	-	-	0	13
HCM Lane LOS	A	A	-	-	A	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3

Intersection	
Int Delay, s/veh	133.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	245	270	0	0	363	216	130	0	205
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	10	0	0	9	0	40	0	0
Mvmt Flow	278	307	0	0	412	245	148	0	233

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	658	0	0	307	0	0	1399	1522	307
Stage 1	-	-	-	-	-	-	864	864	-
Stage 2	-	-	-	-	-	-	535	658	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.8	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.86	4	3.3
Pot Cap-1 Maneuver	939	-	-	1265	-	-	~ 128	120	738
Stage 1	-	-	-	-	-	-	356	374	-
Stage 2	-	-	-	-	-	-	518	464	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	939	-	-	1265	-	-	~ 82	0	738
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 82	0	-
Stage 1	-	-	-	-	-	-	229	0	-
Stage 2	-	-	-	-	-	-	518	0	-

Approach	EB	WB	NB
HCM Control Delay, s	5	0	$ 562.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	180	939	-	-	1265	-	-
HCM Lane V/C Ratio	2.115	0.296	-	-	-	-	-
HCM Control Delay (s)	$ 562.1	10.4	0	-	0	-	-
HCM Lane LOS	F	B	A	-	A	-	-
HCM 95th %tile Q(veh)	29.9	1.2	-	-	0	-	-

Notes

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

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	88	88	88
Heavy Vehicles, %	8	8	8
Mvmt Flow	0	0	0

Major/Minor
Conflicting Flow All
Stage 1
Stage 2
Critical Hdwy
Critical Hdwy Stg 1
Critical Hdwy Stg 2
Follow-up Hdwy
Pot Cap-1 Maneuver
Stage 1
Stage 2
Platoon blocked, %
Mov Cap-1 Maneuver
Mov Cap-2 Maneuver
Stage 1
Stage 2

Approach
HCM Control Delay, s
HCM LOS

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	50.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	370	145	121	372	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	6	17	0	6	0	6	6	6
Mvmt Flow	0	394	154	129	396	0	0	0	0

Major/Minor	Major1			Major2		
Conflicting Flow All	396	0	0	548	0	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1174	-	-	1032	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-
Mov Cap-1 Maneuver	1174	-	-	1032	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB
HCM Control Delay, s	0	2.2
HCM LOS		

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1174	-	-	1032	-	-	346
HCM Lane V/C Ratio	-	-	-	0.125	-	-	1.261
HCM Control Delay (s)	0	-	-	9	0	-	170.7
HCM Lane LOS	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0	-	-	0.4	-	-	19.6

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	140	0	270
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	94	94	94
Heavy Vehicles, %	14	50	0
Mvmt Flow	149	0	287

Major/Minor	Minor2		
Conflicting Flow All	1124	1201	396
Stage 1	653	653	-
Stage 2	471	548	-
Critical Hdwy	6.54	7	6.2
Critical Hdwy Stg 1	5.54	6	-
Critical Hdwy Stg 2	5.54	6	-
Follow-up Hdwy	3.626	4.45	3.3
Pot Cap-1 Maneuver	215	150	658
Stage 1	496	397	-
Stage 2	604	447	-
Platoon blocked, %			
Mov Cap-1 Maneuver	181	0	658
Mov Cap-2 Maneuver	181	0	-
Stage 1	417	0	-
Stage 2	604	0	-

Approach	SB
HCM Control Delay, s	170.7
HCM LOS	F

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	0.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	10	0	0	505	627	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	33	0	0	5	5	0
Mvmt Flow	11	0	0	567	704	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1280	713	721	0	-	0
Stage 1	713	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Critical Hdwy	6.73	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	158	435	890	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	158	435	890	-	-	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	29.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	890	-	158	-	-
HCM Lane V/C Ratio	-	-	0.071	-	-
HCM Control Delay (s)	0	-	29.5	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	265.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	265	15	135	20	45	10	150	255	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	18	0	0	0	0	0	0	0	0
Mvmt Flow	279	16	142	21	47	11	158	268	5

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1115	1088	478	1165	1258	271	649	0	0
Stage 1	499	499	-	587	587	-	-	-	-
Stage 2	616	589	-	578	671	-	-	-	-
Critical Hdwy	7.28	6.5	6.2	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.28	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.28	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.662	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	~ 172	218	591	173	172	773	947	-	-
Stage 1	525	547	-	499	500	-	-	-	-
Stage 2	452	499	-	505	458	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	~ 105	173	591	103	136	773	947	-	-
Mov Cap-2 Maneuver	~ 105	173	-	103	136	-	-	-	-
Stage 1	422	539	-	401	402	-	-	-	-
Stage 2	316	401	-	367	452	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	$ 961.7	60.5	3.5
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	947	-	-	146	139	1301	-	-
HCM Lane V/C Ratio	0.167	-	-	2.992	0.568	0.008	-	-
HCM Control Delay (s)	9.6	0	-	$ 961.7	60.5	7.8	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	40.4	2.9	0	-	-

Notes

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

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	10	291	326
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	95	95	95
Heavy Vehicles, %	0	0	7
Mvmt Flow	11	306	343

Major/Minor	Major2		
Conflicting Flow All	274	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1301	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1301	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.1
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	9.6

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	30	505	0	30	627	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	5	0	0	5	0
Mvmt Flow	34	567	0	34	704	0

Major/Minor	Major1		Minor2		Major2	
Conflicting Flow All	0	0	317	2010	601	-
Stage 1	-	-	0	1409	-	-
Stage 2	-	-	317	601	-	-
Critical Hdwy	-	-	6.4	6.5	4.15	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	5.5	-	-
Follow-up Hdwy	-	-	3.5	4	2.245	-
Pot Cap-1 Maneuver	-	-	680	60	962	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	743	493	-	-
Platoon blocked, %	-	-				-
Mov Cap-1 Maneuver	-	-	182	0	962	-
Mov Cap-2 Maneuver	-	-	182	0	-	-
Stage 1	-	-	-	0	-	-
Stage 2	-	-	743	0	-	-

Approach	NB	SB	SW
HCM Control Delay, s	0		18.2
HCM LOS		-	

Minor Lane/Major Mvmt	NBT	NBR	SBLn1	SWL	SWR
Capacity (veh/h)	-	-	-	962	-
HCM Lane V/C Ratio	-	-	-	0.732	-
HCM Control Delay (s)	-	-	-	18.2	-
HCM Lane LOS	-	-	-	C	-
HCM 95th %tile Q(veh)	-	-	-	6.8	-

Intersection	
Int Delay, s/veh	5.3

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	25	3	40	25	5	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	6	4	0	3	0	0
Mvmt Flow	42	5	67	42	8	83

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	219	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1573	-	774	1032
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	860	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1573	-	740	1032
Mov Cap-2 Maneuver	-	-	-	-	740	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	822	-

Approach	SE	NW	NE
HCM Control Delay, s	0	4.5	9
HCM LOS			A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	996	1573	-	-	-
HCM Lane V/C Ratio	0.092	0.042	-	-	-
HCM Control Delay (s)	9	7.4	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	60	55	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	15	15	0	0	0
Mvmt Flow	0	68	62	0	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	131	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1553	-	-	-	868	1007
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	868	1007
Mov Cap-2 Maneuver	-	-	-	-	868	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1553	-	-	-	1007
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Section 5 Technical Memorandum #5 – Alternatives Analysis

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

FINAL TECHNICAL MEMORANDUM #5

I-84 Exits 302 and 306 Interchange Area Management Plans

Alternatives Analysis

Date: May 19, 2015 Project #:17921.0
To: Project Management Team
From: Lauren Nuxoll, Nick Foster, AICP, and Matt Hughart, AICP

This memorandum documents the development and evaluation of alternative project concepts for the I-84 Exits 302 and 306 Interchange Area Management Plans (IAMPs). It includes a summary of the concept development process, qualitative and quantitative evaluations of each concept, and a consultant team recommendation for committee review and consideration. The purpose of this memorandum is to provide the Project Management Team (PMT) with information to consider in selecting the concepts to be included in the draft version of the final IAMP. *This memorandum has been revised to incorporate feedback received at public open houses in Baker City on April 7 and May 6, 2015 and new information regarding sight distance limitations at the I-84 ramp terminals at Exit 302. Feedback received from area residents resulted in the development of two new concepts and the recommendation presented in this memorandum.*

CONCEPT DEVELOPMENT PROCESS

The concepts considered in this memorandum include those concepts developed during the previous IAMP effort[1] (Reference 1), as well as new concepts generated for this update. New concepts have been developed by the project team in response to feedback from the PMT, from the general public at open houses in Baker City on January 29, 2015 and April 7, 2015, and to address operational deficiencies identified in the future conditions analysis summarized in Technical Memorandum #4.

Exit 302 Concepts

In total, sixteen concepts are considered for the Exit 302 area, including the eleven concepts from the previous IAMP effort[1] and five additional concepts prepared for this update. In certain cases, the concepts from the previous IAMP effort have been refined for this update to better address forecast

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[1] In 2005, an IAMP was prepared for the I-84 Exit 302 and I-84 Exit 306 interchanges. While the technical components of the IAMP were essentially completed, the IAMP was never formally adopted.

traffic operations or concerns raised during the last project's process. The Exit 302 concepts are shown and described in Attachment "A." Table 1 summarizes the basic purpose of each concept.

Table 1 Exit 302 Concept Objectives

Concept	Primary purpose
1A – Realignment of Best Frontage Road	Improve access spacing on OR 86
1B – Realignment of Best Frontage Road	Improve access spacing on OR 86
2A – Realignment of Airport Road	Improve access spacing on OR 86
2B – Realignment of Airport Road	Improve access spacing on OR 86
2C – Realignment of Airport Road*	Improve access spacing on OR 86
2D – Lindley Road as Primary Access to Airport*	Improve access spacing on OR 86
3A – Widen OR 86 to 3 Lanes: I-84 to Atwood Road	Improve traffic operations and safety on OR 86
3B – Widen OR 86 and Realign Airport Road	Improve traffic operations, safety, and access spacing on OR 86
3C – Signalize the I-84 Ramp Terminals*	Address forecast operational deficiency
4 – Realign Cedar Street	Provide for higher-speed travel on curve
5 – Main Street Extension	Consistency with former TSP project
6A – 4-Way Stop at Cedar Street/Hughes Lane Intersection	Address forecast operational deficiency
6B – Roundabout at Cedar Street/Hughes Lane Intersection	Address forecast operational deficiency
6C – Realign Hughes Lanes	Address forecast operational deficiency
6D – Signalize the Cedar Street/Hughes Lane Intersection*	Address forecast operational deficiency
7 – Improve Sight Distance at the I-84 Ramp Terminals*	Improve sight distance at the interchange ramp terminals

*Indicates new concept prepared for this update

Exit 306 Concepts

No concepts were developed for the Exit 306 area during the previous effort. Further, since the last effort was completed, the City has removed the one planned project that would have had a significant effect on traffic volumes in this area, the Southeast Connector project, from its Transportation System Plan (TSP). The project team did not receive any comments on the Exit 306 interchange area during the January 29, 2015 public workshop. Given that the previous effort did not develop any concepts for this are and that the project team's technical analysis and feedback from the public do not identify any significant issues that need to be addressed under existing or projected future conditions, we did not develop any new concepts for this interchange area for this updated plan.

PRELIMINARY SCREENING

The project team screened the concepts developed during the previous IAMP effort to determine if they should be evaluated during this update. Concepts were removed from consideration that 1) relate to realigning Best Frontage Road, which has been completed, or 2) have been removed from the City's TSP. The results of this process are summarized in Table 2.

Table 2 Preliminary Screening Results

Concept	Included for Further Evaluation?	Reason for Dropping the Concept
1A – Realignment of Best Frontage Road	No	Similar Project Already Completed
1B – Realignment of Best Frontage Road	No	Project Already Completed
2A – Realignment of Airport Road	Yes	
2B – Realignment of Airport Road	Yes	
2C – Realignment of Airport Road	Yes	
2D – Lindley Road as Primary Access to Airport	Yes	
3A – Widen OR 86 to 3 Lanes: I-84 to Atwood Road	Yes	
3B – Widen OR 86 and Realign Airport Road	No	Best Frontage Road has Been Realigned
3C – Signalize the I-84 Ramp Terminals	Yes	
4 – Realign Cedar Street	Yes	
5 – Main Street Extension	No	Project Removed During City's TSP Update
6A – 4-Way Stop at Cedar Street/Hughes Lane Intersection	Yes	
6B – Roundabout at Cedar Street/Hughes Lane Intersection	Yes	
6C – Realign Hughes Lanes	Yes	
6D – Signalize the Cedar Street/Hughes Lane Intersection	Yes	
7 – Improve Sight Distance at the I-84 Ramp Terminals	Yes	

Four concepts were screened out during this phase, leaving seven concepts from the previous IAMP process to be evaluated along with the five new concepts developed for this update.

CONCEPT EVALUATION

The project team has prepared a draft evaluation of the remaining screened concepts. This evaluation is based on the objectives and criteria outlined in Technical Memorandum #1. The criteria used in this evaluation and the subsequent results are described below.

Evaluation Criteria

The evaluation criteria are divided into six categories, as shown below in Table 3, along with the scoring key used by the project team for each criterion.

Table 3 Evaluation Criteria

Category	Evaluation Criteria	Scoring Key	
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity
		0	No elements proven to reduce crash frequency/severity
		-	Contains elements proven to increase crash frequency/severity
	Mobility	+	Addresses failing future operations
		0	Does not address failing future operations
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements
		0	Does not address failing future operations or provide freight-specific mobility improvements
Land Use	Right-of-Way Impacts	+	Minimal right-of-way impacts
		0	Moderate right-of-way impacts
		-	Substantial right-of-way impacts
	Growth Accommodation	+	Accommodates future growth
		0	Minimal impact on future growth accommodation
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas
		0	Minimal impacts to known environmentally sensitive areas
		-	Moderate-substantial impacts to known environmentally sensitive areas
Accessibility	Future Access to Undeveloped Properties	+	Provides future access to undeveloped properties
		0	Does not provide access to undeveloped properties
	Access Spacing Requirements	+	Meets ODOT's spacing targets
		0	Moves toward ODOT's spacing targets
		-	No improvement over existing conditions
Cost	Relative Construction Cost	+	Low construction costs
		0	Moderate construction costs
		-	Substantial construction costs
Implementation	Impacts to Existing and Proposed Development	+	No impacts to existing and proposed developments
		0	Minimal impacts to existing and proposed developments
		-	Moderate-substantial impacts to existing and proposed developments

Evaluation Results

Each concept was evaluated against the criteria outlined in the table above. The evaluation matrices for each concept, including comments on the scoring results are contained in Attachment “B.” For concepts aimed at addressing operations at the I-84 ramp terminals or at the Cedar Street/Hughes Lane intersection, traffic operations analysis results and signal warrant worksheets are contained in Attachment “C.” Planning level cost-estimates for each concept can be found in Attachment “D.” Table 4 below summarizes the results of this evaluation. Note that many of these concepts are not mutually exclusive because they are addressing different issues in different regions of the study area. Therefore not all concepts can be compared directly to each other in Table 4.

Table 4 Summary of Concept Evaluation

Evaluation Criteria	Concept											
	2A	2B	2C	2D	3A	3C	4	6A	6B	6C	6D	7
Safety	+	+	+	+	+	+	+	+	+	0	0	+
Mobility	0	0	0	0	0	+	0	+	+	+	+	0
Freight Mobility	0	0	0	0	+	+	0	+	+	+	+	0
Right-of-Way Impacts	-	-	-	+	0	+	-	+	0	0	0	+
Growth Accommodation	+	+	+	+	+	+	0	+	+	+	+	0
Environmental Impacts	+	+	+	+	+	+	+	+	+	+	0	+
Future Access to Undeveloped Properties	+	+	+	0	+	0	0	0	0	0	0	0
Access Spacing Requirements	+	+	+	0	-	0	0					
Relative Construction Cost	-	-	0	0	-	+	-	0	0	-	0	+
Impacts to Existing and Proposed Development	0	+	+	+	+	+	-	0	0	0	0	+

CONSULTANT TEAM RECOMMENDATION

Based on the evaluation shown above, the consultant team makes the following recommendations for the PMT and general public to consider, summarized in Table 5.

Table 5 Consultant Team Recommendations

Concept	Recommended for Inclusion in IAMP?	Comments
2A – Realignment of Airport Road	No	This concept would likely have impacts to existing properties and structures and would require substantial amounts of right-of-way from private property to implement. It would also potentially result in increased traffic volumes and freight traffic on Hughes Lane that is not compatible with the adjacent residential land uses.
2B – Realignment of Airport Road	No	Like Concept 2A, this concept would have impacts to existing properties, require new right-of-way to implement, and result in traffic volumes along Hughes Lane that are not compatible with the adjacent residential land uses
2C – Realignment of Airport Road	Yes, Conditional	This concept would be considered if/when there is a zone change (to a more traffic intensive land use) and development on property on the north side of OR 86 between Airport Road and Hughes Lane. This concept would create a traditional four-leg intersection across from Best Frontage Road, provides reasonable and highly visible access opportunities for property redevelopment, and is consistent with the access spacing precedent set when Best Frontage Road was realigned.
2D – Lindley Road as Primary Access to Airport (Airport Road with right-in/right-out access)	Yes	Lindley Road already accesses the airport area, so the concept only requires upgrading existing roads. Induces some out-of-direction travel to reach the airport.
3A – Widen OR 86 to 3 Lanes: I-84 to Atwood Road	No	This concept would likely impact adjacent properties and there are not many accesses along this section of OR 86 that would necessitate there being a continuous turn lane, from an operations perspective.
3C – Signalize the I-84 Ramp Terminals	Yes	Signalization is necessary to meet ODOT's mobility target for the ramp terminals under projected long-term traffic conditions.
4 – Realign Cedar Street	No	This concept would have significant impacts to surrounding properties and the speed limit south of the curve has been lowered to 35 MPH.
6A – 4-Way Stop at Cedar Street/Hughes Lane Intersection (including turn lanes)	Yes	The concept would have the fewest impacts to surrounding properties and would be the least costly to implement while still addressing operational and other concerns at this intersection. This concept includes the first three phases of improvements, followed by Concept 6D (when warranted).
6B – Roundabout at Cedar Street/Hughes Lane Intersection	No	This concept would be costly and have significant impacts to surrounding properties.
6C – Realign Hughes Lane	No	This concept would have significant impacts and costs, without significant extra benefit compared to other alternatives.
6D – Signalize the Cedar Street/Hughes Lane Intersection	Yes	This concept would be a later phase of improvements to this intersection and would be implemented when signal warrants are met.
7 – Improve Sight Distance at the I-84 Ramp Terminals	Yes	Sight distance could be improved by modifying the existing guardrail.

Implementation

A key consideration for the concepts above is the timing of their implementation. Agency staff and the general public have both expressed an interest in constructing a solution at the Cedar Street/Hughes Lane intersection in the near-term due to the skewed nature of the intersection and to reduce delay for vehicles turning from Hughes Lane onto Cedar Street. Neither all-way stop control nor a traffic signal

are currently warranted based on the criteria outlined in the Manual on Uniform Traffic Control Devices (MUTCD, Reference 2). Given this and the current traffic patterns, a phased approach is recommended, with the first phase involving an eastbound right-turn lane on Hughes Lane, followed by a second phase of a southbound right-turn lane on Cedar Street. The third phase would be the northbound right-turn lane with all-way stop control implemented once warrants are met. All-way stop control would remain until signal warrants are met.

Given that sight distance can be limited currently for individuals in passenger cars by the existing guardrail, it would be desirable to improve the sight distance at the existing I-84 ramp terminals as soon as funding is available and ODOT can develop and implement a project to modify the guardrail.

All other concepts would be dependent on development of the surrounding properties and growth in traffic volumes. *They are not recommended for near-term construction or programming for funding.* Table 6 summarizes the implementation trigger for each preliminarily recommended concept.

Table 6 Implementation Triggers

Concept	Implementation Trigger
2D – Lindley Road as Primary Access to Airport	When the queue of vehicles turning left onto Airport Road from OR 86 interferes with operations at the I-84 westbound ramp terminal, which could be measured by the 95th-percentile queue estimate (this is projected to occur beyond the year 2035 planning horizon and may require zoning changes and development on the parcels adjacent to Airport Road to generate this level of traffic) or when crash patterns in the area could be mitigated by improving spacing between the I-84 westbound ramp terminal and the nearest full access (currently Airport Road).
3C – Signalize the OR 86/ I-84 Eastbound and Westbound Ramp Terminals	When signal warrants are met. This is projected to occur by the end of the year 2035 planning horizon.
6A – 4-Way Stop at Cedar Street/Hughes Lane Intersection	Phase 1 –When funding is available Phase 2 – When intersection operations or crash patterns warrant Phase 3 – When all-way stop control warrants are met (projected to occur between the year 2030 and 2035)
6D - Signalize the Cedar Street/Hughes Lane Intersection	Once signal warrants are met (Case A condition is forecast to be met at a planning level under year 2035 projected conditions)
7 – Improve Sight Distance at the I-84 Ramp Terminals	When funding is available

The implementation triggers for Concept 2D, Concept 3C, the second and third phases of Concept 6A, and Concept 6D are approximate and will need to be re-evaluated as traffic volumes grow. The triggers for Concepts 3C and 6D are expected to occur around the year 2035, if development occurs as projected (see Technical Memorandum #4 for more details on projections). The operational trigger for Concept 2D is not projected to be met until sometime after the year 2035. Given the limited development potential of lands north of OR 86 under current zoning standards, it is possible that the operational trigger will not be met unless parcels adjacent to Airport Road are rezoned and developed under more intensive zone than what exists today. If such a rezoning of property north of OR 86

between I-84 and Hughes Lane occurs, then the Concept 2C should be reconsidered, particularly if the prospective development is seeking full access to OR 86.

To monitor the need for these improvements, the City and County should require that developments within the Exit 302 Interchange Management Study Area (IMSA) that are projected to generate more than 200 weekday daily trips through the I-84 ramp terminals, Cedar Street/Hughes Lane intersection, or OR 86/Airport Road intersection complete a traffic impact analysis.

