

Tuesday, July 28, 2020

Electronic - Town Hall / State of the City / City Council Meeting

5:30 P.M. - Police Dept. Town Hall

est. 6:00 PM - State of the City

est. 7:00 PM - 2056th Regular City Council Meeting - Electronic Attendance

Q&A Session questions can be submitted by emailing to Ineissl@cpwa.us no later than 5:00 PM on Monday 7/27/2020.

(Questions from College Place residents will receive priority due to time limitations.)

Meeting may be viewed at: Live Stream on City of College Place, Washington YouTube at https://www.youtube.com/channel/UCbx3qrqzLDL_05NusReSl-g/featured

Or you may call this number to listen: 1-669-900-9128 ID#934 6601 1979

1. Police Department Town Hall 5:30 PM

Subject :	1.01 Police Department Town Hall - Chief Tomaras
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	1. Police Department Town Hall 5:30 PM
Access :	Public
Type :	Discussion, Information

Public Content

College Place Police Chief Troy Tomaras will lead a fifteen-minute presentation about the operations of the City Police Department followed by a fifteen-minute Q&A session.

Q&A Session questions can be submitted by emailing to Ineissl@cpwa.us no later than 5:00 PM on Monday 7/27/2020.

2. State of the City Address - Est. 6:00 PM

Subject :	2.01 State of the City - Mayor Hernández
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	2. State of the City Address - Est. 6:00 PM
Access :	Public
Type :	Discussion, Information

Public Content

College Place Mayor Norma L. Hernández will lead a forty-five minute presentation about the state of the city, the opportunities ahead, and your priorities followed by a fifteen-minute Q&A session.

Q&A Session questions can be submitted by emailing to Ineissl@cpwa.us no later than 5:00 PM on Monday 7/27/2020.

3. Opening Items - Est. 7:00 PM

Subject :	3.01 Council Reference Materials
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	3. Opening Items - Est. 7:00 PM
Access :	Private
Type :	Information
Subject :	3.02 Call To Order
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	3. Opening Items - Est. 7:00 PM
Access :	Public
Type :	Procedural

Public Content

Mayor Hernández will call the meeting to order.

Subject :	3.03 Pledge of Allegiance
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	3. Opening Items - Est. 7:00 PM
Access :	Public
Type :	Procedural

Public Content

"I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all."

Subject :	3.04 Moment of Silence for Reflection / Invocation - Any City Employee or Elected Official; delivering the invocation, does so in his/her capacity as a private citizen, and not in his /her official position as a city employee/elected city official.
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	3. Opening Items - Est. 7:00 PM
Access :	Public
Type :	Procedural
Subject :	3.05 Public Comment Procedure for Virtual Meetings - Council meetings are primarily structured to permit Council

Members to arrive at the decisions necessary to govern the City.

Meeting : Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting

Category : 3. Opening Items - Est. 7:00 PM

Access : Public

Type : Information

Public Content

Council meetings are primarily structured to permit Council Membersto arrive at the decisions necessary to govern the City.

COVID-19 Virtual Meeting Protocol for Public Comment:

When submitting public comments, include the following regardless of the manner you are using: - Note that there are deadlines for each method of commenting.

- Your Name
- Your Address

Public comments may be provided in one of three ways:

- Comments in writing of no more than 1 page (If typewritten, no less than 11 pt font.) may be submitted no later than 4:30PM on the meeting date to be included in the record.
- Comments may be madeby telephone during the meeting by calling a number that will be provided to you upon notification to the City Clerkno later than 4:30 PM the day of the meeting.*
- Comments may be made by virtual meeting attendance with a link that will be provided to your email upon notification to the City Clerkno later than 4:30 the day of the meeting.*

*If you would like to make a public commentby either phone or virtual meeting, you can contact the clerk at Ineissl@cpwa.usor by phone at 509-394-8511 no later than 4:30 on the meeting date.

4. Consent Agenda.

Subject : 4.01 AB 20141 - Approve Agenda for July 28, 2020

Meeting : Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting

Category : 4. Consent Agenda.

Access : Public

Type : Action (Consent)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive

and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject : 4.02 AB 20142 - Approve Council Minutes from July 14, 2020

Meeting : Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting

Category : 4. Consent Agenda.

Access : Public

Type : Action (Consent), Minutes

File Attachments

[BoardDocs® LT Plus_07-14-2020_Draft_Minutes.pdf \(903 KB\)](#)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject : 4.03 AB 20143 - Approve Council Minutes from July 20, 2020 (City of Walla Walla Workshop - RFA Presentation)

Meeting : Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting

Category : 4. Consent Agenda.

Access : Public

Type : Action (Consent), Minutes

File Attachments

[BoardDocs® LT Plus_07-20-2020_WW.Workshop_Potential_Quorum_Draft_Minutes.pdf \(886 KB\)](#)

Consent

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Subject : 4.04 AB 20144 - 2020 Salary Ordinance Update - Ms. Doering

Meeting : Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting

Category : 4. Consent Agenda.

Access : Public
Type : Action (Consent)

Public Content

On 1/14/2020, the Engineering Division Manager position was approved and added to the salary ordinance. It was mistakenly added to Section 3. NON-UNION, NON EXEMPT instead of Section 2. NON-UNION, EXEMPT. This is the only change to the ordinance. The position is currently vacant.