PRELIMINARY ACCESS MANAGEMENT PLAN

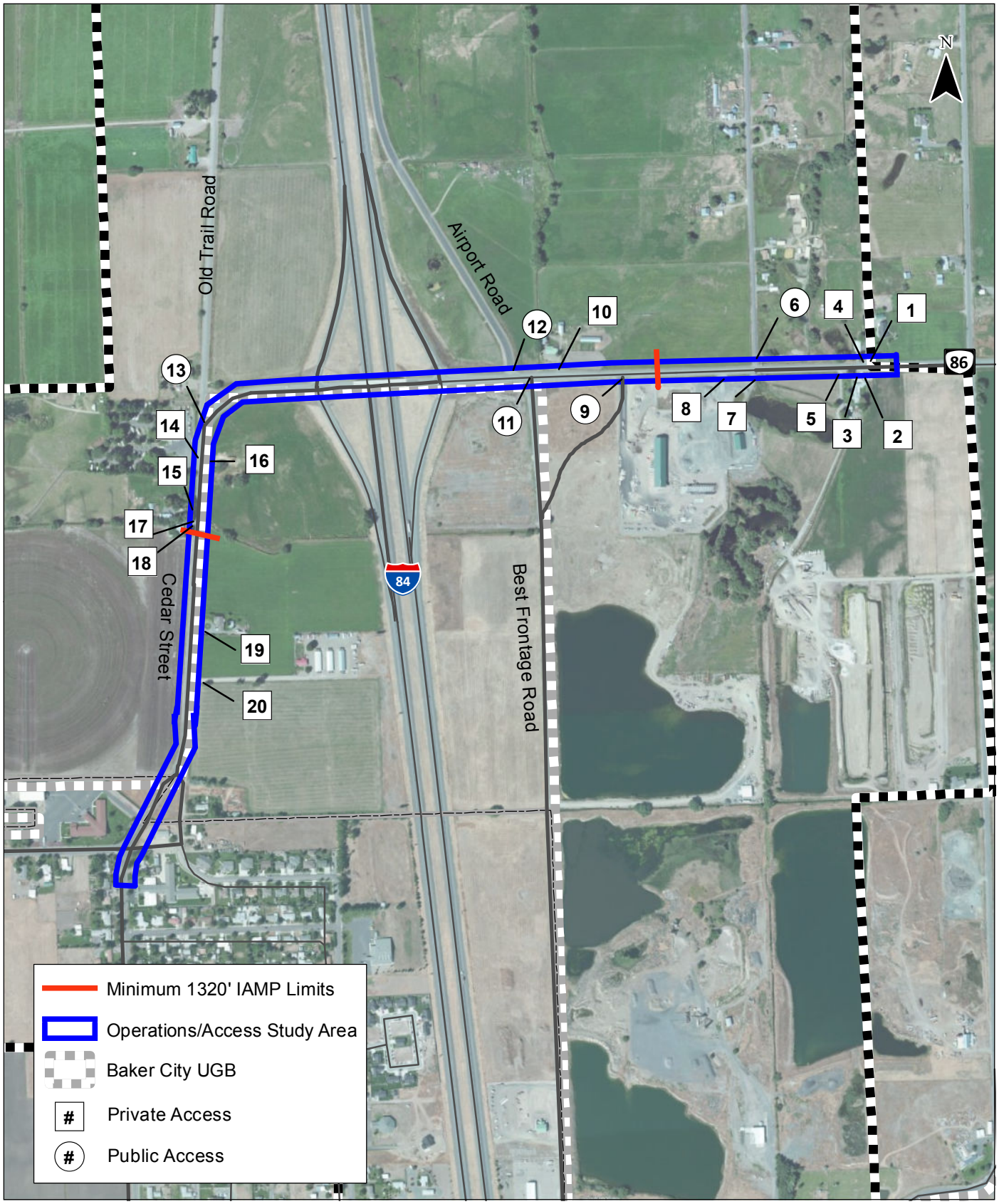
In addition to the preliminary concept recommendations described above, the project team has developed preliminary access management plans for both IMSAs. The plans aim to move access locations in each IMSA towards ODOT's access spacing standards through consolidation of driveways and relocation of public streets. Implementation of access management is anticipated to occur through the development and redevelopment of properties over time. Figures 5-1 and 5-2 illustrate the existing accesses within each IMSA. Table 7 summarizes the proposed access management plan for the Exit 302 IMSA for accesses located within ODOT's ¼-mile spacing standard.

Table 7 Access Management Plan for Exit 302 Interchange

Access #	Approach Type	Proposed Access Management Plan Action
9	Public (Best Frontage Road)	None – road has recently been realigned to move this access further from the interchange
10	Private	Relocate access with property redevelopment, if possible
11	Public (Best Frontage Road)	None – Access has already been restricted to right-in/right-out
12	Public (Airport Road)	Restrict to right-in/right-out access with the implementation of Concept 2D
13	Public (Old Trail Road)	None – Access cannot be relocated without realigning Cedar Street
14	Private	Reduce access width to standards as part of property redevelopment or through negotiation with the property owner that addresses concerns (i.e., current area used for ODOT plow turnarounds and oversize vehicle parking when I-84 is closed)
15	Private	Revisit location of access when property redevelops, if possible[1]
16	Private	Relocate access with property redevelopment either as far from the interchange as possible or across from access #14
17	Private	Revisit access location and configuration when property redevelops
18	Private	Revisit access location and configuration when property redevelops

[1]Would require cross-access easement with neighboring parcel or consolidation of parcels in order to relocate

As Figure 5-2 shows, there are no accesses located within ¼-mile of the Exit 306 interchange. Therefore, the Exit 306 IMSA access management plan does not contain any recommended actions for existing accesses. If new accesses are proposed along US 30 in the vicinity of the Exit 306 interchange and cannot be located outside the ¼-mile spacing standard, they should be located as far from the interchange as practically possible.



0 1,000 Feet

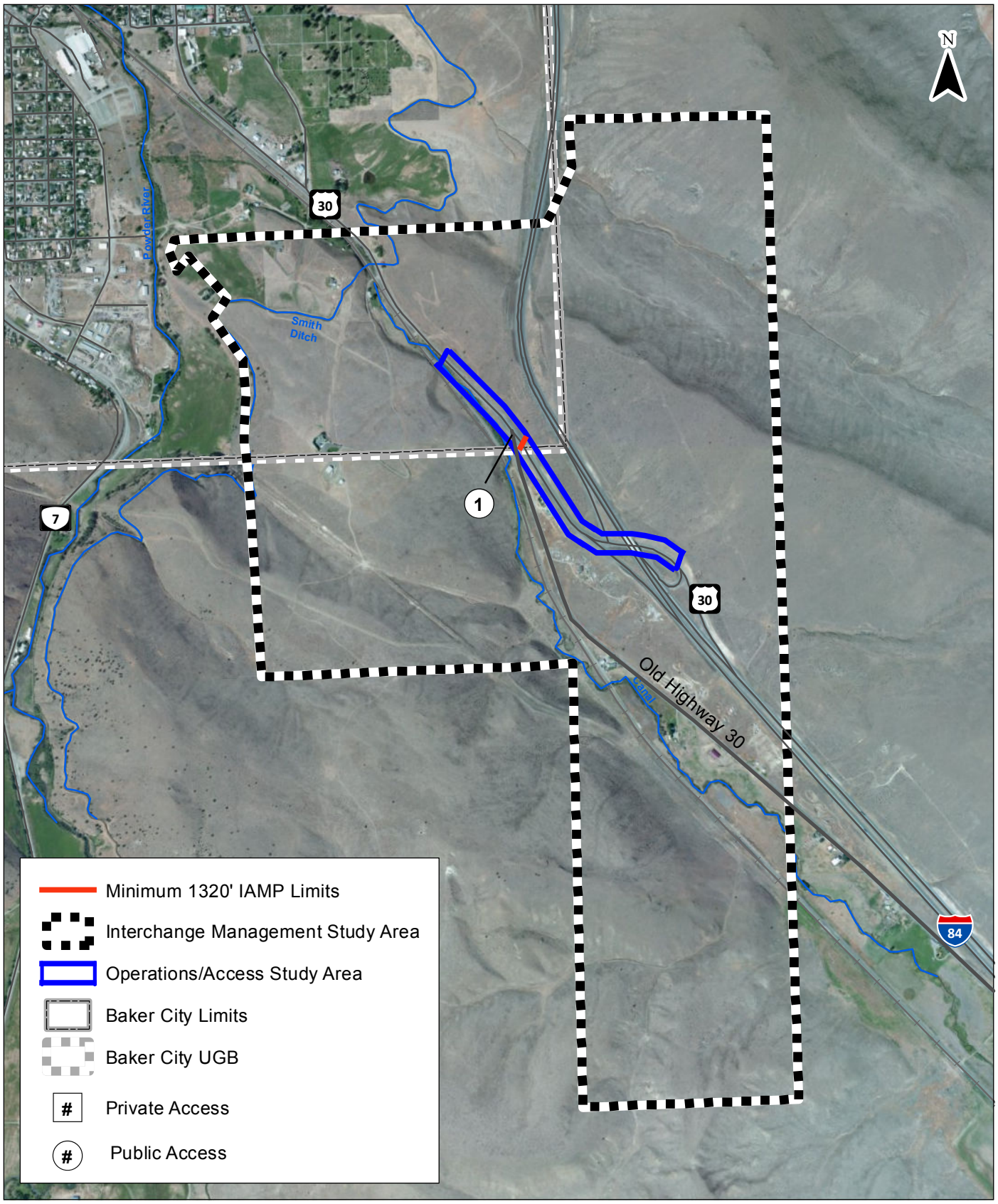
Exit 302 Access Inventory
Baker City, Oregon

Figure
5-1

H:\profile\17921 - I-84 North Baker IAMP\gis\Fig5-1_302_Access.mxd - nfoster - 2:11 PM 5/19/2015

Kittelson & Associates, Inc.
Transportation Engineering/Planning

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Source: ESRI



Exit 306 Access Inventory
Baker City, Oregon

Figure
5-2

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KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Sources: ESRI, Oregon Spatial Data Library

NEXT STEPS

Based on feedback from the general public and the PMT we anticipate preparing the draft IAMP incorporating the recommendations from this memorandum.

REFERENCES

1. *Baker Interchange Area Management Plans, Interchanges 302 and 306, Final Review Draft.* Prepared for Oregon Department of Transportation, Region 5 by David Evans and Associates, Inc., Cogan Owens Cogan, LLC., and Mark Greenfield. August 26, 2005.
2. *Manual on Uniform Traffic Control Devices*, 2009 Edition, including Revisions 1 and 2. Federal Highway Administration. Last Updated May 2012.

Attachment A Exit 302 Alternative Concepts

EXIT 302 ALTERNATIVE CONCEPTS

The following are brief descriptions of each alternative concept proposed for the Exit 302 study area, including all of the concepts from the previous IAMP effort and new ones developed for this update. A summary of cost estimates and drawings of each concept follow these descriptions. Note that new drawings were only prepared for concepts not eliminated in the preliminary screening effort.

Concept 1A: Realignment of Best Frontage Road

This concept is not considered for evaluation because Best Frontage Road has been realigned since the previous IAMP effort ended. It is being presented only for informational purposes.

This concept would have involved the following changes/improvements:

- Best Frontage Road would be realigned across from Hudson Road.
- The old Best Frontage Road access to OR 86 would be removed.

Concept 1B: Realignment of Best Frontage Road with Right-In Remaining

This concept is not considered for evaluation because Best Frontage Road has been realigned since the previous IAMP effort ended. It is being presented only for informational purposes.

This concept would have involved the following changes/improvements:

- Best Frontage Road would be realigned across from Hudson Road.
- The old Best Frontage Road access to OR 86 would be converted to a right-in only.

Concept 2A: Realignment of Airport Road (Option 1)

This concept would involve the following changes/improvements:

- Access from Airport Road to OR 86 would be provided via Hudson Road by constructing a new road connecting Airport Road and Hudson Road.
    - The connection between Airport Road and Hudson Road would be continuous while the north Hudson Road approach into the new road would be stop-controlled.
- The existing Airport Road access onto OR 86 would be removed.

Concept 2B: Realignment of Airport Road (Option 2)

This concept would involve the following changes/improvements:

- Access from Airport Road to OR 86 would be provided via Hudson Road by constructing a new road connecting Airport Road and Hudson Road.
    - The new road would intersect Hudson Road on its current alignment in a "T" intersection. The west approach would likely be stop-controlled at this intersection.
- The existing Airport Road access onto OR 86 would be removed.

Concept 2C: Realignment of Airport Road (Option 3)

This concept would involve the following changes/improvements:

- Airport Road would be realigned to intersect OR 86 across from Best Frontage Road.
    - The exact alignment would be determined in the future in conjunction with the affected property owners and could provide further access to these parcels, which have additional development potential under current zoning standards.
- The existing Airport Road access onto OR 86 would be removed.

Concept 2D: Lindley Road as Primary Access to Airport Road

This concept would involve the following changes/improvements:

- The existing access onto Airport Road would be restricted to right-in/right-out only, rendering Lindley Road as the primary access to the Airport from OR 86.
- Airport Lane between Airport Road and Lindley Road would need to be paved and upgraded to meet the demand of this shift in access from OR 86.

Concept 3A: Widen OR 86 to 3 lanes from I-84 EB Ramps to Atwood Road

This concept would involve the following changes/improvements:

- OR 86 would be widened to include a two-way left-turn lane from the I-84 Eastbound ramp terminals to Atwood Road.
    - The bridge over I-84 would not be widened. It would be restriped to include the two-way left-turn lane, which would leave narrow (approximately 4-feet wide) shoulders, but would avoid the need to widen or replace the structure.

Concept 3B: Widen OR 86 to 3 lanes from I-84 EB Ramps to Atwood Road and Realign Airport Road

This concept is not considered for evaluation because Best Frontage Road has been realigned since the previous IAMP effort ended. It is being presented only for informational purposes.

This concept would involve the following changes/improvements:

- OR 86 would be widened to include a two-way left-turn lane from the I-84 Eastbound ramp terminals to Atwood Road.
    - The bridge over I-84 would not be widened. It would be restriped to include the two-way left-turn lane, which would leave narrow (approximately 4-feet wide) shoulders, but would avoid the need to widen or replace the structure.
- Airport Road would be realigned across from the old Best Frontage Road intersection.

Concept 3C: Signalize I-84 Ramp Terminals

This concept would involve the following changes/improvements:

- Install signals at I-84 Ramp terminals on OR 86.
- Install left turn lanes on OR 86 at the ramp terminals.
    - The bridge over I-84 would not be widened. It would be restriped to include the left-turn lanes, which would leave narrow (approximately 4-feet wide) shoulders, but would avoid the need to widen or replace the structure.

Concept 4: Realign Cedar Street to Meet Highway Design Guidelines

This concept would involve the following changes/improvements:

- Realign Cedar Street to meet the standards for a 55 MPH curve and to intersect Hughes Lane at a 90-degree angle.

Concept 5: Construct Main Street Extension to Interchange 302

This concept had previously been included in Baker City's TSP. It was decided during the 2012 TSP update to remove the project from the TSP. Therefore, this concept is not evaluated in this plan update. It is being presented for informational purposes only.

This concept would involve the following changes/improvements:

- Extend Main Street to connect to OR 86 (extended also to make this connection).
    - The exact alignment is not specified and multiple options are shown.

Concept 6A: 4-Way Stop and Turn Lanes at Cedar Street/Hughes Lane Intersection (Three Phases)

This concept would involve the following changes/improvements in three phases:

Phase 1: Eastbound Right-Turn Lane

- Construct an eastbound right-turn lane at the intersection

Phase 2: Southbound Right-Turn Lane

- Construct a southbound right-turn lane at the intersection

Phase 3: Northbound Left-Turn Lane

- Convert the intersection to all-way stop control by adding stop signs to the Cedar Street approaches.
- Construct a left-turn lane on the northbound approach.

Concept 6B: Cedar Street/Hughes Lane Roundabout

This concept would involve the following changes/improvements:

- Build a single lane roundabout at the intersection.
    - Option 1 would retain all four legs of the intersection.
    - Option 2 would relocate the existing westbound approach to a new intersection on Cedar Street, which would reduce the property impacts at the existing intersection.

Concept 6C: Realign Hughes Lane to the North with New Intersection at Cedar Street

This concept would involve the following changes/improvements:

- Build a new road north of Hughes lane to connect to Cedar Street, including a new three-leg intersection at Hughes Lane.

Concept 6D: Signal and Turn Lanes at Cedar Street/Hughes Lane Intersection

This concept is similar to 6A, except it has a signal instead of all-way stop control. This concept would involve the following changes/improvements:

- Install a traffic signal at the Cedar Street/Hughes Lane intersection.
- Construct right-turn lanes on the southbound and eastbound approaches.
- Construct a left-turn lane on the northbound approach.

Concept 7: Improve Sight Distance at the I-84 Ramp Terminals

This concept would involve the following changes/improvements:

- Relocate the guardrail along OR 86, west and east of the bridge over I-84, to provide additional sight distance.

Cost Estimate Summary

The table below summarizes cost estimates for each of the concepts evaluated for this plan update. *These are planning level estimates based on year 2015 costs and subject to change if and when projects reach the design stage.*

Concept	Cost Estimate
2A – Realignment of Airport Road	$6,300,000
2B – Realignment of Airport Road	$5,700,000
2C – Realignment of Airport Road	$2,600,000
2D – Lindley Road as Primary Access to Airport	$1,000,000
3A – Widen OR 86 to 3 Lanes: I-84 to Atwood Road	$2,900,000
3C – Signalize the I-84 Ramp Terminals	$1,300,000
4 – Realign Cedar Street	$6,100,000
6A Phase 1 – Eastbound Right-Turn Lane at Cedar Street/Hughes Lane Intersection	$160,000
6A Phase 2 – Southbound Right-Turn Lane at Cedar Street/Hughes Lane Intersection	$199,000
6A Phase 3 – Northbound Left-Turn Lane at Cedar Street/Hughes Lane Intersection	$215,000
6B – Roundabout at Cedar Street/Hughes Lane Intersection	$1,200,000
6C – Realign Hughes Lanes	$3,500,000
6D – Signalize the Cedar Street/Hughes Lane Intersection	$1,100,000/$300,000 (if phased in after 6A)
7 – Improve Sight Distance at the I-84 EB Ramp Terminal	$28,000

Detailed cost estimates for each alternative, except 6B are included in Attachment "D." For concept 6B, the roundabout is assumed to cost about $1,000,000 plus $200,000 in right-of-way costs.

ALTERNATIVE 2A - REALIGNMENT OF AIRPORT ROAD (OPTION 1)
BAKER CITY, OREGON

FIGURE **2A**

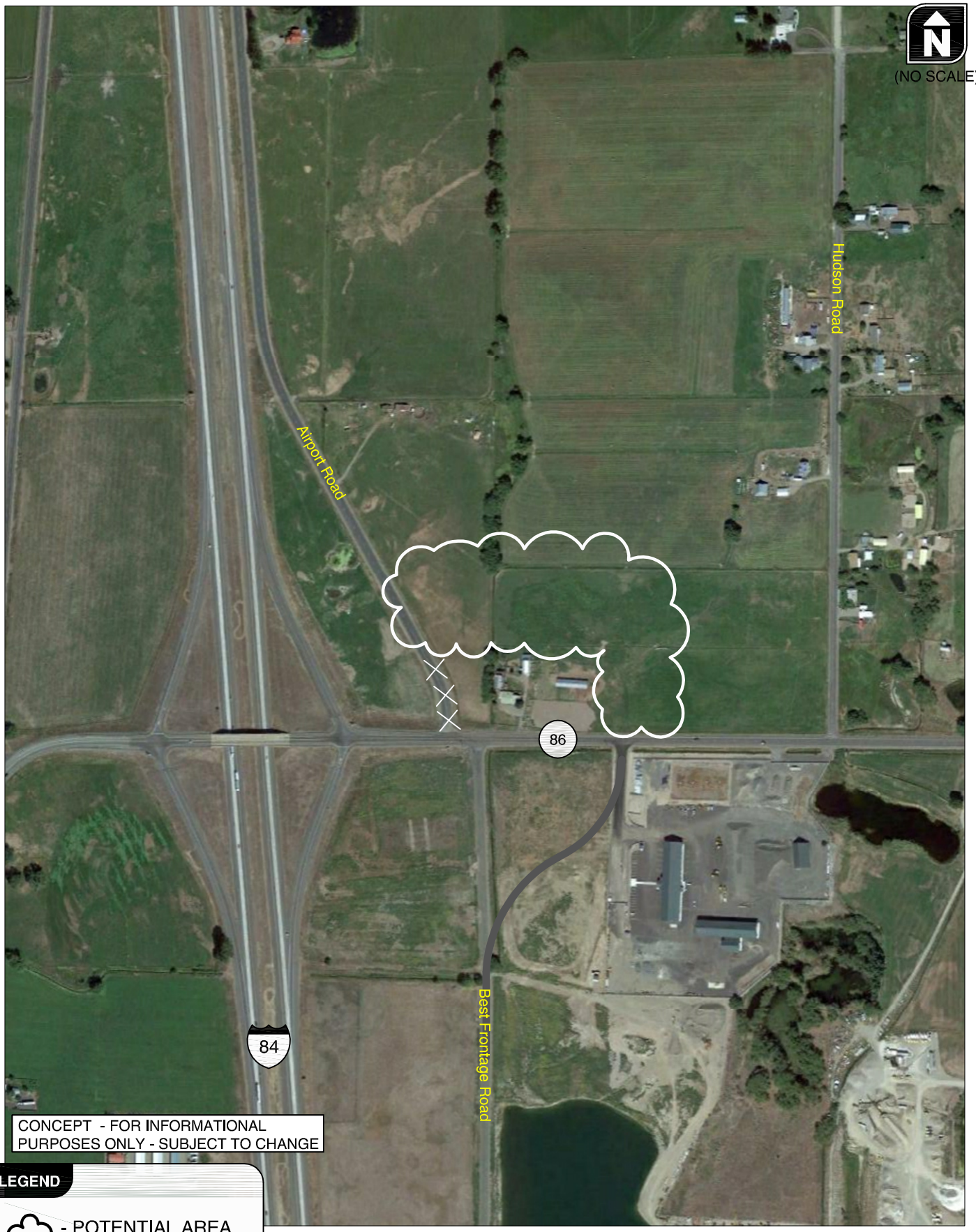
K:\H_Boise\profile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 20, 2015 - 10:32am - lnuxoll Layout Tab: 2A

ALTERNATIVE 2B - REALIGNMENT OF AIRPORT ROAD (OPTION 2)
BAKER CITY, OREGON

FIGURE **2B**

Kittelson & Associates, Inc.
TRANSPORTATION ENGINEERING / PLANNING

H:\profile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg May 04, 2015 - 10:22am - nfoster Layout Tab: 2B



LEGEND

- POTENTIAL AREA FOR AIRPORT ROAD REALIGNMENT

ALTERNATIVE 2C - REALIGNMENT OF AIRPORT ROAD (OPTION 3)
BAKER CITY, OREGON

FIGURE **2C**

K:\H_Boise\projfile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg May 19, 2015 - 1:06pm - lnuxoll Layout Tab: 2C

CONCEPT - FOR INFORMATIONAL PURPOSES ONLY - SUBJECT TO CHANGE

LEGEND

▲ - RIGHT-IN / RIGHT-OUT

ALTERNATIVE 2D - LINDLEY RD AS PRIMARY ACCESS TO AIRPORT
BAKER CITY, OREGON

FIGURE **2D**

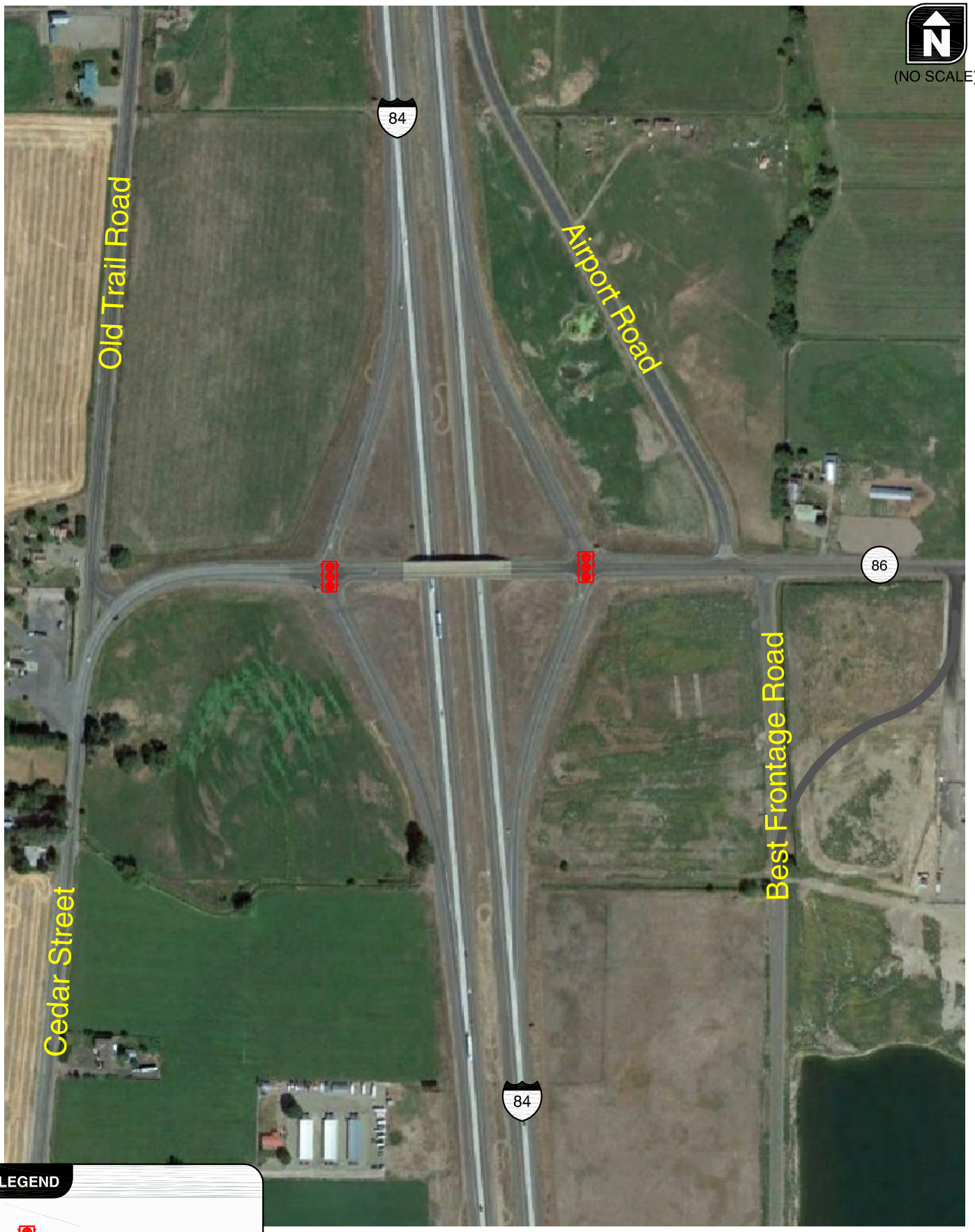
K:\H_Boise\profile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 20, 2015 - 11:07am - lnuxoll Layout Tab: 2D

ALTERNATIVE 3A - WIDEN OR 86 TO 3 LANES FROM I-84 WESTBOUND RAMPS TO ATWOOD ROAD
BAKER CITY, OREGON

FIGURE 3

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Boise\projfile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 01, 2015 - 9:08am - lnuxoll Layout Tab: 3A



LEGEND

- TRAFFIC SIGNAL

ALTERNATIVE 3C - SIGNALIZE I-84 RAMP TERMINALS
BAKER CITY, OREGON

FIGURE 4

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Boise\projfile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 01, 2015 - 4:04pm - lnuxoll Layout Tab: 3C

ALTERNATIVE 4 - REALIGN CEDAR STREET TO MEET HIGHWAY DESIGN GUIDELINES
BAKER CITY, OREGON

FIGURE 5

K:\H_Boise\profile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 01, 2015 - 9:09am - lnuxoll Layout Tab: 4

LEGEND

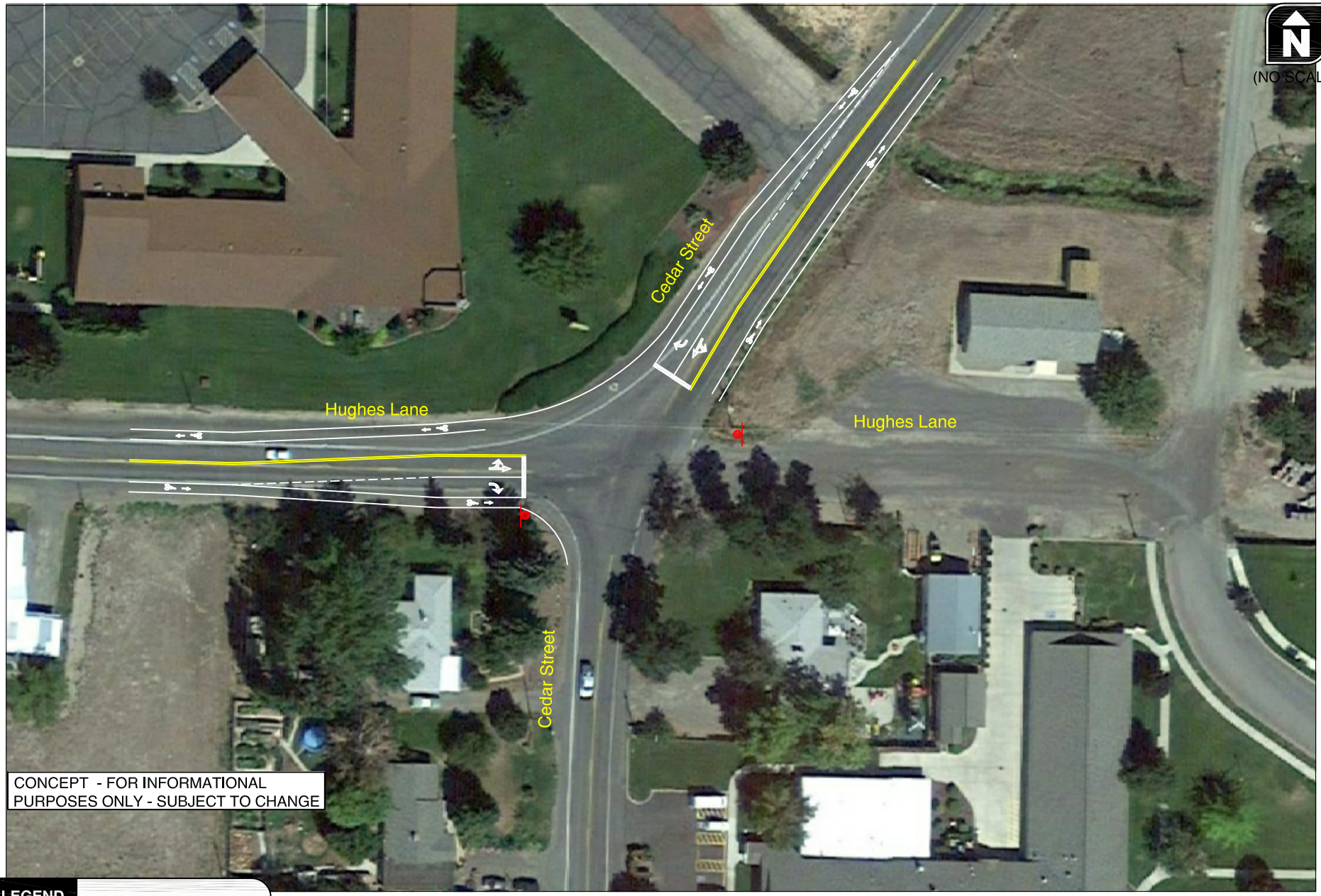
- STOP SIGN

ALTERNATIVE 6A:PHASE 1 - EASTBOUND RIGHT-TURN LANE
CEDAR STREET/HUGHES LANE INTERSECTION
BAKER CITY, OREGON

FIGURE
6A-1

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Boise\profile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 20, 2015 - 11:13am - lnuxoll Layout Tab: 6A (1)



LEGEND

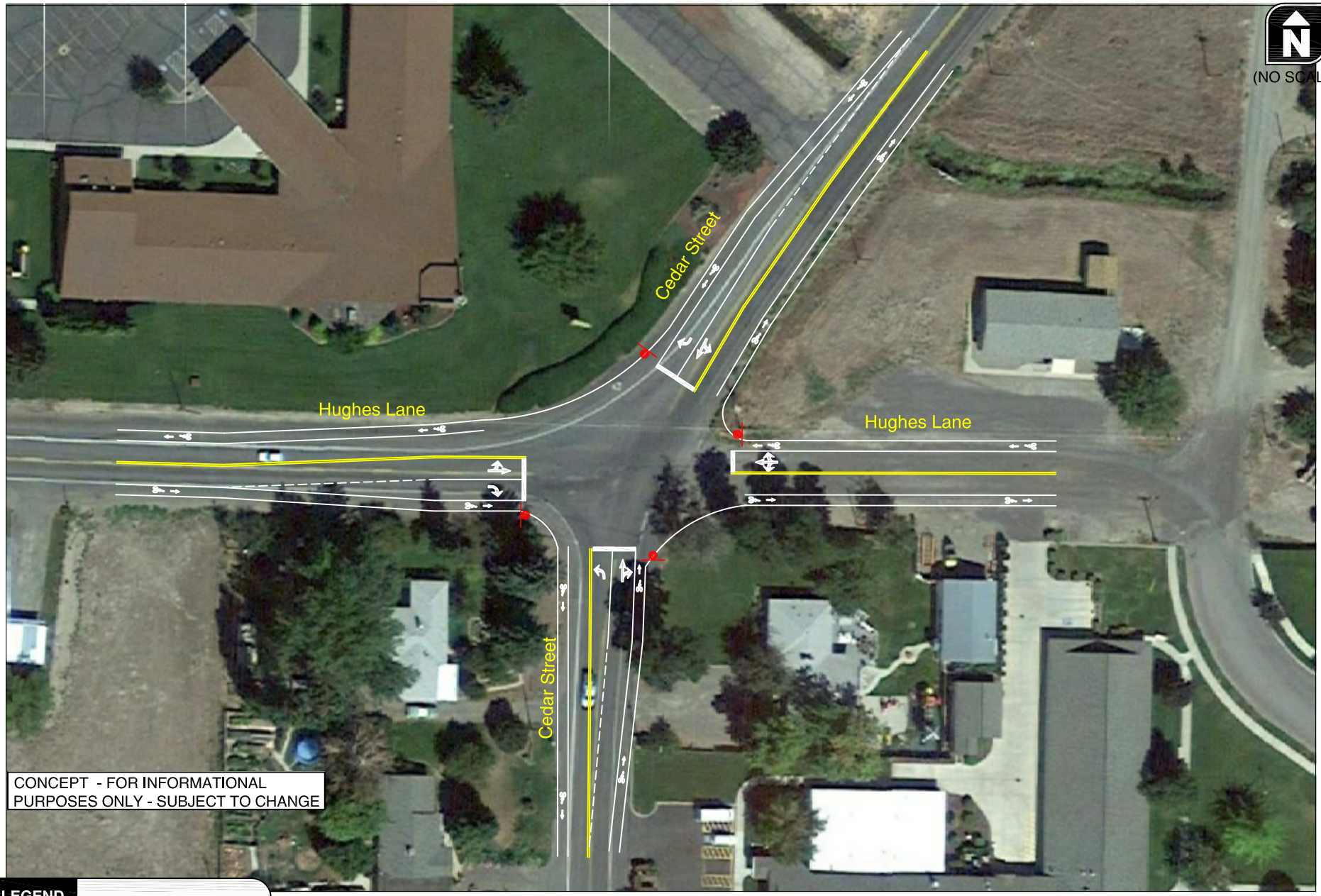
- STOP SIGN

ALTERNATIVE 6A:PHASE 2 - SOUTHBOUND RIGHT-TURN LANE
CEDAR STREET/HUGHES LANE INTERSECTION
BAKER CITY, OREGON

FIGURE **6A-2**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Boise\profile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 20, 2015 - 11:14am - lnuxoll Layout Tab: 6A (2)



LEGEND

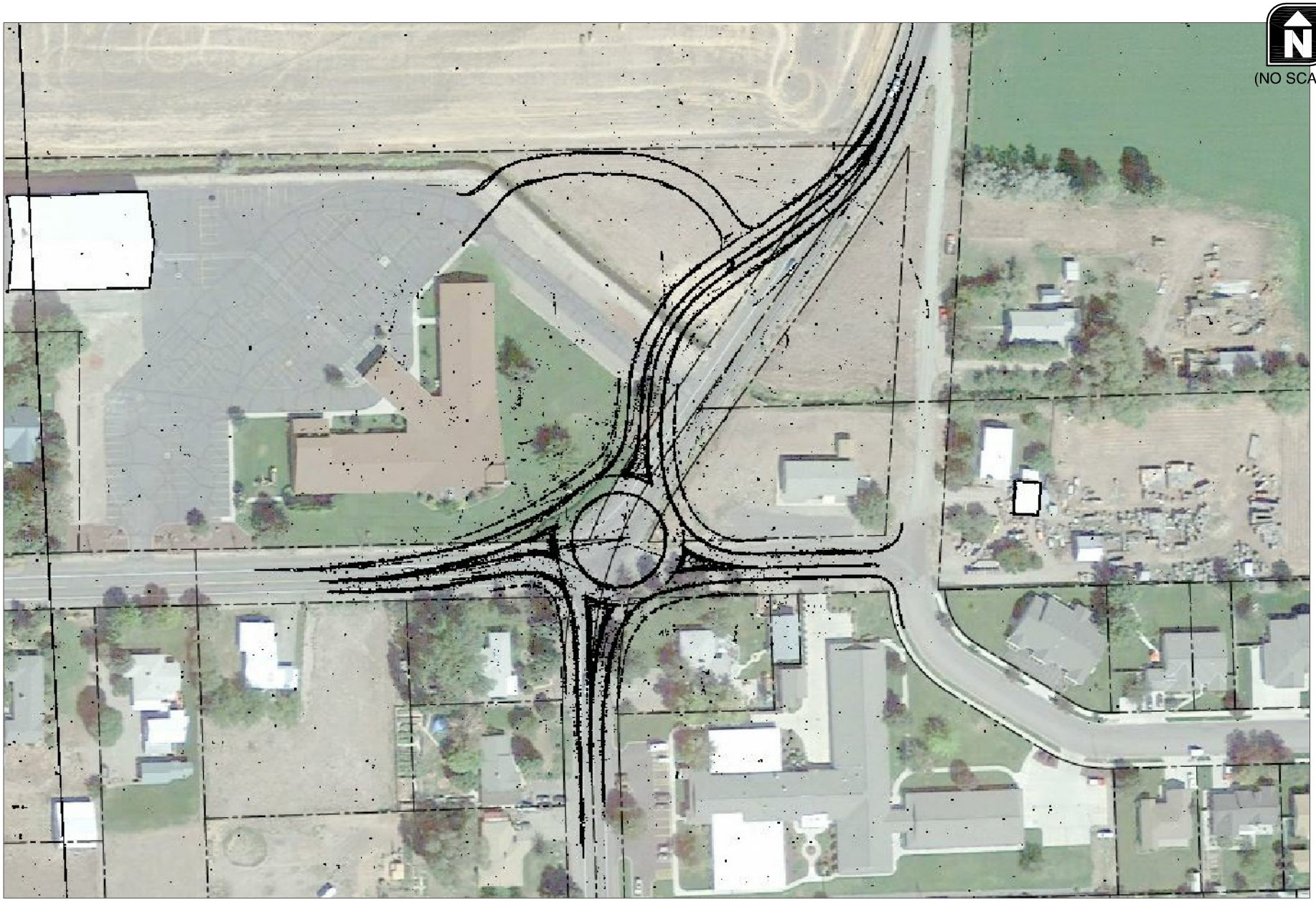
- STOP SIGN

ALTERNATIVE 6A:PHASE 3 - NORTHBOUND LEFT-TURN LANE:ALL-WAY STOP CONTROL
CEDAR STREET/HUGHES LANE INTERSECTION
BAKER CITY, OREGON

FIGURE **6A-3**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Boise\profile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 20, 2015 - 11:16am - lnuxoll Layout Tab: 6A

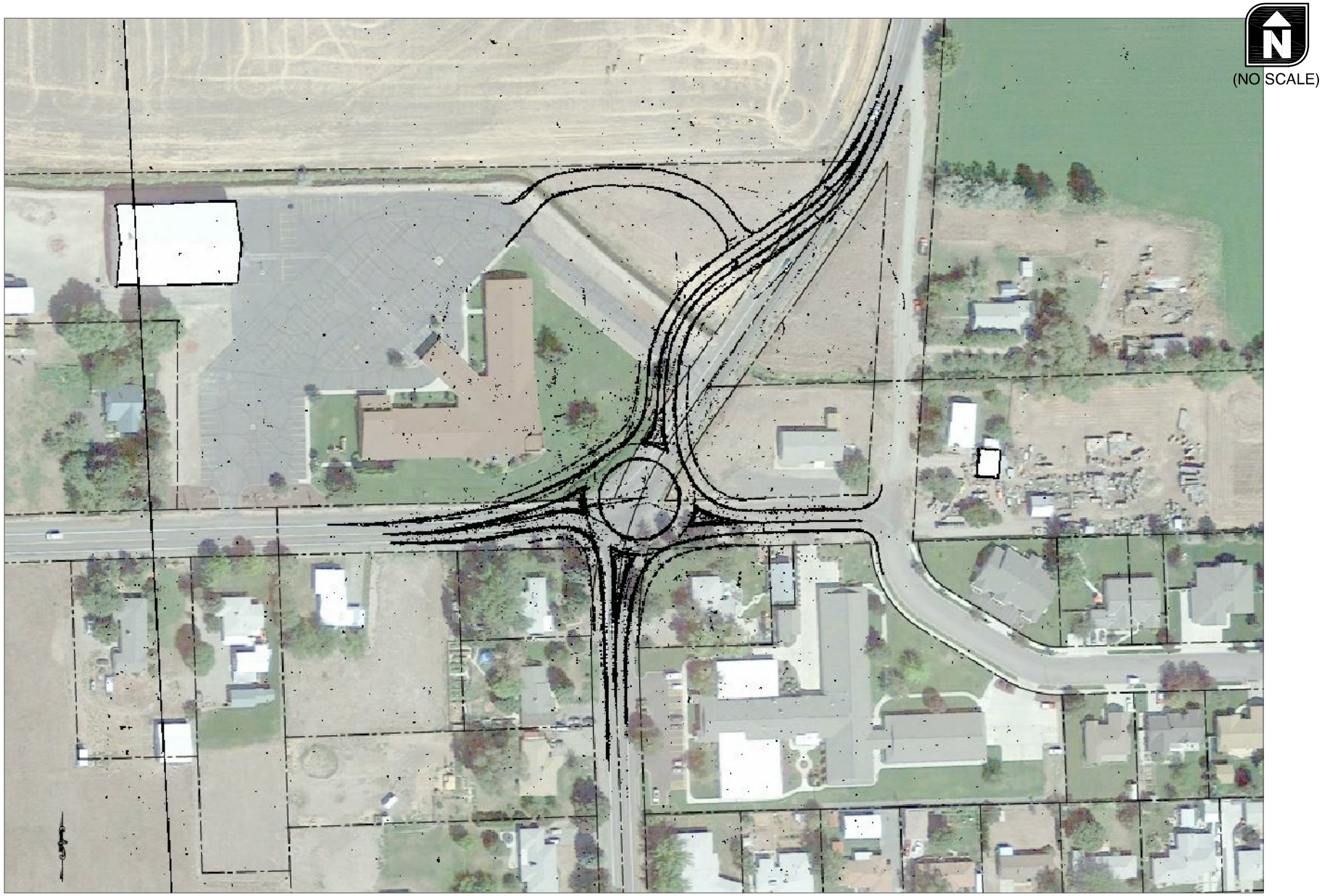


ALTERNATIVE 6B OPTION 2 - ROUNDABOUT
CEDAR STREET/HUGHES LANE INTERSECTION
BAKER CITY, OREGON

FIGURE **7B**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Boise\projfile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 02, 2015 - 11:36am - lnuxoll Layout Tab: Border 2



ALTERNATIVE 6B OPTION 1 - ROUNDABOUT
CEDAR STREET/HUGHES LANE INTERSECTION
BAKER CITY, OREGON

FIGURE
7A

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

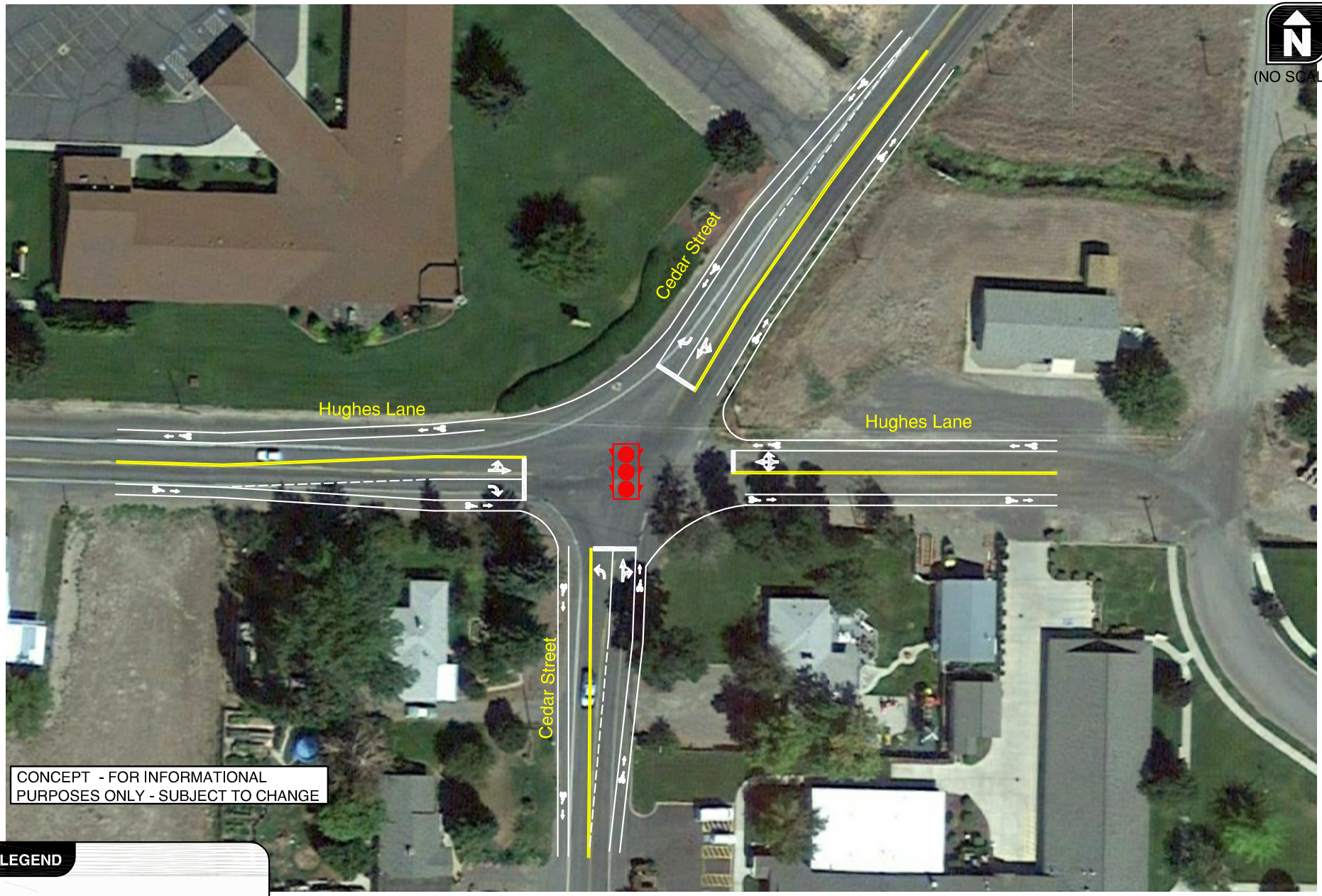
K:\H_Boise\projfile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 02, 2015 - 11:36am - lnuxoll Layout Tab: Border 1

ALTERNATIVE 6C - REALIGN HUGHES LANE TO THE NORTH WITH A NEW INTERSECTION AT CEDAR STREET
BAKER CITY, OREGON

FIGURE 8

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Boise\projfile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 01, 2015 - 9:09am - lnuxoll Layout Tab: 6C



LEGEND

- TRAFFIC SIGNAL

ALTERNATIVE 6D - SIGNAL AND TURN LANES
CEDAR STREET/HUGHES LANE INTERSECTION
BAKER CITY, OREGON

FIGURE 9

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Boise\projfile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg Apr 01, 2015 - 4:03pm - lnuxoll Layout Tab: 6D

ALTERNATIVE 7 - IMPROVE SIGHT DISTANCE AT I-84 RAMP TERMINALS
BAKER CITY, OREGON

FIGURE 7

K:\H_Boise\projfile\17921 - I-84 North Baker IAMP\dwgs\design\17921 - I-84 North Baker IAMP.dwg May 19, 2015 - 2:50pm - lnuxoll Layout Tab: 7

Attachment B Concept Evaluations

Improvement
Option 2A - Realignment of Airport Road

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	+	Consolidating Access and improving spacing away from ramp terminals
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	0	Does not address operations at ramp terminal or at Cedar St/Hughes Ln
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	0	Will have minimal, if any, impact on freight mobility
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	-	Much of the realignment is across private property
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	+	Moves access away from ramp terminals
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	+	
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	+	New developments can be built around realgined road Provides for future growth near the airport
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets	+	Will meet access spacing requirements
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	-	Significant amount of new road
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	0	May impact residence on Hudson Road
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Improvement
Option 2B - Realignment of Aiport Road with T intersection at Hudson Road

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	+	Consolidating Access and improving spacing away from ramp terminals
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	0	Does not address operations at ramp terminal or at Cedar St/Hughes Ln
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	0	Will have minimal, if any, impact on freight mobility
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	-	Much of the realignment is across private property
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	+	Moves access away from ramp terminals
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	+	
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	+	New developments can be built around realgined road Provides for future growth near the airport
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets	+	Will meet access spacing requirements
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	-	Significant amount of new road
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	+	No existing or planned developments will be impacted
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Improvement
Option 2C - Realignment of Aiport Road with T intersection at Hudson Road

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	+	Improves access spacing and could consolidate future access
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	0	Does not address operations at ramp terminal or at Cedar St/Hughes Ln
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	0	Will have minimal, if any, impact on freight mobility
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	-	Much of the realignment is across private property
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	+	Moves access away from ramp terminals
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	+	
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	+	New developments can be built around realgined road Provides for future growth near the airport
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets	+	Realigning across from Best Frontage Road will meet the precedent set for full access on OR 86
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	0	Moderate amount of new road, but less than 2A/2B
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	+	No existing or planned developments will be impacted
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Improvement
Option 2D - Lindley Road as Primary Access to Airport

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	+	Improves access spacing
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	0	Does not address operations at ramp terminal or at Cedar St/Hughes Ln
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	0	Will have minimal, if any, impact on freight mobility
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	+	Assuming Lindley Road can be widened within existing right-of-way there would be no impacts
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	+	Moves access away from ramp terminals
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	+	Could be a 0, depending on whether wetland surrounding the road would be impacted at all
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	0	Does not provide additional access opportunities
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets	0	Restricting Airport Road to right-in/right-out will move in the direction of ODOT's target, but will not meet it
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	0	Road upgrades will have moderate costs
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	+	No existing or planned developments will be impacted
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Improvement
Option 3A - Widen OR 86 to 3 lanes from I-84 Ramps to Atwood Road

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	+	Two way left turn lanes help reduce crashes
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	0	While it improves operations, it is not enough to meet ODOT mobility targets
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	+	Left-turn lane will improve operatiuons for freight vehicles
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	0	May require right-a-way alongside road
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	+	Does not fully address forecast operational deficiencies or access spacing requirements
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	+	Not expected to impact any known environmentally sensitive areas
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	0	Does not change access conditions
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets	-	Does not change access conditions
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	-	Requires modifications to the structure over I-84
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	+	Only includes minimal road widening
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Improvement
Option 3C - Signalize Ramp Terminals

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	+	Signalizing a two-way stop control intersection can reduce crashes
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	+	Signalizing the ramp terminals is forecasted to meet ODOT's mobility target
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	+	Signalizing the ramp terminals is forecasted to meet ODOT's mobility target
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	+	Will not require additional right-a-way
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	+	Projected to provide sufficient capacit for forecast growth and more
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	+	Keeps existing intersection configuration
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	0	Does not change access conditions
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets	0	Does not change access conditions
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	+	Relatively low cost compared to road expansion or realignment
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	+	Keeps existing intersection configuration
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Improvement
Option 4 - Realign Cedar Street to meet highway design guidelines

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	+	Increasing horizontal curve radius; reducing skew at Cedar/Hughes may reduce crashes
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	0	No changes that will significantly effect mobility
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	0	No changes that will significantly effect mobility
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	-	It will require several residential/commerical areas and farm land
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	0	Realgining road not expected to impact future growth opportunities
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	+	Not expected to impact any known environmentally sensitive areas
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	0	Does not provide new access conditions
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets	0	Realigning road provides opportunities to relocate driveways, but Old Trail intersection remains
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	-	Cutting through resdential developments and farm land can be very expensive
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	-	Siginigcant amount of road to be built and land to be purchased
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Improvement
Option 6A - Improve Hughes Lane/Cedar Street Intersection with a 4-Way Stop and Turn Lanes

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	+	Converting minor road stop-control to all way stop control has been shown to reduce injury crashes
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	+	Forecasted to meet ODOT mobility target
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	+	Improves operations for vehicles turning from Hughes Lane onto Cedar Street
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	+	Slight impacts to surrounding properties
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	+	Provides for long-term growth in traffic volumes
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	+	Minimal impacts to surrounding area, which is not identified as environmentally sensitive
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	0	Does not cahnge access conditions
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets		
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	0	Cost limited to intersection widening
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	0	Minimal impacts to surrounding properties
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Improvement
Option 6B - Improve Highes Lane/Cedar Street Intersection with a Roundabout

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	+	Roundabouts are proven to reduce crash frequency and severity compared to a two-way stop control
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	+	Projected to meet ODOT mobility standards
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	+	Assume built to accomdate freight vehicles
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	0	Moderate impacts to surrounding propoerties
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	+	Provides for long-term growth in traffic volumes
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	+	Minimal impacts to surrounding area, which is not identified as environmentally sensitive
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	0	Does not cahnge access conditions
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets		
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	0	Cost limited to intersection widening
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	0	Moderate impacts to surrounding properties but does not impact structures
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Improvement
Option 6C - Realign Hughes Lane to the North with New Intersection at Cedar Street

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	0	Unclear if this alternative would provide any crash reduction benefit
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	+	New intersection would be designed to accommodate future projections
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	+	New intersection would be designed to accommodate future projections
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	0	This realignment will require some farmland
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	+	The new intersection will provide for growth in traffic volumes and the new road will open access opportunities
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	+	The realignment does not traverse any known environmentally sensitive areas
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	0	The land on the north side of the realginment is zoned EFU
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets		
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	-	It will be expensive to build a new road and intersection
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	0	Cuts across farm fields but does not impact structures
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Improvement
Option 6D - Signalize Hughes Lane/Cedar Street Intersection

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	0	Unclear whether crashes would be reduced by signalization at this location
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	+	This brings the LOS to B and V/C Ratio to 0.70 under projected year 2035 conditions
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	+	This brings the LOS to B and V/C Ratio to 0.70 under projected year 2035 conditions
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	0	Widening of the intersection to accommodate turn lanes
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	+	Increases the capacity of the intersection to accommodate projected future growth
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	0	Widening of the intersection to accommodate turn lanes
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	0	Does not change access configuration
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets		
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	0	Widening of the intersection to accommodate turn lanes
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	0	Widening of the intersection to accommodate turn lanes
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Improvement
Option 7 - Improve Sight Distance at the I-84 Ramp Terminals

Category	Evaluation Criteria	Scoring Key		Score	Comments
Transportation	Safety	+	Contains elements proven to reduce crash frequency/severity	+	Sight distance appears to be less than desirable currently due to the guardrail without creeping into the intersection
		0	No elements proven to reduce crash frequency/severity		
		-	Contains elements proven to increase crash frequency/severity		
	Mobility	+	Addresses failing future operations	0	No impact on operations
		0	Does not address failing future operations		
	Freight Mobility	+	Addresses failing future operations or provides freight-specific mobility improvements	0	No impact on operations
		0	Does not address failing future operations or provide freight-specific mobility improvements		
Land Use	Right-of-way Impacts	+	Minimal right-of-way impacts	+	No right of way impacts
		0	Moderate right-of-way impacts		
		-	Substantial right-of-way impacts		
	Growth Accommodation	+	Provides for future growth	0	Does not impact future growth
		0	Minimal impact on future growth opportunities		
Environmental	Environmental Impacts	+	No impacts to known environmentally sensitive areas	+	No impacts to known environmentally sensitive areas
		0	Minimal impacts to known environmentally sensitive areas		
		-	Moderate-substantial impacts to known environmentally sensitive areas		
Accessibility	Future access to undeveloped properties	+	Provides future access to undeveloped properties	0	Does not change access configuration
		0	Does not provide access to undeveloped properties		
	Access Spacing Requirements	+	Meets ODOT's spacing targets		
		0	Moves toward ODOT's spacing targets		
		-	No improvement over existing conditions		
Cost	Cost relative to other improvement concepts	+	Low construction costs	+	Relocating the guardrail should have relatively low construction costs, depending on the amount of fill required.
		0	Moderate construction costs		
		-	Substantial construction costs		
Implementation	Impacts to existing and proposed development	+	No impacts to existing and proposed developments	+	No impacts to any privately owned properties
		0	Minimal impacts to existing and proposed developments		
		-	Moderate-substantial impacts to existing and proposed developments		

Attachment C Concept Operations and Signal Warrant Analyses

Cedar Street and Hughes Lane

	LOS	V/C
Year 2035 No Build Conditions	F	3.00
Alternative 6A	C	0.70
Alternative 6B	C	0.76
Alternativve 6D	B	0.47

	EB Ramps		WB Ramps	
	LOS	V/C	LOS	V/C
Year 2035 No Build Conditions	F	1.26	F	2.12
Alternative 3A	F	1.23	F	1.95
Alternative 3C	B	0.64	C	0.67

Intersection	
Int Delay, s/veh	116

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	245	270	0	0	363	216	130	0	205
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	10	0	0	9	0	40	0	0
Mvmt Flow	278	307	0	0	412	245	148	0	233

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	658	0	0	307	0	0	1399	1522	307
Stage 1	-	-	-	-	-	-	864	864	-
Stage 2	-	-	-	-	-	-	535	658	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.8	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.86	4	3.3
Pot Cap-1 Maneuver	939	-	-	1265	-	-	~ 128	120	738
Stage 1	-	-	-	-	-	-	356	374	-
Stage 2	-	-	-	-	-	-	518	464	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	939	-	-	1265	-	-	~ 90	0	738
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 90	0	-
Stage 1	-	-	-	-	-	-	251	0	-
Stage 2	-	-	-	-	-	-	518	0	-

Approach	EB	WB	NB
HCM Control Delay, s	5	0	$ 487
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	195	939	-	-	1265	-	-
HCM Lane V/C Ratio	1.952	0.296	-	-	-	-	-
HCM Control Delay (s)	$ 487	10.4	-	-	0	-	-
HCM Lane LOS	F	B	-	-	A	-	-
HCM 95th %tile Q(veh)	28.3	1.2	-	-	0	-	-

Notes

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

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	0	0	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	88	88	88
Heavy Vehicles, %	8	8	8
Mvmt Flow	0	0	0

Major/Minor	
Conflicting Flow All	
Stage 1	
Stage 2	
Critical Hdwy	
Critical Hdwy Stg 1	
Critical Hdwy Stg 2	
Follow-up Hdwy	
Pot Cap-1 Maneuver	
Stage 1	
Stage 2	
Platoon blocked, %	
Mov Cap-1 Maneuver	
Mov Cap-2 Maneuver	
Stage 1	
Stage 2	

Approach	
HCM Control Delay, s	
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	46.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	370	145	121	372	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1085021696		-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	6	17	0	6	0	6	6	6
Mvmt Flow	0	394	154	129	396	0	0	0	0

Major/Minor	Major1			Major2		
Conflicting Flow All	396	0	0	548	0	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1174	-	-	1032	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-
Mov Cap-1 Maneuver	1174	-	-	1032	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB
HCM Control Delay, s	0	2.2
HCM LOS		

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1174	-	-	1032	-	-	355
HCM Lane V/C Ratio	-	-	-	0.125	-	-	1.229
HCM Control Delay (s)	0	-	-	9	-	-	157.4
HCM Lane LOS	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	0.4	-	-	18.8

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	140	0	270
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	94	94	94
Heavy Vehicles, %	14	50	0
Mvmt Flow	149	0	287

Major/Minor	Minor2		
Conflicting Flow All	1124	1201	396
Stage 1	653	653	-
Stage 2	471	548	-
Critical Hdwy	6.54	7	6.2
Critical Hdwy Stg 1	5.54	6	-
Critical Hdwy Stg 2	5.54	6	-
Follow-up Hdwy	3.626	4.45	3.3
Pot Cap-1 Maneuver	215	150	658
Stage 1	496	397	-
Stage 2	604	447	-
Platoon blocked, %			
Mov Cap-1 Maneuver	188	0	658
Mov Cap-2 Maneuver	188	0	-
Stage 1	434	0	-
Stage 2	604	0	-

Approach	SB
HCM Control Delay, s	157.4
HCM LOS	F

Minor Lane/Major Mvmt

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	245	270	0	0	363	216	130	0	205	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1727	0	0	1798	1900	1900	1644	1900			
Adj Flow Rate, veh/h	278	307	0	0	412	245	148	0	233			
Adj No. of Lanes	1	1	0	0	1	0	0	1	0			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	10	0	0	9	9	0	0	0			
Cap, veh/h	392	1036	0	0	635	378	151	0	238			
Arrive On Green	0.60	0.60	0.00	0.00	0.60	0.60	0.27	0.00	0.27			
Sat Flow, veh/h	789	1727	0	0	1058	629	567	0	892			
Grp Volume(v), veh/h	278	307	0	0	0	657	381	0	0			
Grp Sat Flow(s),veh/h/ln	789	1727	0	0	0	1687	1459	0	0			
Q Serve(g_s), s	20.7	5.2	0.0	0.0	0.0	15.3	15.6	0.0	0.0			
Cycle Q Clear(g_c), s	36.0	5.2	0.0	0.0	0.0	15.3	15.6	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.37	0.39		0.61			
Lane Grp Cap(c), veh/h	392	1036	0	0	0	1012	389	0	0			
V/C Ratio(X)	0.71	0.30	0.00	0.00	0.00	0.65	0.98	0.00	0.00			
Avail Cap(c_a), veh/h	392	1036	0	0	0	1012	389	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	19.9	5.8	0.0	0.0	0.0	7.9	21.8	0.0	0.0			
Incr Delay (d2), s/veh	10.4	0.7	0.0	0.0	0.0	3.2	40.8	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.7	2.6	0.0	0.0	0.0	7.8	10.6	0.0	0.0			
LnGrp Delay(d),s/veh	30.2	6.6	0.0	0.0	0.0	11.1	62.6	0.0	0.0			
LnGrp LOS	C	A				B	E					
Approach Vol, veh/h		585			657			381				
Approach Delay, s/veh		17.8			11.1			62.6				
Approach LOS		B			B			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		20.0		40.0				40.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		16.0		36.0				36.0
Max Q Clear Time (g_c+I1), s		17.6		38.0				17.3
Green Ext Time (p_c), s		0.0		0.0				8.6

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	370	145	121	372	0	0	0	0	140	0	270
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1742	1900	1900	1792	0				1900	1813	1900
Adj Flow Rate, veh/h	0	394	154	129	396	0				149	0	287
Adj No. of Lanes	0	1	0	1	1	0				0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	6	6	0	6	0				0	50	0
Cap, veh/h	0	530	207	309	797	0				207	0	398
Arrive On Green	0.00	0.44	0.44	0.44	0.44	0.00				0.38	0.00	0.38
Sat Flow, veh/h	0	1193	466	873	1792	0				547	0	1053
Grp Volume(v), veh/h	0	0	548	129	396	0				436	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1659	873	1792	0				1600	0	0
Q Serve(g_s), s	0.0	0.0	12.3	6.5	7.1	0.0				10.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	12.3	18.8	7.1	0.0				10.5	0.0	0.0
Prop In Lane	0.00		0.28	1.00		0.00				0.34		0.66
Lane Grp Cap(c), veh/h	0	0	737	309	797	0				604	0	0
V/C Ratio(X)	0.00	0.00	0.74	0.42	0.50	0.00				0.72	0.00	0.00
Avail Cap(c_a), veh/h	0	0	737	309	797	0				604	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	10.4	18.2	8.9	0.0				12.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	6.7	4.1	2.2	0.0				7.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.8	1.9	3.9	0.0				5.8	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	17.0	22.3	11.1	0.0				19.3	0.0	0.0
LnGrp LOS			B	C	B					B		
Approach Vol, veh/h		548			525						436	
Approach Delay, s/veh		17.0			13.9						19.3	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				24.0		21.0		24.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				20.0		17.0		20.0
Max Q Clear Time (g_c+I1), s				14.3		12.5		20.8
Green Ext Time (p_c), s				3.2		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	20.9
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	265	15	135	0	20	45	10	0	150	255	5
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	18	0	0	2	0	0	0	2	0	0	0
Mvmt Flow	0	279	16	142	0	21	47	11	0	158	268	5
Number of Lanes	0	0	1	1	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	23.6	14	18.6
HCM LOS	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	95%	0%	27%	3%	0%
Vol Thru, %	0%	98%	5%	0%	60%	97%	0%
Vol Right, %	0%	2%	0%	100%	13%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	260	280	135	75	301	326
LT Vol	0	255	15	0	45	291	0
Through Vol	0	5	0	135	10	0	326
RT Vol	150	0	265	0	20	10	0
Lane Flow Rate	158	274	295	142	79	317	343
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.358	0.58	0.699	0.277	0.193	0.65	0.634
Departure Headway (Hd)	8.156	7.626	8.539	7.021	8.795	7.387	6.65
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	441	473	424	512	407	488	542
Service Time	5.912	5.383	6.29	4.772	6.866	5.14	4.402
HCM Lane V/C Ratio	0.358	0.579	0.696	0.277	0.194	0.65	0.633
HCM Control Delay	15.4	20.5	28.9	12.5	14	22.9	20.3
HCM Lane LOS	C	C	D	B	B	C	C
HCM 95th-tile Q	1.6	3.6	5.2	1.1	0.7	4.6	4.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	291	326
Peak Hour Factor	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	0	0	7
Mvmt Flow	0	11	306	343
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	21.5
HCM LOS	C

Lane

MOVEMENT SUMMARY

Site: Cedar Street/Hughes Lane

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Cedar Street											
3	L2	158	0.0	0.545	12.6	LOS B	3.3	83.1	0.64	0.65	29.9
8	T1	268	0.0	0.545	12.6	LOS B	3.3	83.1	0.64	0.65	30.0
18	R2	5	0.0	0.545	12.6	LOS B	3.3	83.1	0.64	0.65	29.4
Approach		432	0.0	0.545	12.6	LOS B	3.3	83.1	0.64	0.65	30.0
East: Hughes Lane											
1	L2	21	0.0	0.149	8.7	LOS A	0.5	12.6	0.59	0.59	31.7
6	T1	47	0.0	0.149	8.7	LOS A	0.5	12.6	0.59	0.59	31.8
16	R2	11	0.0	0.149	8.7	LOS A	0.5	12.6	0.59	0.59	31.2
Approach		79	0.0	0.149	8.7	LOS A	0.5	12.6	0.59	0.59	31.7
North: Cedar Street											
7	L2	11	0.0	0.759	19.7	LOS C	7.7	198.0	0.75	0.71	27.8
4	T1	306	0.0	0.759	19.7	LOS C	7.7	198.0	0.75	0.71	27.9
14	R2	343	7.0	0.759	19.7	LOS C	7.7	198.0	0.75	0.71	27.2
Approach		660	3.6	0.759	19.7	LOS C	7.7	198.0	0.75	0.71	27.6
West: Hughes Lane											
5	L2	279	18.0	0.604	15.3	LOS C	3.5	95.6	0.62	0.65	28.1
2	T1	16	0.0	0.604	15.3	LOS C	3.5	95.6	0.62	0.65	28.6
12	R2	142	0.0	0.604	15.3	LOS C	3.5	95.6	0.62	0.65	28.1
Approach		437	11.5	0.604	15.3	LOS C	3.5	95.6	0.62	0.65	28.1
All Vehicles		1607	4.6	0.759	16.1	LOS C	7.7	198.0	0.68	0.67	28.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: Cedar Street/Hughes Lane - Copy

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Cedar Street											
3	L2	158	0.0	0.524	11.8	LOS B	3.1	77.3	0.61	0.59	30.2
8	T1	268	0.0	0.524	11.8	LOS B	3.1	77.3	0.61	0.59	30.3
Approach		426	0.0	0.524	11.8	LOS B	3.1	77.3	0.61	0.59	30.3
North: Cedar Street											
4	T1	306	0.0	0.698	15.8	LOS C	5.9	151.0	0.60	0.46	29.4
14	R2	343	7.0	0.698	15.8	LOS C	5.9	151.0	0.60	0.46	28.6
Approach		649	3.7	0.698	15.8	LOS C	5.9	151.0	0.60	0.46	29.0
West: Hughes Lane											
5	L2	279	18.0	0.567	13.8	LOS B	3.1	83.6	0.58	0.57	28.6
12	R2	142	0.0	0.567	13.8	LOS B	3.1	83.6	0.58	0.57	28.6
Approach		421	11.9	0.567	13.8	LOS B	3.1	83.6	0.58	0.57	28.6
All Vehicles		1497	5.0	0.698	14.1	LOS B	5.9	151.0	0.60	0.53	29.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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HCM 2010 Signalized Intersection Summary
106: Cedar St & Hughes Lane

4/2/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	265	15	135	20	45	10	150	255	5	10	291	326
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1624	1900	1900	1900	1900	1900	1900	1900	1900	1900	1776
Adj Flow Rate, veh/h	279	16	142	21	47	11	158	268	5	11	306	343
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	7
Cap, veh/h	360	15	646	114	202	33	402	744	14	101	747	604
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	461	38	1615	0	505	82	795	1859	35	19	1867	1509
Grp Volume(v), veh/h	295	0	142	79	0	0	158	0	273	317	0	343
Grp Sat Flow(s),veh/h/ln	499	0	1615	586	0	0	795	0	1894	1887	0	1509
Q Serve(g_s), s	0.0	0.0	2.3	0.0	0.0	0.0	7.1	0.0	4.0	0.0	0.0	7.1
Cycle Q Clear(g_c), s	16.0	0.0	2.3	16.0	0.0	0.0	12.0	0.0	4.0	4.8	0.0	7.1
Prop In Lane	0.95		1.00	0.27		0.14	1.00		0.02	0.03		1.00
Lane Grp Cap(c), veh/h	375	0	646	348	0	0	402	0	758	848	0	604
V/C Ratio(X)	0.79	0.00	0.22	0.23	0.00	0.00	0.39	0.00	0.36	0.37	0.00	0.57
Avail Cap(c_a), veh/h	375	0	646	348	0	0	402	0	758	848	0	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	7.9	9.0	0.0	0.0	12.9	0.0	8.4	8.6	0.0	9.3
Incr Delay (d2), s/veh	15.3	0.0	0.8	1.5	0.0	0.0	2.9	0.0	1.3	1.3	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	1.2	0.7	0.0	0.0	1.9	0.0	2.3	2.8	0.0	3.5
LnGrp Delay(d),s/veh	29.8	0.0	8.7	10.5	0.0	0.0	15.8	0.0	9.7	9.9	0.0	13.2
LnGrp LOS	C		A	B			B		A	A		B
Approach Vol, veh/h		437			79			431			660	
Approach Delay, s/veh		22.9			10.5			12.0			11.6	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		20.0		20.0		20.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		14.0		18.0		9.1		18.0
Green Ext Time (p_c), s		1.2		0.0		3.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B

Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	Cedar Street	**Minor Street:**	Hughes Lane
Project:	Baker City IAMP	**City/County:**	Baker City
Year:	2035	**Alternative:**	Option 6D

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
X	100 percent of standard warrants				
	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	8850	10370	Y
	Minor	1	2650	2909	
Case B	Major	1	13300	10370	N
	Minor	1	1350	2909	

Analyst and Date:	Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[2] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	OR 86	**Minor Street:**	I-84 NB Ramps
Project:	Baker City IAMP	**City/County:**	Baker City
Year:	2035	**Alternative:**	Signal (3D)

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
	100 percent of standard warrants				
X	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	10940	N
	Minor	1	1850	1693	
Case B	Major	1	9300	10940	Y
	Minor	1	950	1693	

Analyst and Date:	Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[2] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Oregon Department of Transportation

Transportation Development Branch

Transportation Planning Analysis Unit

Preliminary Traffic Signal Warrant Analysis[1]

Major Street:	OR 86	**Minor Street:**	I-84 SB Ramps
Project:	Baker City IAMP	**City/County:**	Baker City
Year:	2035	**Alternative:**	Signal (3D)

Preliminary Signal Warrant Volumes

Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants 100	70	Percent of standard warrants 100	70
Case A: Minimum Vehicular Traffic					
1	1	8850	6200	2650	1850
2 or more	1	10600	7400	2650	1850
2 or more	2 or more	10600	7400	3550	2500
1	2 or more	8850	6200	3550	2500
Case B: Interruption of Continuous Traffic					
1	1	13300	9300	1350	950
2 or more	1	15900	11100	1350	950
2 or more	2 or more	15900	11100	1750	1250
1	2 or more	13300	9300	1750	1250
	100 percent of standard warrants				
X	70 percent of standard warrants[2]				

Preliminary Signal Warrant Calculation

	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	1	6200	10080	N
	Minor	1	1850	1400	
Case B	Major	1	9300	10080	Y
	Minor	1	950	1400	

Analyst and Date:	Reviewer and Date:

[1] Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

[2] Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

Attachment D Planning-Level Cost Estimates

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN
ESTIMATED PROJECT COST FOR ALTERNATIVE 2A

Project Sheet: 2A

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	12,907	$15.00	$193,606
Embankment (Fill)	cu. yd.	0	$20.00	$0
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	116,280	$8.00	$930,240
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	12,920	$1.00	$12,920
Signage	each	3	$450.00	$1,350
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$1,138,116*
Storm Drainage System		% of Subtotal A	10%	$113,812
Landscape Improvement		% of Subtotal A	5%	$56,906
Street Lighting	each	0	$7,000.00	$0
Private Utility Coordination	Lump/Sum	1	$50,000.00	$50,000
New Traffic Signal	each	0	$250,000.00	$0
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$220,717*
Subtotal 1 (Subtotals A + B)				$1,358,834
Mobilization		% of Subtotal 1	10%	$135,883
Erosion Control		% of Subtotal 1	5%	$67,942
Traffic Control		% of Subtotal 1	5%	$67,942
Subtotal 2 (Mobilization & Traffic Control)				$271,767
Total (Subtotals 1 + 2)				$1,630,600
Plus Contingencies		% of Total	30%	$489,180
Estimated Construction Cost				**$2,119,780**
Architectural/Engineering		% of Est. Cost	15%	$317,967
Construction Management		% of Est. Cost	10%	$211,978
Estimated Professional Fees				**$529,945**
Right-of-Way	sq. ft.	180,880	$20.00	$3,617,600
Estimated Property Acquisition Cost				**$3,617,600**
Estimated Project Cost				**$6,267,326**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN
ESTIMATED PROJECT COST FOR ALTERNATIVE 2B

Project Sheet: 2B

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	11,588	$15.00	$173,826
Embankment (Fill)	cu. yd.	0	$20.00	$0
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	104,400	$8.00	$835,200
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	11,600	$1.00	$11,600
Signage	each	3	$450.00	$1,350
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$1,021,976*
Storm Drainage System		% of Subtotal A	10%	$102,198
Landscape Improvement		% of Subtotal A	5%	$51,099
Street Lighting	each	0	$7,000.00	$0
Private Utility Coordination	Lump/Sum	1	$50,000.00	$50,000
New Traffic Signal	each	0	$250,000.00	$0
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$203,296*
Subtotal 1 (Subtotals A + B)				$1,225,272
Mobilization		% of Subtotal 1	10%	$122,527
Erosion Control		% of Subtotal 1	5%	$61,264
Traffic Control		% of Subtotal 1	5%	$61,264
Subtotal 2 (Mobilization & Traffic Control)				$245,054
Total (Subtotals 1 + 2)				$1,470,327
Plus Contingencies		% of Total	30%	$441,098
Estimated Construction Cost				**$1,911,425**
Architectural/Engineering		% of Est. Cost	15%	$286,714
Construction Management		% of Est. Cost	10%	$191,142
Estimated Professional Fees				**$477,856**
Right-of-Way	sq. ft.	162,400	$20.00	$3,248,000
Estimated Property Acquisition Cost				**$3,248,000**
Estimated Project Cost				**$5,637,281**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN
ESTIMATED PROJECT COST FOR ALTERNATIVE 2C

Project Sheet: 2C

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	5,195	$15.00	$77,922
Embankment (Fill)	cu. yd.	0	$20.00	$0
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	46,800	$8.00	$374,400
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	5,200	$1.00	$5,200
Signage	each	3	$450.00	$1,350
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$458,872*
Storm Drainage System		% of Subtotal A	10%	$45,887
Landscape Improvement		% of Subtotal A	5%	$22,944
Street Lighting	each	0	$7,000.00	$0
Private Utility Coordination	Lump/Sum	1	$50,000.00	$50,000
New Traffic Signal	each	0	$250,000.00	$0
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$118,831*
Subtotal 1 (Subtotals A + B)				$577,703
Mobilization		% of Subtotal 1	10%	$57,770
Erosion Control		% of Subtotal 1	5%	$28,885
Traffic Control		% of Subtotal 1	5%	$28,885
Subtotal 2 (Mobilization & Traffic Control)				$115,541
Total (Subtotals 1 + 2)				$693,243
Plus Contingencies		% of Total	30%	$207,973
Estimated Construction Cost				**$901,216**
Architectural/Engineering		% of Est. Cost	15%	$135,182
Construction Management		% of Est. Cost	10%	$90,122
Estimated Professional Fees				**$225,304**
Right-of-Way	sq. ft.	72,800	$20.00	$1,456,000
Estimated Property Acquisition Cost				**$1,456,000**
Estimated Project Cost				**$2,582,520**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN
ESTIMATED PROJECT COST FOR ALTERNATIVE 2D

Project Sheet: 2D

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	1,998	$15.00	$29,970
Embankment (Fill)	cu. yd.	0	$20.00	$0
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	54,000	$8.00	$432,000
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	6,000	$1.00	$6,000
Signage	each	3	$450.00	$1,350
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$469,320*
Storm Drainage System		% of Subtotal A	0%	$0
Landscape Improvement		% of Subtotal A	0%	$0
Street Lighting	each	0	$7,000.00	$0
Private Utility Coordination	Lump/Sum	1	$20,000.00	$20,000
New Traffic Signal	each	0	$250,000.00	$0
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$20,000*
Subtotal 1 (Subtotals A + B)				$489,320
Mobilization		% of Subtotal 1	10%	$48,932
Erosion Control		% of Subtotal 1	5%	$24,466
Traffic Control		% of Subtotal 1	5%	$24,466
Subtotal 2 (Mobilization & Traffic Control)				$97,864
Total (Subtotals 1 + 2)				$587,184
Plus Contingencies		% of Total	30%	$176,155
Estimated Construction Cost				**$763,339**
Architectural/Engineering		% of Est. Cost	15%	$114,501
Construction Management		% of Est. Cost	10%	$76,334
Estimated Professional Fees				**$190,835**
Right-of-Way	sq. ft.	0	$20.00	$0
Estimated Property Acquisition Cost				**$0**
Estimated Project Cost				**$954,174**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN
ESTIMATED PROJECT COST FOR ALTERNATIVE 3A

Project Sheet: 3A

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	0	$15.00	$0
Embankment (Fill)	cu. yd.	10,756	$20.00	$215,118
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	58,140	$8.00	$465,120
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	12,920	$1.00	$12,920
Signage	each	0	$450.00	$0
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$693,158*
Storm Drainage System		% of Subtotal A	10%	$69,316
Landscape Improvement		% of Subtotal A	5%	$34,658
Street Lighting	each	0	$7,000.00	$0
Private Utility Coordination	Lump/Sum	1	$50,000.00	$50,000
New Traffic Signal	each	0	$250,000.00	$0
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$153,974*
Subtotal 1 (Subtotals A + B)				$847,132
Mobilization		% of Subtotal 1	10%	$84,713
Erosion Control		% of Subtotal 1	5%	$42,357
Traffic Control		% of Subtotal 1	5%	$42,357
Subtotal 2 (Mobilization & Traffic Control)				$169,426
Total (Subtotals 1 + 2)				$1,016,558
Plus Contingencies		% of Total	30%	$304,967
Estimated Construction Cost				**$1,321,525**
Architectural/Engineering		% of Est. Cost	15%	$198,229
Construction Management		% of Est. Cost	10%	$132,153
Estimated Professional Fees				**$330,381**
Right-of-Way	sq. ft.	58,140	$20.00	$1,162,800
Estimated Property Acquisition Cost				**$1,162,800**
Estimated Project Cost				**$2,814,707**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN
ESTIMATED PROJECT COST FOR ALTERNATIVE 3C

Project Sheet: 3C

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	0	$15.00	$0
Embankment (Fill)	cu. yd.	1,421	$20.00	$28,416
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	4,800	$8.00	$38,400
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	1,200	$1.00	$1,200
Signage	each	8	$450.00	$3,600
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$71,616*
Storm Drainage System		% of Subtotal A	10%	$7,162
Landscape Improvement		% of Subtotal A	5%	$3,581
Street Lighting	each	0	$7,000.00	$0
Private Utility Coordination	Lump/Sum	1	$50,000.00	$50,000
New Traffic Signal	each	2	$250,000.00	$500,000
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$560,742*
Subtotal 1 (Subtotals A + B)				$632,358
Mobilization		% of Subtotal 1	10%	$63,236
Erosion Control		% of Subtotal 1	5%	$31,618
Traffic Control		% of Subtotal 1	5%	$31,618
Subtotal 2 (Mobilization & Traffic Control)				$126,472
Total (Subtotals 1 + 2)				$758,830
Plus Contingencies		% of Total	30%	$227,649
Estimated Construction Cost				**$986,479**
Architectural/Engineering		% of Est. Cost	15%	$147,972
Construction Management		% of Est. Cost	10%	$98,648
Estimated Professional Fees				**$246,620**
Right-of-Way	sq. ft.	0	$20.00	$0
Estimated Property Acquisition Cost				**$0**
Estimated Project Cost				**$1,233,099**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN
ESTIMATED PROJECT COST FOR ALTERNATIVE 4

Project Sheet: 4

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	12,388	$15.00	$185,814
Embankment (Fill)	cu. yd.	0	$20.00	$0
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	111,600	$8.00	$892,800
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	12,400	$1.00	$12,400
Signage	each	0	$450.00	$0
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$1,091,014*
Storm Drainage System		% of Subtotal A	10%	$109,101
Landscape Improvement		% of Subtotal A	5%	$54,551
Street Lighting	each	0	$7,000.00	$0
Private Utility Coordination	Lump/Sum	1	$50,000.00	$50,000
New Traffic Signal	each	0	$250,000.00	$0
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$213,652*
Subtotal 1 (Subtotals A + B)				$1,304,666
Mobilization		% of Subtotal 1	10%	$130,467
Erosion Control		% of Subtotal 1	5%	$65,233
Traffic Control		% of Subtotal 1	5%	$65,233
Subtotal 2 (Mobilization & Traffic Control)				$260,933
Total (Subtotals 1 + 2)				$1,565,599
Plus Contingencies		% of Total	30%	$469,680
Estimated Construction Cost				**$2,035,279**
Architectural/Engineering		% of Est. Cost	15%	$305,292
Construction Management		% of Est. Cost	10%	$203,528
Estimated Professional Fees				**$508,820**
Right-of-Way	sq. ft.	173,600	$20.00	$3,472,000
Estimated Property Acquisition Cost				**$3,472,000**
Estimated Project Cost				**$6,016,099**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN

ESTIMATED PROJECT COST FOR ALTERNATIVE 6A (Phase 1)

Project Sheet: 6A (Phase 1)

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	453	$15.00	$6,793
Embankment (Fill)	cu. yd.	0	$20.00	$0
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	4,080	$8.00	$32,640
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	680	$1.00	$680
Signage	each	0	$450.00	$0
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$40,113*
Storm Drainage System		% of Subtotal A	10%	$4,011
Landscape Improvement		% of Subtotal A	5%	$2,006
Street Lighting	each	0	$7,000.00	$0
Private Utility Coordination	Lump/Sum	1	$15,000.00	$15,000
New Traffic Signal	each	0	$250,000.00	$0
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$21,017*
Subtotal 1 (Subtotals A + B)				$61,130
Mobilization		% of Subtotal 1	10%	$6,113
Erosion Control		% of Subtotal 1	5%	$3,057
Traffic Control		% of Subtotal 1	5%	$3,057
Subtotal 2 (Mobilization & Traffic Control)				$12,226
Total (Subtotals 1 + 2)				$73,356
Plus Contingencies		% of Total	30%	$22,007
Estimated Construction Cost				**$95,363**
Architectural/Engineering		% of Est. Cost	15%	$14,304
Construction Management		% of Est. Cost	10%	$9,536
Estimated Professional Fees				**$23,841**
Right-of-Way	sq. ft.	2,040	$20.00	$40,800
Estimated Property Acquisition Cost				**$40,800**
Estimated Project Cost				**$160,004**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN

ESTIMATED PROJECT COST FOR ALTERNATIVE 6A (Phase 2)

Project Sheet: 6A (Phase 2)

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	586	$15.00	$8,791
Embankment (Fill)	cu. yd.	0	$20.00	$0
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	5,280	$8.00	$42,240
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	880	$1.00	$880
Signage	each	0	$450.00	$0
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$51,911*
Storm Drainage System		% of Subtotal A	10%	$5,191
Landscape Improvement		% of Subtotal A	5%	$2,596
Street Lighting	each	0	$7,000.00	$0
Private Utility Coordination	Lump/Sum	1	$15,000.00	$15,000
New Traffic Signal	each	0	$250,000.00	$0
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$22,787*
Subtotal 1 (Subtotals A + B)				$74,698
Mobilization		% of Subtotal 1	10%	$7,470
Erosion Control		% of Subtotal 1	5%	$3,735
Traffic Control		% of Subtotal 1	5%	$3,735
Subtotal 2 (Mobilization & Traffic Control)				$14,940
Total (Subtotals 1 + 2)				$89,637
Plus Contingencies		% of Total	30%	$26,891
Estimated Construction Cost				**$116,529**
Architectural/Engineering		% of Est. Cost	15%	$17,479
Construction Management		% of Est. Cost	10%	$11,653
Estimated Professional Fees				**$29,132**
Right-of-Way	sq. ft.	2,640	$20.00	$52,800
Estimated Property Acquisition Cost				**$52,800**
Estimated Project Cost				**$198,461**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN

ESTIMATED PROJECT COST FOR ALTERNATIVE 6A (Phase 3)

Project Sheet: 6A (Phase 3)

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	453	$15.00	$6,793
Embankment (Fill)	cu. yd.	0	$20.00	$0
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	4,080	$8.00	$32,640
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	680	$1.00	$680
Signage	each	0	$450.00	$0
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$40,113*
Storm Drainage System		% of Subtotal A	10%	$4,011
Landscape Improvement		% of Subtotal A	5%	$2,006
Street Lighting	each	4	$7,000.00	$28,000
Private Utility Coordination	Lump/Sum	1	$15,000.00	$15,000
New Traffic Signal	each	0	$250,000.00	$0
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$49,017*
Subtotal 1 (Subtotals A + B)				$89,130
Mobilization		% of Subtotal 1	10%	$8,913
Erosion Control		% of Subtotal 1	5%	$4,457
Traffic Control		% of Subtotal 1	5%	$4,457
Subtotal 2 (Mobilization & Traffic Control)				$17,826
Total (Subtotals 1 + 2)				$106,956
Plus Contingencies		% of Total	30%	$32,087
Estimated Construction Cost				**$139,043**
Architectural/Engineering		% of Est. Cost	15%	$20,856
Construction Management		% of Est. Cost	10%	$13,904
Estimated Professional Fees				**$34,761**
Right-of-Way	sq. ft.	2,040	$20.00	$40,800
Estimated Property Acquisition Cost				**$40,800**
Estimated Project Cost				**$214,604**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN
ESTIMATED PROJECT COST FOR ALTERNATIVE 6C

Project Sheet: 6C

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	13,586	$15.00	$203,796
Embankment (Fill)	cu. yd.	0	$20.00	$0
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	142,800	$8.00	$1,142,400
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	13,600	$1.00	$13,600
Signage	each	5	$450.00	$2,250
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$1,362,046*
Storm Drainage System		% of Subtotal A	10%	$136,205
Landscape Improvement		% of Subtotal A	5%	$68,102
Street Lighting	each	17	$7,000.00	$119,000
Private Utility Coordination	Lump/Sum	1	$50,000.00	$50,000
New Traffic Signal	each	0	$250,000.00	$0
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$373,307*
Subtotal 1 (Subtotals A + B)				$1,735,353
Mobilization		% of Subtotal 1	10%	$173,535
Erosion Control		% of Subtotal 1	5%	$86,768
Traffic Control		% of Subtotal 1	5%	$86,768
Subtotal 2 (Mobilization & Traffic Control)				$347,071
Total (Subtotals 1 + 2)				$2,082,423
Plus Contingencies		% of Total	30%	$624,727
Estimated Construction Cost				**$2,707,151**
Architectural/Engineering		% of Est. Cost	15%	$406,073
Construction Management		% of Est. Cost	10%	$270,715
Estimated Professional Fees				**$676,788**
Right-of-Way	sq. ft.	5,600	$20.00	$112,000
Estimated Property Acquisition Cost				**$112,000**
Estimated Project Cost				**$3,495,938**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN
ESTIMATED PROJECT COST FOR ALTERNATIVE 6D

Project Sheet: 6D

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	1,492	$15.00	$22,378
Embankment (Fill)	cu. yd.	0	$20.00	$0
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	13,440	$8.00	$107,520
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	2,240	$1.00	$2,240
Signage	each	0	$450.00	$0
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$132,138*
Storm Drainage System		% of Subtotal A	10%	$13,214
Landscape Improvement		% of Subtotal A	5%	$6,607
Street Lighting	each	4	$7,000.00	$28,000
Private Utility Coordination	Lump/Sum	1	$50,000.00	$50,000
New Traffic Signal	each	1	$250,000.00	$250,000
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$347,821*
Subtotal 1 (Subtotals A + B)				$479,958
Mobilization		% of Subtotal 1	10%	$47,996
Erosion Control		% of Subtotal 1	5%	$23,998
Traffic Control		% of Subtotal 1	5%	$23,998
Subtotal 2 (Mobilization & Traffic Control)				$95,992
Total (Subtotals 1 + 2)				$575,950
Plus Contingencies		% of Total	30%	$172,785
Estimated Construction Cost				**$748,735**
Architectural/Engineering		% of Est. Cost	15%	$112,310
Construction Management		% of Est. Cost	10%	$74,873
Estimated Professional Fees				**$187,184**
Right-of-Way	sq. ft.	6,720	$20.00	$134,400
Estimated Property Acquisition Cost				**$134,400**
Estimated Project Cost				**$1,070,319**

BAKEY CITY INTERCHANGE AREA MANAGEMENT PLAN
ESTIMATED PROJECT COST FOR ALTERNATIVE 7

Project Sheet: 7

Proposed Road Improvements				
Item	**Unit**	**Quantity**	**Unit Cost**	**Total**
Excavation (Cut)	cu. yd.	0	$15.00	$0
Embankment (Fill)	cu. yd.	666	$20.00	$13,320
Pavement Rehabilitation	sq. ft.	0	$4.00	$0
New Pavement	sq. ft.	0	$8.00	$0
New Curb	lin. ft.	0	$15.00	$0
New Sidewalk & Concrete Median	sq. ft.	0	$5.00	$0
Pavement markings	lin. ft.	0	$1.00	$0
Signage	each	0	$450.00	$0
Pavement Removal	sq. ft.	0	$2.00	$0
			Subtotal A (Roadworks)	*$13,320*
Storm Drainage System		% of Subtotal A	0%	$0
Landscape Improvement		% of Subtotal A	5%	$666
Street Lighting	each	0	$7,000.00	$0
Private Utility Coordination	Lump/Sum	1	$0.00	$0
New Traffic Signal	each	0	$250,000.00	$0
Traffic Signal Modification	each	0	$100,000.00	$0
Retaining Walls (less than 5 feet)	sq. ft.	0	$50.00	$0
Structures	sq. ft.	0	$150.00	$0
Railroad Crossing & Signalization	each	0	$750,000.00	$0
			Subtotal B (Other)	*$666*
Subtotal 1 (Subtotals A + B)				$13,986
Mobilization		% of Subtotal 1	10%	$1,399
Erosion Control		% of Subtotal 1	5%	$699
Traffic Control		% of Subtotal 1	5%	$699
Subtotal 2 (Mobilization & Traffic Control)				$2,797
Total (Subtotals 1 + 2)				$16,783
Plus Contingencies		% of Total	30%	$5,035
Estimated Construction Cost				**$21,818**
Architectural/Engineering		% of Est. Cost	15%	$3,273
Construction Management		% of Est. Cost	10%	$2,182
Estimated Professional Fees				**$5,455**
Right-of-Way	sq. ft.	0	$20.00	$0
Estimated Property Acquisition Cost				**$0**
Estimated Project Cost				**$27,273**

Section 6 Public Involvement

Sign-In Sheet

Name Mike KSE.
Organization Baker City
Phone
Email

Name Rob Ellingson
Organization Planning Commission (City)
Phone 541-523-4404
Email RDE3@eoni.com

Name Jeff Smith
Organization Baker County
Phone 541-523-6417
Email BCRoad@bakercounty.org

Name Josh Dillen
Organization Baker City Herald
Phone 541 523-3673
Email jdillen@bakercityherald.com

Name Michelle Owen
Organization Baker City PW
Phone 541 524 2031
Email mowen@bakercity.com

Name Haly Kerns
Organization Baker County
Phone 541-523-8019
Email hkerns@bakercounty.org

Sign-In Sheet

Name David/Karen Yeakley
~~Organization~~ 42687 Hudson Rd, Baker City, OR 97814
Phone (541) 523-6900
Email

Name John Leonard
Organization
Phone 541 523-5056
Email

Name Alex & Marybou Sackos
Organization Sackos Excavating
Phone (541) 523-5459
Email

Name Bill Harvey
Organization Baker County Chair
Phone 523-8200
Email

Name Eugene Hawes
Organization BC Church of the Nazarene
Phone 541 519-8805
Email benaz-facilitymgr@gmail.com

Name Doug Schwin
Organization Baker City
Phone (541) 524-2038
Email dschwin@bakercity.com

General Comment Form

Name: Holly Ferris - from conversation at 1/29 Open House

Address:

Comments: Concerns shared about N. end of Best Frontage. Area resident remarked that he's seen increased traffic on Best Frontage since re-opened, and he's concerned about sight distance at the intersection with the highway. Is concerned that looking to the west, powerpole, fence & tall weeds impede vision, and the speed of traffic coming from the east creates a hazard for vehicles that take more time to get up to speed (trucks, tractors). He didn't want to write out his comments, so I'm sharing them.

Name: Karen Yeakley : David

Phone:

I-84 Exits 302 & 306 Interchange Area Management Plans
Baker City, Oregon

Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Source: ESRI

General Comment Form

Name: Michelle Owen

Address: BC

Comments: from Mardelle McCauley
Oregon Trail RV Park - did not attend but spoke to her.
- ODOT plows use access for turnaround
- When interstate closes lots of trucks use the wide access
- ODOT should fill pot holes in her lot where they turn around (I'll call Brad Payton at ODOT about that.)

Karen Yeakley commented
Best Frontage Road needs larger signs
Put reflectors on island at Best Frontage + Hwy 86.

Public Mtg #2 9/7/15

Sign-In Sheet

Name Bill Harvey
Organization Baker County Chairman
Phone 523 8200
Email bHarvey@BakerCo.com

Name Donald Beck / Charlotte Beck
Organization
Phone 541 524 1633
Email donbeck@donbeckbronzes.com

Name Doug Schwin
Organization Baker City
Phone
Email

Name Jeff Smith
Organization Baker County
Phone
Email

Name MARTIN MRSKE
Organization 86 LAND AND WATER USER FARMER
Phone 541 523 4003
Email

Name Eugene Hawes
Organization BC Nazarene Church
Phone
Email

Public Meeting #2 4/7/15

Sign-In Sheet

Name JEFF COLTON
Organization BVID
Phone 541-519-5534
Email jjcolton@hughes.net

Name Phil Burroughs
Organization HOME OWNER + Hudson
Phone 541-523-4371 cell 530-713-0720
Email Lynnzb@Thz Geo. Net

Name Tom Hudson
Organization Baker City Rotary
Phone 541-403-4574
Email

Name Peggy Hudson
Organization BMCC Blue Mt. Community College Baker City
Phone 541-523-1132
Email Phudson@bluecc.edu

Name Michelle Owen
Organization Baker City
Phone
Email

Name Grant G Gyllenberg
Organization
Phone 541-523-2257
Email g.yllcons@coni.com

Public Meeting #2 7/7/15

Sign-In Sheet

Name Karen Yeakley
Organization NATIVE
Phone 541-523-6900
Email kyeakley@q.com

Name Chris Gyllenberg
Organization Individual
Phone 541-523-4683
Email chris@gyllenbergeq.com

Name Clay Gyllenberg
Organization Individual
Phone 541-523-4683
Email

Name Johnny Cummings
Organization
Phone 524-9343
Email

Name Marda Bloom
Organization
Phone 541 523-5121
Email

Name Gina Swartz
Organization Baker County Press
Phone 541-519-3796
Email

Public Meeting #2 4/7/15

Sign-In Sheet

Name JON PRIVETT
Organization BAKER CITY NAZARENE
Phone 541-403-0017
Email JMPRIVETT1960@GMAIL.COM

Name Ken Rockwell
Organization B City Planning Commission
Phone 541 523 2318
Email

Name
Organization
Phone
Email

Name
Organization
Phone
Email

Name
Organization
Phone
Email

Name
Organization
Phone
Email

4/7/15

General Comment Form

Name: Peggy Hudson

Address: 750 W. Fairway Dr.
Baker City, OR 97814

Are there any changes you would like to see made to the preliminary recommendations?

Yes, incorporation of an element of beautification on both Exits 302 and Exit 304

(*) Add aesthetics as a criteria.

Is there anything else you would like to tell us?

(*) Working with our city manager, Mike Kee, propose a project to address aesthetic considerations surrounding Exit 304 including I84 visual impact between Exit 302 and Exit 304.

General Comment Form

Name: Chris Gyllenberg

Address: 42764 Hudson Road
Baker City, OR 97814

541-523-4683 / 541-519-8424
chris@gyllenbergeq.com

Are there any changes you would like to see made to the preliminary recommendations?

① Eliminate Exit 302 Objectives 2A & 2B

② consider option of Airport Road Alignment directly north from Best Frontage Road realignment, just completed.

③ consider option of Lindley Road for Airport Access & make existing Airport Road a right only

Is there anything else you would like to tell us?

④ Consider, if using Hudson Rd for airport Rd alternative go west at first property boundary

Other Notes:

Option 2A of putting a "Y" over the top of my residence for a dead end road access does not seem logical.

* Preferred Alternative

General Comment Form

Name: Clay Gyllenberg

Address: 42764 Hudson Road

Baker City, OR 97814

541-523-7823 / 541-519-8423

Are there any changes you would like to see made to the preliminary recommendations? Consider other options:

* 1) Extend new frontage Road (Best Frontage Road) North across Hwy 86 & then west to airport Road (existing).
2) use Lindley Road for Access to Airport & use existing Airport Road as Right only onto Hwy 86
3) Use Hudson Road but go west to connect to Airport Road (existing) at first property boundary

Is there anything else you would like to tell us? Regarding options 2A & 2B, I have the following comments:

1) Impacts 5 Households
2) Covers / eliminates 4 wells
3) Goes through EFU zoned property
4) would adversely affect surface water for flood irrigation which is currently in use on properties proposed road bisect.

* Preferred alternative!

11M A.2 '19/15

Sign-In Sheet

Name Johnny Cummings
Organization Property owner Hudson Rd.
Phone 541-524-9343
Email

Name Ed Havgland
Organization Property owner Hudson
Phone 541-523-4980
Email Havgland Ed @ G mail . com

Name Philip L. Burroughs
Organization
Phone 541 523-4371
Email

Name Shannon Black
Organization Property owner W. Airport Rd
Phone 541-523-4103
Email

Name Michelle Owen
Organization BC PW
Phone
Email

Name KAREN | David Yeakley
Organization
Phone (541) 523-6900
Email dyeakley@q.com

TIM #3 5/6/15

Sign-In Sheet

Name Lillian Dewsley
Organization
Phone 541-523-2296
Email lilliandewsleyp@gmail.com

Name Tom Hudson
Organization
Phone 541-403-4574
Email thudson@blueec.edu

Name Mary Lou & Alex Sackos
Organization
Phone (541) 523-0527 \ 519-8286
Email amlenterprises_@hotmail

Name Clayd Chris Gyllenberg
Organization
Phone (541) 523-2823 \ 541-523-4683
Email chris@gyllenbergeq.com

Name MARTIN MISKE
Organization FARMER
Phone 541 523 4003
Email

Name Marcus Sackos
Organization 1425 Campbell St
Phone 541 523 4434
Email

TM #3 9/4/15

Sign-In Sheet

Name John & Pat Leonard
Organization Retired
Phone 523-5056
Email —— too old!!

Name Craig Ward
Organization Property Owner - Hughes Ln & Cedar St.
Phone (541) 519-4642
Email cward.wr@gmail.com

Name Eugene Hawes
Organization BC Nazarene Church
Phone 523-3533
Email bcnazfacility mgr@gmail.com

Name DONALD & CHARLOTTE BECK
Organization PROPERTY OWNERS
Phone 541 524 1633
Email donbeck@donbeckbronzes.com

Name Lori Thomas
Organization Thomas Angus Ranch - owner
Phone 541-5249322
Email lori.thomas@thomasangusranch.com

Name
Organization
Phone
Email

Section 7 Policy and Code Amendments

680.05 Development Standards.

Comment: The following implement the access management and transportation facility improvement provisions of IAMP and are consistent with OAR 734-051. Subsection G is taken from OAR 734-051-3020 Change of Use of Private Connection (to a State Highway), as contained in Attachment 4.

Development standards shall be as provided in the underlying base zone, except as follows:

A. Approach spacing shall be consistent with the IAMP Access Management Plans (AMPs) for Exits 302 and 306.

B. Private approaches shall be consolidated and improved as properties redevelop, consistent with the AMPs.

C. Until Airport Road approaches are modified pursuant to the IAMP (project C1 or C2), no new approach to OR 86 or Cedar Street is permitted within ¼-mile of the Exit 302 interchange ramp terminal.

D. Where a new approach to US 30 is proposed in the vicinity of the Exit 306 interchange and it cannot be located outside the ¼-mile spacing standard, it shall be located as far from the interchange as practically possible. The intent of this provision is to maintain highway safety and operations while providing for reasonable use of private property.

E. Development applicants shall be required to mitigate the impacts attributed to development, including but not limited to dedicating right-of-way and making needed access and transportation improvements consistent with the IAMP.

F. Where it is not feasible to meet ODOT access spacing standards or to make planned transportation improvements due to property boundary constraints, property redevelopment shall be required to move in the direction of conformity over time, pursuant to ODOT standards.

G. Where a land use application or change of use relies on a private connection to a state highway, it shall meet the requirements of OAR 734-051-3020 Change of Use of a Private Connection. An application for state highway approach is required for a change of use when:

(1) The number of peak hour trips increases by fifty (50) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the number of peak hour trips from that of the property's prior use;

(2) The average daily trips increases by five hundred (500) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the average daily trips from that of the property's prior use;

(3) The daily use of a connection increases by ten (10) or more vehicles with a gross vehicle weight rating of twenty-six thousand (26,000) pounds or greater;

SIEGEL
PLANNING SERVICES, LLC

Memorandum

To: Baker IAMP Project Team

From: Scot Siegel, AICP, LEED AP

Date: August 9, 2015

Subject: I-84 Exits 302 and 306 IAMP – Proposed Policy and Code Amendments

---

Overview

This memorandum contains recommended policy language and code amendments for implementing the I-84 Exits 302 and 306 Interchange Area Management Plan (IAMP). Also included are draft findings and a sample ordinance for City and County to use in adopting the IAMP. The policy and code language is crafted to meet the specific needs of each jurisdiction, based on existing code construction and input from City and County staff. The ordinance and findings are to serve as a starting point for preparation of City and County staff reports.

The policy and code text is provided pursuant to Oregon Administrative Rules (OAR) 734-051-7010; the rules state, in part, "prior to adoption by the Oregon Transportation Commission, the Department will work with local governments on any amendments to local comprehensive plans and transportation systems plans and local land use and subdivision codes to ensure the proposed… Interchange Area Management Plan is consistent with the local plan and codes."

The IAMP and its implementing measures must also comply with the Transportation Planning Rule (TPR). The TPR requires that local governments adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors, and sites for their identified functions (OAR 660-012-045(2))." To comply with OAR 734-051 and OAR 660-012, and to ensure that local land use actions are consistent with the IAMP, it is recommended the City and County adopt implementing policies and regulations into their respective comprehensive plan/transportation system plan and zoning and development codes.

IAMP implementation requires a collaborative effort on the part of the City, County, and ODOT. Accordingly, as described in the draft IAMP, the plan and its implementing provisions will need to be adopted at all three levels of government.

The following narrative summarizes the plan policies, code, and findings that are recommended to implement the I-84 Exits 302 and 306 IAMP. **Attachments 1 and 2**, respectively, contain proposed Interchange Overlay Zones for the City and County. **Attachment 3** contains the sample ordinance (format is for City), and **Attachment 4** contains the Oregon Administrative Rules that are most relevant to the draft overlay zones.

16142 Boones Ferry Road, #145, Lake Oswego, Oregon 97035
ph (503) 699-5850 / fax (503) 699-7044/ info@siegelplanning.com/ www.siegelplanning.com

Recommended Plan Amendments

The City and County will need to amend their respective comprehensive plan/transportation system plan, adopting the I-84 Exits 302 and 306 IAMP. Local plans should clearly state the purpose of the IAMP, including its intent for each interchange. The plans should contain a map of the two interchange management areas.

Plan Policies

The City and County should adopt the IAMP as an ancillary document to their respective comprehensive plans and transportation system plans, and incorporate the following policy statements into their plans:

1. *The I-84 Exits 302 and 306 Interchange Area Management Plan (IAMP) shall serve as the long range comprehensive management plan for providing the transportation facilities that are specifically related the two interchanges and the planned local street network for the area.*
2. *The [City/County] will coordinate development review with and assist ODOT in monitoring interchange development to protect interchange functions, as follows:*
    a. *The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30.*
    b. *The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.*

For the Baker City Comprehensive Plan, the City would add the above text directly to the Public Facilities Chapter, Transportation Section, of the Comprehensive Plan, beginning on page 25. A new Policy #13 would be added, and the City may want to adopt a new Finding #13 acknowledging adoption of the IAMP. Additionally, the City could adopt a new Implementation Measure, #10 in the same Plan section, supporting efforts to work with the County and ODOT in pursuit of funding for IAMP interchange projects.

Unlike the City's plan, which was updated in 2013, The Baker County Comprehensive Plan (circa 1980s) and TSP (2005) are outdated. It is not feasible to incorporate the above text directly into those plans without rewriting them. Instead, the County could adopt the IAMP as an ancillary document to the Comprehensive Plan/TSP, similar to the City, and attach the above policies as an exhibit to IAMP adoption ordinance. In this way, the County may amend its Comprehensive Plan (Goal XII Transportation), similar the City, without having to rewrite the document.

Plan Maps

In addition to adopting the above policies, both the City and County will need to amend their respective comprehensive plan to add the Interchange Management Areas Maps. They should also amend their zoning maps to identify where compliance with the I-84 Exits 302 and 306 IAMP is required as a condition of future development approval.

The IAMP Maps should be exhibits to the Comprehensive Plan, similar to a Transportation Functional Classifications Map or Land Use Map. For purposes of the Development Code/Zoning Ordinance, the IAMP Maps will identify the geographic area where IAMP code provisions apply. (See the IAMP Area Maps contained in the September 2015 Draft IAMP.)

Recommended Code Amendments

Interchange Overlay Zone

It is recommended the City and County each adopt an overlay zone for the I-84 Exits 302 and 306 IAMP. Overlay districts can provide the clearest and most direct means of implementing specific subarea plans such as those for airports and highway interchanges. An overlay district defines a geographic area in which special zoning regulations apply. The land use and development standards of the underlying zoning district continue to apply, with the exception that if there is a conflict between the base zone and overlay the overlay district rules. For example, where the City and County codes currently contain access management standards and requirements for Traffic Impact Studies, an Interchange Overlay Zone references those requirements and incorporates ODOT requirements.

The attached Draft Interchange Overlay Zone (Attachment 1), provided for the Project Team's review, requires that development and redevelopment proposals within the area show consistency with the IAMP. Its purpose is to ensure that as development occurs transportation facilities are protected for their identified function consistent with the IAMP and TPR. The overlay contains requirements for development review, including interagency coordination, access management, and impact study requirements. It also requires that proposals for new development be reviewed to determine if the need for an interchange-related improvement (e.g., ramp signal, local street, etc.) is triggered, and provides for transportation facility improvements as a condition of development review approval.

The IAMP boundaries have been drafted to include developable land adjacent to the respective interchanges. These are the areas where development is most likely to affect the interchanges. The City, County, and ODOT will need to work together to address development impacts and implement the IAMP.

Other Code Considerations

The Baker City Development Code (BCDC) is currently structured such that it does not contain overlay districts. Regulations that might exist as overlay zones in other communities (e.g., historic preservation, flood hazard area, etc.) are distributed among various BCDC sections, or are located in different City ordinances. Therefore, if the City decides to adopt an Interchange Overlay Zone, it will be necessary to create a new BCDC Article in which to place it. This is not difficult to accomplish and it would make the IAMP provisions easy to find. Alternatively, a less streamlined approach would amend multiple BCDC sections incorporating IAMP requirements, as follows:

- Section 3.1.200 Vehicular Access and Circulation
- Section 3.4.100 Transportation Standards
- Section 4.1.900 Traffic Impact Study
- Section 4.2 Land Use Review and Site Design Review
- Section 4.3 Land Divisions and Property Line Adjustments
- Section 4.7.600 Transportation Planning Rule Compliance
- Section 5.1.400.C Variance to Access and Circulation Standards

General Findings

RELEVANT BAKER COUNTY CRITERIA:

Baker County Zoning Ordinance (BCZO) Provisions:
Section 205.07 Type IV Procedure.

A. Decision-making considerations. The recommendation by the Planning Commission and the decision by the Board of Commissioners shall be based on consideration of the following factors:

1. The Statewide Planning Goals and Guidelines adopted under Oregon Revised Statutes Chapter 197; *Refer to Attachment 3, Sample Ordinance*.

2. Any federal or state statutes or regulations found applicable;
   See discussion of Oregon Administrative Rules, below.

3. Any applicable Comprehensive Plan policies; and
   Adoption of the IAMP is an amendment to Baker County's 2005 Transportation System Plan. No other plan policies directly apply.

4. Any applicable provisions of the County's implementing Ordinances.
   No other implementing ordinances directly apply.

RELEVANT BAKER CITY CRITERIA:

Baker City Development Code (BCDC) Provisions:
Section 4.1.500.G Decision-Making Criteria. The recommendation by the Planning Commission and the decision by the City Council shall be based on the following factors:

1. Approval of the request is consistent with the Statewide Planning Goals; *Refer to Attachment 3, Sample Ordinance*.

2. Approval of the request is consistent with the Comprehensive Plan; and *Refer to findings, below*.

3. The property and affected area is presently provided with adequate public facilities, services and transportation networks to support the use, or such facilities, services and transportation networks are planned to be provided concurrently with the development of the property. *This criterion is not directly applicable because it relates to serviceability for development. However, one of the purposes of the IAMP is to preserve the functions of I-84 and its exits, and to ensure that adequate transportation facilities are provided with development.*

Baker City and Baker County Comprehensive Plans/Statewide Planning Goals:

1. Statewide Planning Goal 1: CITIZEN INVOLVEMENT – To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process. *The citizen involvement process is generally summarized in Attachment 3, Sample Ordinance*.

2. Statewide Planning Goal 2: LAND USE PLANNING – To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. *Refer to the IAMP chapter, "Interchange Improvement and Access Management Plan," which provides the planning process, policy framework, and factual basis for the IAMP.*

3. Statewide Planning Goal 12: TRANSPORTATION – To provide and encourage a safe, convenient and economic transportation system. *New policies are to be added to the City and County plans, as described on page 2 of this memorandum. See also, IAMP section, "Implementation Plan."*

Oregon Administrative Rules (OARs):

1. OAR 660-012-060 Plan and Land Use Regulation Amendments. *Refer to IAMP sections, "OAR Compliance" and "Oregon Highway Plan Compliance."*

2. OAR 734-051-7010 Access Management in Highway Facility Plans. *Refer to IAMP sections, "OAR Compliance" and "Oregon Highway Plan Compliance."*

Conclusion

The preceding analysis, and the attached overlay zones and sample ordinance are provided for the City's and County's use in preparing the 35-day DLCD Post Acknowledgement Plan Amendment notice, Measure 56 Notice, if required, and Planning Commission public hearing staff report.

Attachment

1. Draft Baker County Interchange Overlay Zone
2. Draft Baker City Interchange Overlay Zone
3. Sample Ordinance for IAMP Adoption
4. Oregon Administrative Rules (OAR) 734-051-3020 and 3030

Comment: The following draft overlay zone is modeled after the Baker County Zoning Ordinance. The ordinance adopting the overlay zone will need to contain map exhibits depicting the areas subject to the overlay zone requirements. These would be the interchange management area maps for Exits 302 and 306, as contained in the proposed IAMP.

BAKER COUNTY ZONING ORDINANCE
TABLE OF CONTENTS

ARTICLE 6 OVERLAY ZONING DISTRICTS

Chapter 610 Airport Overlay Zone (AOZ)
Chapter 620 Big Game Habitat Overlay Zone (BGHO)
Chapter 630 Flood Damage Prevention
Chapter 640 Sensitive Bird Habitat Overlay Zone (SBHCOZ)
Chapter 650 National Historic Oregon Trail Interpretive Center Overlay Zone (NHOTICOZ)
Chapter 660 Wetlands Overlay Zone (WOZ)
Chapter 670 Limited Use Overlay Zone (LUOZ)
Chapter 680 Interchange Overlay Zone

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ARTICLE 1 ADMINISTRATIVE PROVISIONS

Chapter 130 Zoning Administration

130.02 Classification of Zones

//

B. Overlay Zones. Table 130-2 below establishes the following overlay zoning designations:

TABLE 130-2 – OVERLAY ZONING DESIGNATIONS

OVERLAY ZONES	ABBREVIATION
Airport Overlay Zone	AOZ
Big Game Habitat Overlay Zone	BGHOZ
Flood Damage Prevention	FDP
Sensitive Bird Habitat Consultation Overlay Zone	SBHCOZ
National Historic Oregon Trail Interpretive Center Overlay Zone	NHOTICOZ
Sumpter Valley Overlay Zone	SVOZ
Wetlands Overlay Zone	WOZ
Limited Use Overlay Zone	LUOZ
Interchange Overlay Zone	**IOZ**

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ARTICLE 6 OVERLAY ZONING DISTRICTS

Chapter 680

INTERCHANGE OVERLAY ZONE

680.01 Purpose
680.02 Intent
680.03 Applicability
680.04 Uses
680.05 Development Standards
680.06 Traffic Impact Analysis
680.07 Agency Coordination

610.01 Purpose

The purpose of this chapter is to provide the rules, regulations and standards governing permissible uses in the Interchange Overlay Zone.

610.02 Intent

The Interchange Overlay Zone implements the "I-84 Exits 302 and 306 Interchange Area Management Plan" (IAMP) and is intended to maintain interchange capacity and protect interchange functions. The County coordinates development review with Baker City and ODOT, and assists ODOT in monitoring development, to protect interchange functions, as follows:

A. The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30.

B. The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.

610.03 Applicability

Any land use action within the Interchange Overlay Zone is subject to the regulations herein described and those of the underlying zone. If any conflicts in regulation or procedure occur between the zones, the provisions of the Interchange Overlay Zone shall govern.

610.04 Uses

Permitted and conditional uses shall be as defined in the underlying base zone.

(4) ODOT demonstrates that safety or operational concerns related to the connection are occurring as identified in OAR 734-051-4020(3);

(5) The existing connection to the state highway does not meet ODOT's stopping sight distance standards.

680.06 Traffic Impact Analysis

Comment: The following provisions are recommended to ensure consistency with existing Baker County and ODOT traffic impact analysis requirements. See OAR 734-051-3030 (attached), which contains ODOT requirements for traffic impact studies.

A. All development applications located within either the Exit 302 or Exit 306 Interchange Management Areas that meet the criteria of BCZO 340.07 shall be accompanied by a Transportation Impact Analysis (TIA) that demonstrates the level of impact of the proposed development on the interchange and surrounding street system, and how the impact will be mitigated pursuant to ODOT and County standards.

B. Notwithstanding the criteria of BCZO 340.07, a Transportation Impact Analysis shall be required where a proposed change relying on a private connection to a state highway meets the ODOT requirements for a traffic impact study contained in OAR 734-051-3030(4) When a Traffic Impact Analysis is Required.

C. The determination of impact or effect, and the scope of the TIA, shall be coordinated with Baker City and ODOT, and the developer shall be required to mitigate impacts attributable to the project consistent with the standards of the applicable roadway authority.

680.07 Agency Coordination

Land use and development applications shall be coordinated with reviewing agencies as follows:

A. The County shall consult the Oregon Department of Transportation (ODOT) on TIA requirements when the site of the proposal is adjacent to or otherwise affects a State roadway.

B. The County shall provide written notification to ODOT once a land use application within the IAMP Management Area is deemed complete.

C. ODOT shall have at least 20 days, measured from the date notice to agencies was mailed, to provide written comments to the County. If ODOT does not provide written comments during this 20-day period, the County staff report may be issued without consideration of ODOT comments.

D. The County shall invite ODOT and the City to participate in a pre-application review for applications within an Interchange Management Area Plan (IAMP) Management

Area or within a ¼-mile of any ODOT facility. Notice of actions requiring a public hearing shall be provided to ODOT at least twenty days prior to the date of the hearing.

Comment: The proposed Baker City Interchange Overlay Zone will be located in a new article of the Baker City Development Code, because the City code does not presently have any overlay zones. The ordinance adopting the overlay zone will need to contain map exhibits depicting the areas subject to the overlay zone requirements. These would be the interchange management area maps for Exits 302 and 306, as contained in the proposed IAMP.

Baker City Development Code
Table of Contents

Article 2 - Land Use Districts
//
Chapter 2.1 - Organization of Land Use Districts

Sections:
2.1.100 Classification of Land Use Districts
2.1.200 Land Use District Map
2.1.300 Determination of Land Use District Boundaries

2.1.100 Classification of Land Use Districts
Every parcel, lot, and tract of land within the Urban Growth Boundary of the City of Baker City is designated with a land use (zoning) district. The use of land is controlled by the applicable land use district and/or overlay zone. Some uses are permitted "by-right" in a given district and are designated by a "P" in the following tables. Others uses are subject to special standards, designated at "S" in the following tables, or are only permitted at the discretion of the reviewing authority, designated as "CU" or conditional uses. The applicable land use districts and overlay zone(s) are determined based on the Land Use District Map and the provisions of this Chapter, which shall be consistent with the Baker City Comprehensive Plan, as indicated in Table 2.1.100.

Table 2.1.100

Comprehensive Plan Designation	**Applicable Land Use District**
//	//
Interchange Area Management Plan	**Interchange Overlay Zone**

//

Chapter 2.5 – Overlay Zones

Sections:
2.5.100 Interchange Overlay Zone

//

Chapter 2.5 – Overlay zones

2.5.100 Interchange Overlay Zone

2.5.110 Purpose

The purpose of this chapter is to provide the rules, regulations and standards governing permissible uses in the Interchange Overlay Zone.

2.5.120 Intent

The Interchange Overlay Zone implements the "I-84 Exits 302 and 306 Interchange Area Management Plan" (IAMP) and is intended to maintain interchange capacity and protect interchange functions. The City coordinates development review with Baker County and ODOT, and assists ODOT in monitoring development, to protect interchange functions, as follows:

C. The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30.

D. The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.

2.5.130 Applicability

Any land use action within the Interchange Overlay Zone is subject to the regulations herein described and those of the underlying zone. If any conflicts in regulation or procedure occur between the zones, the provisions of the Interchange Overlay Zone shall govern.

2.5.140 Uses

Permitted and conditional uses shall be as defined in the underlying base zone.

2.5.150 Development Standards.

Comment: The following implement the access management and transportation facility improvement provisions of IAMP and are consistent with OAR 734-051. Subsection G is taken from OAR 734-051-3020 Change of Use of Private Connection (to a State Highway), as contained in Attachment 4.

Development standards shall be as provided in the underlying base zone, except as follows:

G. Approach spacing shall be consistent with the IAMP Access Management Plans (AMPs) for Exits 302 and 306.

H. Private approaches shall be consolidated and improved as properties redevelop, consistent with the AMPs.

I. Until Airport Road approaches are modified pursuant to the IAMP (project C1 or C2), no new approach to OR 86 or Cedar Street is permitted within ¼-mile of the Exit 302 interchange ramp terminal.

J. Where a new approach to US 30 is proposed in the vicinity of the Exit 306 interchange and it cannot be located outside the ¼-mile spacing standard, it shall be located as far from the interchange as practically possible. The intent of this provision is to maintain highway safety and operations while providing for reasonable use of private property.

K. Development applicants shall be required to mitigate the impacts attributed to development, including but not limited to dedicating right-of-way and making needed access and transportation improvements consistent with the IAMP.

L. Where it is not feasible to meet ODOT access spacing standards or to make planned transportation improvements due to property boundary constraints, property redevelopment shall be required to move in the direction of conformity over time, pursuant to ODOT standards.

G. Where a land use application or change of use relies on a private connection to a state highway, it shall meet the requirements of OAR 734-051-3020 Change of Use of a Private Connection. An application for state highway approach is required for a change of use when:

(1) The number of peak hour trips increases by fifty (50) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the number of peak hour trips from that of the property's prior use;

(2) The average daily trips increases by five hundred (500) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the average daily trips from that of the property's prior use;

(3) The daily use of a connection increases by ten (10) or more vehicles with a gross vehicle weight rating of twenty-six thousand (26,000) pounds or greater;

(4) ODOT demonstrates that safety or operational concerns related to the connection

are occurring as identified in OAR 734-051-4020(3);

(5) The existing connection to the state highway does not meet ODOT's stopping sight distance standards.

2.5.160 Traffic Impact Analysis

Comment: The following provisions are recommended to ensure consistency with existing Baker City and ODOT traffic impact analysis requirements. See OAR 734-051-3030 (attached), which contains ODOT requirements for traffic impact studies.

A. All development applications located within either the Exit 302 or Exit 306 Interchange Management Areas that meet the criteria of BCDC 4.1.900 shall be accompanied by a Transportation Impact Study that demonstrates the level of impact of the proposed development on the interchange and surrounding street system, and how the impact will be mitigated pursuant to ODOT and County standards.

B. Notwithstanding the criteria of BCDC 4.1.900, a Transportation Impact Study/Analysis shall be required where a proposed change relying on a private connection to a state highway meets the ODOT requirements for a traffic impact study contained in OAR 734-051-3030(4) When a Traffic Impact Analysis is Required.

C. The determination of impact or effect, and the scope of the TIA, shall be coordinated with Baker County and ODOT, and the developer shall be required to mitigate impacts attributable to the project consistent with the standards of the applicable roadway authority.

2.5.170 Agency Coordination

Land use and development applications shall be coordinated with reviewing agencies as follows:

A. The City shall consult the Oregon Department of Transportation (ODOT) on traffic impact study/analysis requirements when the site of the proposal is adjacent to or otherwise affects a State roadway.

B. The City shall provide written notification to ODOT once a land use application within the IAMP Management Area is deemed complete.

C. ODOT shall have at least 20 days, measured from the date notice to agencies was mailed, to provide written comments to the City. If ODOT does not provide written comments during this 20-day period, the City staff report may be issued without consideration of ODOT comments.

D. The City shall invite ODOT and the City to participate in a pre-application review for applications within an Interchange Management Area Plan (IAMP) Management Area or within a ¼-mile of any ODOT facility. Notice of actions requiring a public hearing shall be provided to ODOT at least twenty days prior to the date of the hearing.

ORDINANCE NO. XX
AN ORDINANCE ADOPTING AMENDMENTS TO THE TRANSPORTATION SYSTEM PLAN AND INCORPORATING RELEVANT POLICIES, MAPS, AND STANDARDS INTO THE COMPREHENSIVE PLAN AND DEVELOPMENT CODE

WHEREAS, the Baker City Transportation System Plan, last updated in 2013, does not contain provisions for management highway interchange areas; and

WHEREAS, the City received a grant from the State of Oregon Transportation and Growth Management Program to update its Transportation System Plan and implementing regulations in conformance with the State Transportation Planning Rule (OAR 660, Division 12) and Highway Access Management Rules (OAR 734, Division 51); and

WHEREAS, the City coordinated with Baker County and solicited public input in developing and reviewing the Interchange Area Management Plan for I-84, Exits 302 and 306, including the proposed Comprehensive Plan and Development Code amendments, through a series of public open house meetings and work sessions conducted jointly with Baker County; and

WHEREAS, the State Department of Land Conservation and Development was duly notified of the proposed amendments on XX, 2015, at least 35 days before the first evidentiary hearing on the Interchange Area Management Plan and amendments to the Comprehensive Plan and Development Code, and did not object to said amendments;

WHEREAS, notice to property owners within the Interchange Area Management Plan study area, including properties within the City Limits and Urban Growth Boundary, was mailed on XX, 2015, at least 20 days in advance of the first public hearing to consider adoption of said amendments; and

WHEREAS, notice to the public was advertised in a newspaper of general circulation on XX, 2015, at least 14 days in advance of the first public hearing on said amendments; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the proposed Interchange Area Management Plan and amendments to the Comprehensive Plan and Development Code on XX, 2015, and the Planning Commission recommends City Council adoption of said amendments; and

WHEREAS, the City Council conducted a public hearing on said amendments on XX, 2015, [received public testimony], deliberated and made a decision to adopt said amendments based on the public health, safety and welfare; and

WHEREAS, the City Council found that said amendments conform to applicable State Land Use Planning Goals, particularly Goal 1 – Citizen Involvement, Goal 2 – Land Use Planning, and Goal 12 – Transportation;

NOW THEREFORE, BE IT ORDAINED by the City of Baker City, Oregon:

Section 1:
Interchange Area Management Plan Adoption: The 2013 Baker City Transportation System Plan is amended by Ordinance No. XX adopting the I-84 Exits 302 and 306 Interchange Area

Management Plan, contained in Exhibit A attached hereto, and by this reference, made a part hereof.

Section 2:
Comprehensive Plan Text Amendments: The Transportation Element of the Baker City Comprehensive Plan is hereby amended as provided on Exhibit B. *[*New *Transportation Policy 14, and Recommended Action 13]*

Section 3:
Development Code Amendments: The Baker City Development Code is hereby amended as provided on Exhibit C. *[*New *Interchange Overlay Zone with Maps]*

READ for the first time in full this _____ day of _____, 2015.

READ for the second time by title only this _____ day of _____, 2015 upon the unanimous vote of the members present, after the text of the Ordinance was offered to the members of the Council and the press and public for their use during the meeting.

READ for the third time by title only this _____ day of _____, 2015 upon the unanimous vote of the members present, after the text of the Ordinance was offered to the members of the Council and the press and public for their use during the meeting.

PASSED AND ADOPTED by the City Council of the City of Baker City, Oregon, and signed by the Mayor of the City of Baker City, Oregon, this _____ day of _____, 2015.

_____ Mayor

ATTEST: _____ City Recorder

734-051-3020
Change of Use of a Private Connection

(1) Applicability.
(a) This rule sets forth procedures and requirements for a change of use of an existing private connection to a state highway.
(b) A new application is required for the purpose of permitting all connections to a property when there is a change of use as set forth in section (2) of this rule. All connections to the property are subject to this rule whether they exist under a Permit to Operate, are grandfathered under OAR 734-051-1070(29), or the department provides written permission under 734-051-3015.
(2) Changes of Use Requiring an Application for State Highway Approach. Except as provided under section (5) of this rule, a new application is required for a change of use when any one of the following:
(a) The number of peak hour trips increases by fifty (50) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the number of peak hour trips from that of the property's prior use; or
(b) The average daily trips increases by five hundred (500) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the average daily trips from that of the property's prior use; or
(c) The daily use of a connection increases by ten (10) or more vehicles with a gross vehicle weight rating of twenty-six thousand (26,000) pounds or greater; or
(d) ODOT demonstrates that safety or operational concerns related to the connection are occurring as identified in OAR 734-051-4020(3); or
(e) The connection does not meet the stopping sight distance standards, as measured in feet, of ten (10) times the speed limit established in ORS 811.111 or the designated speed posted under 810.180 for the highway as measured in miles per hour, or ten (10) times the 85th percentile speed of the highway where the 85th percentile speed is higher or lower than the speed limit established in 811.111 or the designated speed posted under 810.180. The applicant may perform a study to determine if the 85th percentile speed is higher or lower than the speed limit established in 811.111 or the designated speed posted under 810.180. The sight distance measurement, as described in OAR 734-051-4020(2)(c)(A)–(B), and the study to determine the 85th percentile speed shall be performed according to published department procedures by or under the supervision of a professional engineer as defined in 734-051-1070. The measurement shall be taken under existing and proposed site conditions.

734-051-3030
Application Requirements for State Highway Approach

//
(4) When a Traffic Impact Analysis is Required.

(a) A traffic impact analysis is required for a request for a deviation from the spacing, channelization or sight distance standards as set forth in OAR 734-051-4020, unless waived by the department.
(b) Except where the criteria in subsections (A) and (B) of this section, below, are met for the highway segment where an approach permit is sought, the department may require a person applying for an approach permit to submit a traffic impact analysis in conjunction with the application for an approach permit.
(A) The average daily volume of trips at the property is determined to be four hundred (400) or fewer trips; or

(B) The average daily volume of trips at the property is determined to be more than four hundred (400) but fewer than one thousand one (1001) trips and:
(i) The highway is a two-lane highway with average annual daily trip volume of five thousand (5,000) or fewer motor vehicles;
(ii) The highway is a three-lane highway with average annual daily trip volume of fifteen thousand (15,000) or fewer motor vehicles;
(iii) The highway is a four-lane highway with average annual daily trip volume of ten thousand (10,000) or fewer motor vehicles; or
(iv) The highway is a five-lane highway with average annual daily trip volume of twenty-five thousand (25,000) or fewer motor vehicles.
(5) Traffic Impact Analysis Submittal Requirements. Traffic Impact Analyses (TIA), when required, shall be subject to the requirements of subsection (a) through (e). To the extent possible the department shall coordinate the analysis needs associated with the approach application with any local jurisdiction TIA requirements.
(a) A Professional Engineer (PE) employed by the department shall determine the scope of the TIA, and shall determine the sufficiency of the TIA for the purpose of evaluating the application.
(b) The TIA shall assess highway peak hour and average daily trips for the type of land use action proposed, for the year of the analysis, the year of each phase opening, and future years beyond project completion or buildout, but not greater than the year of the planning horizon for transportation system plans, or fifteen (15) years, whichever is greater.
(c) A Professional Engineer (PE) must prepare the study in accordance with methods and input parameters approved by the department.
(d) The scope and detail of the study must be sufficient to allow the department to evaluate the impact of the proposal and the need for roadway capacity, operational, and safety improvements resulting from the proposed approach.
(e) The study must identify the data used and the application of data in the analysis.
(6) Waiver of Application Requirements. The department may waive requirements for information and documentation required under this rule depending on the nature of the application and the sufficiency of other information available to the department for its evaluation of an application.
Stat. Auth.: ORS 184.616, 184.619, 374.310–374.314, 374.345 & 374.355
Stats. Implemented: ORS 374.300–374.360, §27, ch. 330, OL 2011
Hist.: HWD 16-2011(Temp), f. 12-22-11, cert. ef. 1-1-12 thru 6-29-12; HWD 8-2012, f. 6-27-12, cert. ef. 6-29-12

Amendments are underlined and highlighted in gray

TABLE OF CONTENTS

	Page No.
PEOPLE	
Statewide Planning Goals	1
Public Involvement and Procedures for Planning	3
PUBLIC FACILITIES AND SERVICES	
Fire Protection	6
Parks & Recreation	7
Police Protection	12
Schools	14
Public Facility Plan	16
Sewer System (Storm & Sanitary)	20
Solid Waste Disposal	23
Transportation	25
Domestic Water	31
Extension of Sewer and Water Service	34
LAND	
Existing Natural Features and Land Use	35
Land Suitability	39
Urbanization	43
DEVELOPMENT	
Housing	45
Historic Preservation	65
Economic Element	68

MAP INDEX	Following
Functional Classification Plan (Figure 3-1)	30
Interchange Management Area Maps	30
Natural Features & Development Hazards	38
Existing Land Use	38
Land Suitability (including Designation of Urban Growth Boundary)	42
Historic District	67

TRANSPORTATION

GOAL:

To provide a safe, efficient and convenient transportation system realizing maximum mobility for the community's citizens.

FINDINGS:

1. The City has developed a Public Facility Plan in conformance with rule requirements for Statewide Planning Goal 11, which includes planning requirements for transportation.
2. The City has more than 86 miles of street right-of-way within its corporate limits.
3. Streets, roads, and highways lend themselves to classification by their level of use. For purposes of this plan, designated state highways carrying through-city traffic and serving also as principal cross-town routes for local transportation are classified as Arterials. Traffic collectors, bridging residential areas with Arterials, are termed Collectors. This designation is also applied to a number of streets which serve the primary purpose of providing access to business and industry. The remaining streets are principally for access to the abutting properties and are termed Local streets.
4. The following public and freight transportation is presently available:
   a) AIR: Charter, air ambulance and limited freight service can be available at the Baker Municipal Airport (located approximately three miles north of the city).
   b) BUS: Interstate bus service is provided by Greyhound Lines on a regular schedule.
   c) RAIL: Union Pacific handles freight (in carload lots).
   d) TAXI: Baker Cab, franchised by the City, is available for local point-to-point transportation.
   e) LOCAL BUS TRANSIT: Northeast Oregon Public Transit operates Baker City Trolley, providing a single, two-way route from the east side of Baker to the west six days per week, and linking NEOtransit services in La Grande, Halfway, and Wallowa County. There is also demand-responsive and ADA para-transit service available to residents and others in Baker City.
5. Many older streets in town are in need of patching and resurfacing. In addition, a few will require base or curb construction.

6. There are some 9.64 miles of unpaved, but open, streets.
7. The City presently has 60.61 miles of paved streets, 9.64 miles of gravel streets, and 11.47 of platted but unopened streets. Of the 60.61 paved miles, 38.96 miles were determined in 2013 to be in very good or good condition.
8. Key transportation needs include:
   a) Sidewalk infill along key east-west and north-south roadways.
   b) Formal designation of Neighborhood Routes along key east-west and north-south roadways.
   c) Expansion of the multi-use pathway network.
   d) Refinements to the overall roadway functional classification system including Special Transportation Area (STA) and Urban Business Area (UBA) overlay designations to key segments of the state highway network.
   e) Expansion of the existing roadway grid to serve potential future development.
   f) Enhancements to major intersections and roadway segments to accommodate future growth or address safety concerns.
9. At the airport, the main runway, 13-31, was totally reconstructed during 1983-84 and received an overlay in 2002. Runway 17-35 received and overlay in 1991 and was sealed in 2004. The Airport Master Plan, updated in 2010, provides that Runway 17-35 will be maintained to a lesser level of readiness than the main runway, 13-31.
10. Sidewalks are now found in nearly all areas of town with streets developed to primary standard. In other areas, existence of sidewalks is spotty. Although some areas are less critical due to the nature of existing and planned development or the volume of foot traffic, other areas would benefit from sidewalk infill projects. Sidewalk infill is proposed on designated neighborhood routes as well as on higher volume streets and school walking routes; such projects provide important access to destinations such as local parks, schools, and shopping areas. Where sidewalk infill is not proposed, there is either a sidewalk already existing or low motor vehicle volumes and speeds support walking on the street.
11. Baker City has a well-connected network of neighborhood streets that are comfortable for walking and bicycling. The TSP identifies a network of "Neighborhood Routes" to improve access to destinations throughout the city. Implementation of this network includes:
   a) Sidewalk installation along pedestrian network gaps

b) Crossing enhancements where neighborhood routes cross major streets

c) Wayfinding such as signs and/or pavement markings to identify neighborhood routes and direct pedestrians and bicyclists to key destinations; and

d) Low traffic volumes and speeds, which support bicycling without separate bicycle lanes.

12. The City has developed a prioritized list of planned roadway extensions, roadway modifications, and intersection improvements as part of its Transportation System Plan.

13. The I-84 Exits 302 and 306 Interchange Area Management Plan (IAMP) shall serve as the long range comprehensive management plan for providing the transportation facilities that are specifically related the two interchanges and the planned local street network for the area.

14. The City will coordinate development review with and assist ODOT in monitoring interchange development to protect interchange functions, as follows:

a) The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30.

b) The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.

POLICIES:

1. The City will take steps to assure that the Transportation System Plan and Public Facility Plan are coordinated, particularly with regard to recommended capital improvements.
2. The City shall determine street status designation on a continuing basis.
3. Street construction standards, signaling, signing, and all services (for example, sweeping and snow removal) shall correspond with these designations and be appropriate to the particular street's design and use.
4. The City shall designate truck routes and enforce their use where necessary and desirable.
5. The City will strive to facilitate variety and adequacy of the transportation services available to the community.
6. The City shall repair, construct new, and generally upgrade its streets to the greatest extent possible recognizing monetary constraints.
7. Airport facilities shall be maintained at a level which is adequate for the safety of its use and protects the capital investment in existing improvements. In addition, the City shall prohibit structures either within city limits or the Urban Growth Boundary that impact on the airport

conical surface.

8. Sidewalks shall be provided in new subdivisions and pursuant to Development Code requirements for reasons of safety, ease of pedestrian movement, and as a buffer between street and privately-owned land uses. The City may accept interim improvements, and may pursue grants for infill sidewalk projects that cannot otherwise be provided through development exactions.
9. Bike lanes shall be provided as designated by the Bicycle Network Plan to make bicycling safe, enjoyable and an efficient alternative to local motorized transport. Potential recreational use shall be considered as well, particularly in designating routes inappropriate for motor vehicle traffic.
10. Multi-use paths are appropriate in the general locations shown on the Pedestrian and Bicycle Network Plans. Where there is property owner support for creating multi-use paths, the City will work cooperatively with property owners and pursue grants to develop multi-use paths. The City may also adopt incentives for pathway development, for example, through transportation system development charge credits and/or adjustments to open space and/or standard subdivision improvement requirements. (These options would require amending the Development Code.)
11. Any proposed public right-of-way extension, opening, addition, widening, or improvement, closure or vacation must be formally approved and accepted by the City, pursuant to Development Code provisions and the 2013 Baker City Transportation System Plan, and any amendments thereto. Also, any private use of any public right-of-way must receive prior approval. The City may, at its discretion, require certain improvements be made or make other stipulations as a condition to the City's acceptance of any street or alley use. This is done specifically for reasons of the City's liability in public right-of-way, maintenance obligation, police patrol, fire access and responsibility generally for the public peace, safety and welfare.
12. The City of Baker City will address access concerns in the development of new streets and the management of the existing ones. In addressing these concerns, the City shall coordinate with ODOT and avoid conflicts with State Highway Access Management Rules, and:
    a) Support the ODOT Special Transportation Area (STA) designation of the state highway segments outlined in Table 1. The STA designation would acknowledge Baker's historic

development pattern, including the presence of on-street parking.

b) Support the ODOT Urban Business Area (UBA) designation of the state highway segments outlined in Table 1. The UBA designation would acknowledge the unique access characteristics and potentially streamline the permit process for uses in these areas.

Table 1: Recommended Special Transportation Area (STA) and Urban Business Area (UBA) Designations		
Roadway	*From (milepost)*	*To (milepost)*
STA Designation for US 30 (La Grande-Baker Highway)		
Broadway Street	10th Street (51.23)	Main Street (51.79)
Main Street	Broadway Street (51.79)	Auburn Avenue (52.04)
Auburn Avenue/Elm Street	Main Street (52.04)	Powder River Bridge (52.13)
UBA Designation for US 30 (La Grande-Baker Highway)		
10th Street	Hughes Lane (49.97)	Broadway Street (51.79)
STA Designation for OR 86 (Baker-Copperfield Highway)		
Main Street	Broadway Street (0.00)	Baker Street (0.13)
UBA Designation for OR 86 (Baker-Copperfield Highway)		
Main Street	Baker Street (0.12)	Campbell Street (0.24)
Campbell Street	Main Street (0.12)	Birch Street (0.98)
STA Designation for OR 7 (Whitney Highway)		
Main Street/Dewey Avenue	Estes Avenue (50.83)	Auburn Avenue (50.96)

13. The City shall continue to encourage the provision of bus service for senior citizens and otherwise transportation disadvantaged persons, in coordination with transit and social service providers.

IMPLEMENTATION:

1. Figure 3-1 identifies significant transportation routes within the city, and classifies them as Arterials and Collectors (as defined in the Findings section, Item 3). Planned and possible future extensions of Arterials and Collectors needing additional right-of-way are also noted. (None of these classifications considers the present condition of any street other than the fact of its being open or not.) These designations will be reviewed at a minimum of once yearly by the City staff who will recommend needed changes or adjustments.
2. The City's Public Works Department shall review annually and recommend needed changes

or adjustments in the previously adopted street standards that pertain to construction, signaling, signing, and all street related services.

3. The City shall make effective use of all available resources in order to retain all transportation service presently available and to re-acquire, if possible, commuter airline service. The City shall also be receptive to new alternatives that appear in the best interests of the community's residents.

4. The City shall implement its highest priority transportation projects. The Public Works Department shall, pursuant to available funding, schedule projects in advance in order to provide sufficient lead time in planning and coordinating all necessary elements. Criteria for project selection shall include the following:

   a) Implementation of plan goals and policies with specific reference to map of planned transportation network.
   b) Present and anticipated public need, use (traffic counts, if available), density of development in area to be served.
   c) Condition of existing streets.
   d) Public demand, petition by owners, number of owners, and length of time request on file.
   e) Relationship to other planned or anticipated improvements or development either public or private.
   f) Use classification, traffic flow and safety.
   g) Relationship to existing paved streets (logical extension or isolated improvements?).
   h) Engineering considerations:
      i) General feasibility.
      ii) Right-of-way (possible acquisition required?);
      iii) Cost of construction with respect to area conditions such as soils, slope, groundwater, or ditches.
      iv) Size of project as relates to time and cost;
      v) Capability of other utilities to keep pace with construction;
      vi) Special problems or conditions;
   i) Annual 'balance' of type and size of projects.

5. The City shall integrate the above extension and bridge proposals and the street construction

program as part of the general capital improvement plan.

6. The City shall integrate pedestrian and bicycle improvements with its Capital Improvement Program.
7. The City has adopted an Airport Master Plan. The City shall continue to coordinate efforts to obtain federal financing which will make the capital improvements program set forth in said Master Plan possible.
8. The City shall take any and all lawful actions as it sees fit to continually insure that any use of or action affecting a public right-of-way will follow established City ordinances and policies and is in the public interest.
9. The City through its Development Code shall ensure the provision of adequate multi-modal transportation facilities needed to serve development.
10. The City supports efforts to work with the County and ODOT in pursuit of funding for Interchange Area Management Plan (IAMP) interchange projects.

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TABLE OF CONTENTS

	Page No.
PEOPLE	
Statewide Planning Goals	1
Public Involvement and Procedures for Planning	3
PUBLIC FACILITIES AND SERVICES	
Fire Protection	6
Parks & Recreation	7
Police Protection	12
Schools	14
Public Facility Plan	16
Sewer System (Storm & Sanitary)	20
Solid Waste Disposal	23
Transportation	25
Domestic Water	31
Extension of Sewer and Water Service	34
LAND	
Existing Natural Features and Land Use	35
Land Suitability	39
Urbanization	43
DEVELOPMENT	
Housing	45
Historic Preservation	65
Economic Element	68

MAP INDEX	Following
Functional Classification Plan (Figure 3-1)	30
Interchange Management Area Maps	30
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10. Multi-use paths are appropriate in the general locations shown on the Pedestrian and Bicycle Network Plans. Where there is property owner support for creating multi-use paths, the City will work cooperatively with property owners and pursue grants to develop multi-use paths. The City may also adopt incentives for pathway development, for example, through transportation system development charge credits and/or adjustments to open space and/or standard subdivision improvement requirements. (These options would require amending the Development Code.)
11. Any proposed public right-of-way extension, opening, addition, widening, or improvement, closure or vacation must be formally approved and accepted by the City, pursuant to Development Code provisions and the 2013 Baker City Transportation System Plan, and any amendments thereto. Also, any private use of any public right-of-way must receive prior approval. The City may, at its discretion, require certain improvements be made or make other stipulations as a condition to the City's acceptance of any street or alley use. This is done specifically for reasons of the City's liability in public right-of-way, maintenance obligation, police patrol, fire access and responsibility generally for the public peace, safety and welfare.
12. The City of Baker City will address access concerns in the development of new streets and the management of the existing ones. In addressing these concerns, the City shall coordinate with ODOT and avoid conflicts with State Highway Access Management Rules, and:
    a) Support the ODOT Special Transportation Area (STA) designation of the state highway segments outlined in Table 1. The STA designation would acknowledge Baker's historic

development pattern, including the presence of on-street parking.

b) Support the ODOT Urban Business Area (UBA) designation of the state highway segments outlined in Table 1. The UBA designation would acknowledge the unique access characteristics and potentially streamline the permit process for uses in these areas.

Table 1: Recommended Special Transportation Area (STA) and Urban Business Area (UBA) Designations		
Roadway	*From (milepost)*	*To (milepost)*
STA Designation for US 30 (La Grande-Baker Highway)		
Broadway Street	10th Street (51.23)	Main Street (51.79)
Main Street	Broadway Street (51.79)	Auburn Avenue (52.04)
Auburn Avenue/Elm Street	Main Street (52.04)	Powder River Bridge (52.13)
UBA Designation for US 30 (La Grande-Baker Highway)		
10th Street	Hughes Lane (49.97)	Broadway Street (51.79)
STA Designation for OR 86 (Baker-Copperfield Highway)		
Main Street	Broadway Street (0.00)	Baker Street (0.13)
UBA Designation for OR 86 (Baker-Copperfield Highway)		
Main Street	Baker Street (0.12)	Campbell Street (0.24)
Campbell Street	Main Street (0.12)	Birch Street (0.98)
STA Designation for OR 7 (Whitney Highway)		
Main Street/Dewey Avenue	Estes Avenue (50.83)	Auburn Avenue (50.96)

13. The City shall continue to encourage the provision of bus service for senior citizens and otherwise transportation disadvantaged persons, in coordination with transit and social service providers.

IMPLEMENTATION:

1. Figure 3-1 identifies significant transportation routes within the city, and classifies them as Arterials and Collectors (as defined in the Findings section, Item 3). Planned and possible future extensions of Arterials and Collectors needing additional right-of-way are also noted. (None of these classifications considers the present condition of any street other than the fact of its being open or not.) These designations will be reviewed at a minimum of once yearly by the City staff who will recommend needed changes or adjustments.
2. The City's Public Works Department shall review annually and recommend needed changes

or adjustments in the previously adopted street standards that pertain to construction, signaling, signing, and all street related services.

3. The City shall make effective use of all available resources in order to retain all transportation service presently available and to re-acquire, if possible, commuter airline service. The City shall also be receptive to new alternatives that appear in the best interests of the community's residents.

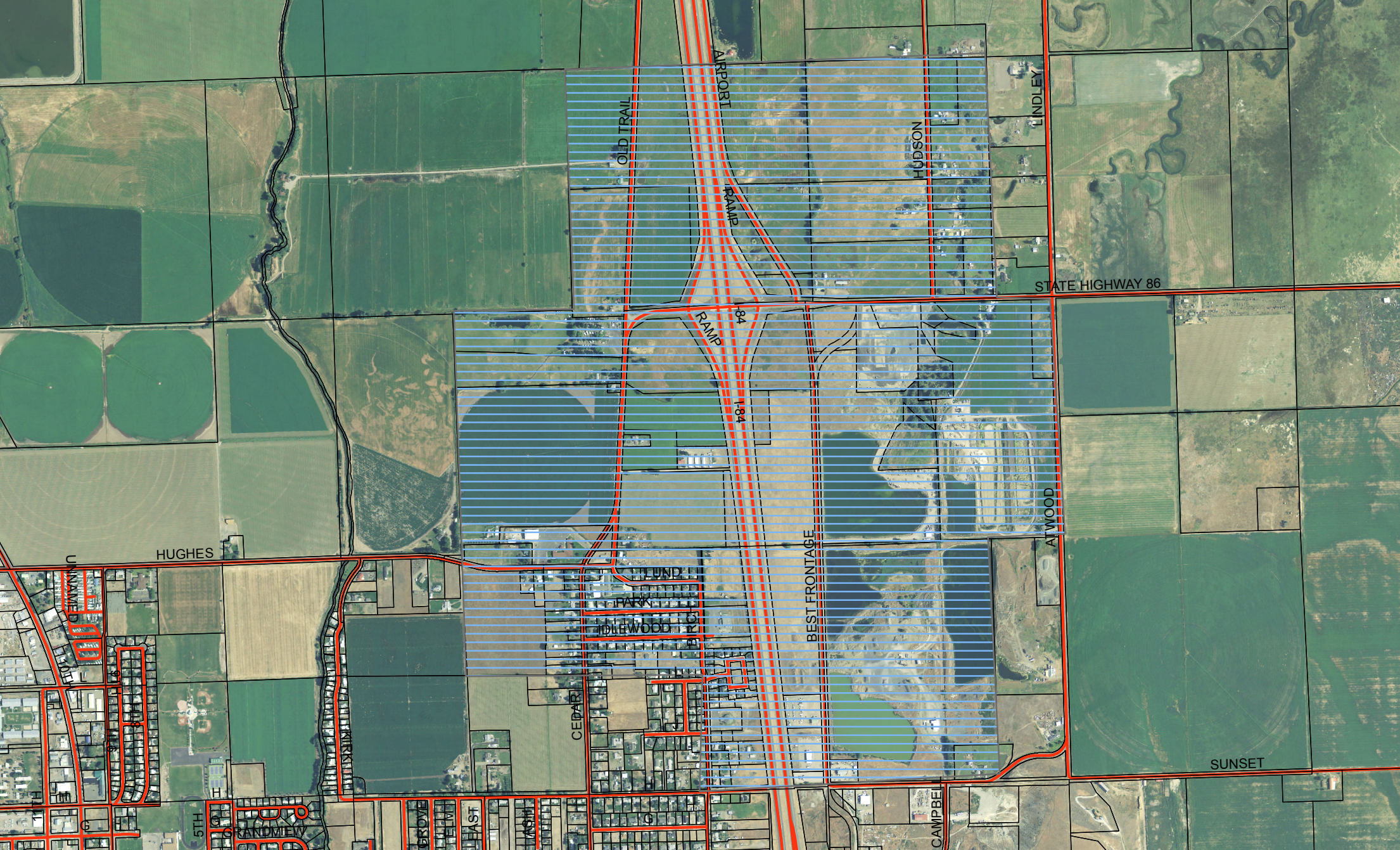
4. The City shall implement its highest priority transportation projects. The Public Works Department shall, pursuant to available funding, schedule projects in advance in order to provide sufficient lead time in planning and coordinating all necessary elements. Criteria for project selection shall include the following:

   a) Implementation of plan goals and policies with specific reference to map of planned transportation network.
   b) Present and anticipated public need, use (traffic counts, if available), density of development in area to be served.
   c) Condition of existing streets.
   d) Public demand, petition by owners, number of owners, and length of time request on file.
   e) Relationship to other planned or anticipated improvements or development either public or private.
   f) Use classification, traffic flow and safety.
   g) Relationship to existing paved streets (logical extension or isolated improvements?).
   h) Engineering considerations:
      i) General feasibility.
      ii) Right-of-way (possible acquisition required?);
      iii) Cost of construction with respect to area conditions such as soils, slope, groundwater, or ditches.
      iv) Size of project as relates to time and cost;
      v) Capability of other utilities to keep pace with construction;
      vi) Special problems or conditions;
   i) Annual 'balance' of type and size of projects.

5. The City shall integrate the above extension and bridge proposals and the street construction

program as part of the general capital improvement plan.

6. The City shall integrate pedestrian and bicycle improvements with its Capital Improvement Program.
7. The City has adopted an Airport Master Plan. The City shall continue to coordinate efforts to obtain federal financing which will make the capital improvements program set forth in said Master Plan possible.
8. The City shall take any and all lawful actions as it sees fit to continually insure that any use of or action affecting a public right-of-way will follow established City ordinances and policies and is in the public interest.
9. The City through its Development Code shall ensure the provision of adequate multi-modal transportation facilities needed to serve development.
10. The City supports efforts to work with the County and ODOT in pursuit of funding for Interchange Area Management Plan (IAMP) interchange projects.


OLD TRAIL
AIRPORT
RAMP
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HUDSON
LINDLEY
STATE HIGHWAY 86
HUGHES
LUND
PARK
IDLEWOOD
BEST FRONTAGE
ATWOOD
CEDAR
SUNSET
CAMPBELL
GRANDVIEW
5TH
GROVE
EAST
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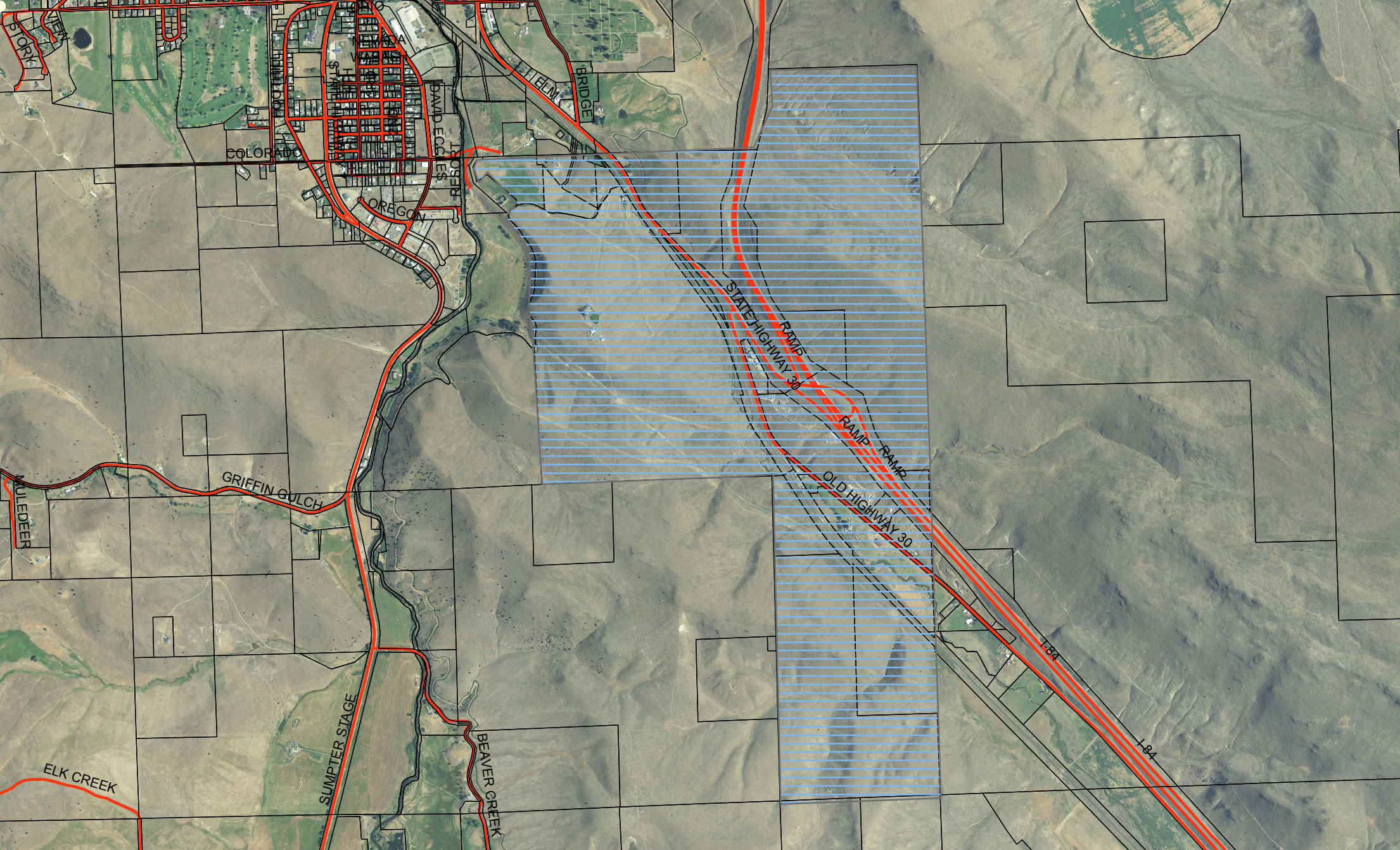
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COLORADO
OREGON
DAVID ECCLES
TOSER
ELM
BRIDGE
STATE HIGHWAY 30
RAMP
RAMP
RAMP
OLD HIGHWAY 30
I-84
I-84
GRIFFIN GULCH
MULEDEER
SUMPTER STAGE
BEAVER CREEK
ELK CREEK

Baker City Development Code
Table of Contents

Article 2 - Land Use Districts
//
Chapter 2.1 - Organization of Land Use Districts

Sections:
2.1.100 Classification of Land Use Districts
2.1.200 Land Use District Map
2.1.300 Determination of Land Use District Boundaries

2.1.100 Classification of Land Use Districts
Every parcel, lot, and tract of land within the Urban Growth Boundary of the City of Baker City is designated with a land use (zoning) district. The use of land is controlled by the applicable land use district and/or overlay zone. Some uses are permitted "by-right" in a given district and are designated by a "P" in the following tables. Others uses are subject to special standards, designated at "S" in the following tables, or are only permitted at the discretion of the reviewing authority, designated as "CU" or conditional uses. The applicable land use districts and overlay zone(s) are determined based on the Land Use District Map and the provisions of this Chapter, which shall be consistent with the Baker City Comprehensive Plan, as indicated in Table 2.1.100.

Table 2.1.100

Comprehensive Plan Designation	**Applicable Land Use District**
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Interchange Area Management Plan	**Interchange Overlay Zone**

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Chapter 2.5 – Overlay Zones

Sections:
2.5.100 Interchange Overlay Zone

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Chapter 2.5 – Overlay zones

2.5.100 Interchange Overlay Zone

2.5.110 Purpose

The purpose of this chapter is to provide the rules, regulations and standards governing permissible uses in the Interchange Overlay Zone.

2.5.120 Intent

The Interchange Overlay Zone implements the "I-84 Exits 302 and 306 Interchange Area Management Plan" (IAMP) and is intended to maintain interchange capacity and protect interchange functions. The City coordinates development review with Baker County and ODOT, and assists ODOT in monitoring development, to protect interchange functions, as follows:

A. The primary function of the I-84 Exit 302 interchange is to provide truck and vehicular access to northern Baker City and OR 86, including the industrial lands along Best Frontage Road and at the Baker City Airport. A secondary function is to provide an alternative access to central Baker City and to US 30.

B. The primary function of Exit 306 is to provide access to downtown and southern Baker City, particularly for individuals coming from the east. A secondary function is to provide access to various regional visitor attractions, such as Phillips Reservoir and the historic mining town, the City of Sumpter.

2.5.130 Applicability

Any land use action within the Interchange Overlay Zone is subject to the regulations herein described and those of the underlying zone. If any conflicts in regulation or procedure occur between the zones, the provisions of the Interchange Overlay Zone shall govern.

2.5.140 Uses

Permitted and conditional uses shall be as defined in the underlying base zone.

2.5.150 Development Standards.

Comment: The following implement the access management and transportation facility improvement provisions of IAMP and are consistent with OAR 734-051. Subsection G is taken from OAR 734-051-3020 Change of Use of Private Connection (to a State Highway), as contained in Attachment 4.

Development standards shall be as provided in the underlying base zone, except as follows. The intent of the following provision is to maintain highway safety and operations while providing for reasonable use of private property:

A. Approach spacing shall be consistent with the IAMP Access Management Plans (AMPs) for Exits 302 and 306.

B. Private approaches shall be consolidated and improved as properties redevelop, consistent with the AMPs.

C. Where a new approach to OR 86 or Cedar Street is proposed in the vicinity of Exit 302 interchange and it cannot be located pursuant to the ¼-mile spacing standard, it shall be located as far from the interchange as practically possible.

D. Where a new approach to US 30 is proposed in the vicinity of the Exit 306 interchange and it cannot be located outside the ¼-mile spacing standard, it shall be located as far from the interchange as practically possible.

E. Development applicants shall be required to mitigate the impacts attributed to development, including but not limited to dedicating right-of-way and making needed access and transportation improvements consistent with the IAMP.

F. Where it is not feasible to meet ODOT access spacing standards or to make planned transportation improvements due to property boundary constraints, property redevelopment shall be required to move in the direction of conformity over time, pursuant to ODOT standards.

G. Where a land use application or change of use relies on a private connection to a state highway, it shall meet the requirements of OAR 734-051-3020 Change of Use of a Private Connection. An application for state highway approach is required for a change of use when:

(1) The number of peak hour trips increases by fifty (50) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the number of peak hour trips from that of the property's prior use;

(2) The average daily trips increases by five hundred (500) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the average daily trips from that of the property's prior use;

(3) The daily use of a connection increases by ten (10) or more vehicles with a gross vehicle weight rating of twenty-six thousand (26,000) pounds or greater;

(4) ODOT demonstrates that safety or operational concerns related to the connection are occurring as identified in OAR 734-051-4020(3);

(5) The existing connection to the state highway does not meet ODOT's stopping sight distance standards.

2.5.160 Traffic Impact Analysis

Comment: The following provisions are recommended to ensure consistency with existing Baker City and ODOT traffic impact analysis requirements. See OAR 734-051-3030 (attached), which contains ODOT requirements for traffic impact studies.

A. All development applications located within either the Exit 302 or Exit 306 Interchange Management Areas that meet the criteria of BCDC 4.1.900 shall be accompanied by a Transportation Impact Study that demonstrates the level of impact of the proposed development on the interchange and surrounding street system, and how the impact will be mitigated pursuant to ODOT and County standards.

B. Notwithstanding the criteria of BCDC 4.1.900, a Transportation Impact Study/Analysis shall be required where a proposed change relying on a private connection to a state highway meets the ODOT requirements for a traffic impact study contained in OAR 734-051-3030(4) When a Traffic Impact Analysis is Required.

C. The determination of impact or effect, and the scope of the TIA, shall be coordinated with Baker County and ODOT, and the developer shall be required to mitigate impacts attributable to the project consistent with the standards of the applicable roadway authority.

2.5.170 Agency Coordination

Land use and development applications shall be coordinated with reviewing agencies as follows:

A. The City shall consult the Oregon Department of Transportation (ODOT) on traffic impact study/analysis requirements when the site of the proposal is adjacent to or otherwise affects a State roadway.

B. The City shall provide written notification to ODOT once a land use application within the IAMP Management Area is deemed complete.

C. ODOT shall have at least 20 days, measured from the date notice to agencies was mailed, to provide written comments to the City. If ODOT does not provide written comments during this 20-day period, the City staff report may be issued without consideration of ODOT comments.

D. The City shall invite ODOT and the County to participate in a pre-application review for applications within an Interchange Management Area Plan (IAMP) Management Area or within a ¼-mile of any ODOT facility. Notice of actions requiring a public hearing shall be provided to ODOT at least twenty days prior to the date of the hearing.