File Attachments

[Ord No 20-013 Salary Schedule Update 2020-07-28.pdf \(145 KB\)](#)
[Salary Ordinance 7 28 2020 ChangesTracked.pdf \(149 KB\)](#)

Consent

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Subject : 4.05 AB 20145 - June 2020 Check Register/Financial Reports - Mr. Carleton

Meeting : Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting

Category : 4. Consent Agenda.

Access : Public

Type : Action (Consent)

Public Content

A breakdown by checking account is as follows:

Payroll Check Numbers*: 52153-52163

Claims Check Numbers: 78413-78424, 103837-103974, 103984-103988

Travel Advance Check Numbers*: No new checks issued in June

*The check numbers were verified to certify that the beginning check numbers were correct and that there are no check numbers missing or not listed on the register.

103975-103983 issued with a date of 7/1/2020.

Claims/Inter-fund Transfers: \$1,029,299.11

Payroll: \$386,661.36

Total: \$1,415,960.47

File Attachments

[June Financials Signed.pdf \(5.855 KB\)](#)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject :	4.06 Approve Consent Agenda and Excuse Absence of Council Members Nyhagen & Selby - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	4. Consent Agenda.
Access :	Public
Type :	Action (Consent)
Recommended Action :	Motion to approve the consent agenda

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

5. Presentations-None.

6. Public Hearings-None.

7. Action Items.

Subject :	7.01 AB 20140 - Creating Ordinance for unlawful discharging guns or other firearms in city - Chief Tomaras
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	7. Action Items.
Access :	Public

Type :	Action
Preferred Date :	Jul 28, 2020
Fiscal Impact :	No
Recommended Action :	Motion to adopt Ordinance 20-014 which adopts code making Discharge of Guns and other Firearms in the City Limits Unlawful.

Public Content

Many cities have an ordinance to restrict the discharging of guns/firearms within city limits. This is to prevent stray rounds from striking persons or property and to promote public safety.

File Attachments

[Ord_No_20-014_Discharging_Firearms_2020-07-28.pdf \(111 KB\)](#)

Subject :	7.02 AB 20146 - Wastewater Treatment Plant (WWTP) Design Contract Authorization - Mr. Gordon
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	7. Action Items.
Access :	Public
Type :	Action
Fiscal Impact :	Yes
Budgeted :	No
Budget Source :	A \$2,500,000 Grant/Loan with the Department of Ecology is already approved and this addition expenditure is under the scope of this loan/grant.
Recommended Action :	Motion to authorize the Mayor or City Administrator to execute Amendment 1 to the WWTP Design Contract with JUB engineers for \$119,700 with a 10% contingency of \$11,970 increasing the original contract authorization from \$2,064,370 (includes 10% contingency) to a total contract authorization of \$2,196,040.

Public Content

Job Code: WWTPMJRIMP / Contract Name: JUBWWTPDSN/ BARS 595.35.63.33

Historical Perspective:

On 7/9/2019, Council approved execution of a loan funding agreement with the Department of Ecology for a total not-to-exceed amount of \$2.5 million for WWTP design services. Council awarded the WWTP design services contract to JUB, Inc. for a total contract authorization of \$2,064,370 on 9/10/2019.

Information for Consideration:

Design of the WWTP is proceeding with 30% plans and tech memos as the next upcoming milestones. As part of the funding for this effort Ecology allows for the funding of "fiscal sustainability plan (FSP)". The City currently does not have a general sewer plan. This plan is similar to a water system plan, in that it provides an overall assessment of the City's wastewater collection and treatment facilities and provides a basis for future upgrades and replacements. Staff is becoming increasingly aware of the need for the City to have a general sewer plan in place as a basis for future funding. Though Ecology cannot fund a general sewer plan under the current agreement, it can fund an FSP which is effectively a general sewer plan less an hydraulic analysis (and some additional chapters). Ecology is currently amending the scope of the current (\$2.5 million) funding agreement to allow development of an FSP. This action item would authorize JUB to complete the FSP under our current WWTP design agreement.

File Attachments

[20200728.Exhibit_1_ScopeOfWork_20200716.pdf \(1,644 KB\)](#)

Subject :	7.03 AB 20147 - CERB Grant - City-Owned Flex Building Study - Mr. Rickard
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	7. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Jul 28, 2020
Fiscal Impact :	Yes
Dollar Amount :	\$16,667.00
Budgeted :	Yes
Budget Source :	This project will be funded from Current Expense in the 2021 Budget
Recommended Action :	Motion to approve Resolution No. 20-031 accept the initial offer of financial aid Contract with the State of Washington Community Economic Revitalization Board (CERB) for the City-Owned Flex Light-Industrial Building Planning Study in the form of a grant amount of \$50,000, with a local cash match in the amount of at least \$16,667 and permit the Mayor or City Administrator to execute the grant contract.

Public Content

BARS 558-60-41-01 Grant Portion / 558-60-41-00 Balance

Historical Perspective:

The City has only one light-industrial Class D structure that is completely rented out, with a waiting list. The Port of Walla Walla is also fully subscribed at the Walla Walla Airport Industrial Park.

Resolution No. 20-019 supported and authorized the grant application to CERB to fund a City-Owned Flex Light-Industrial Building Planning Study.

Information for Consideration:

This study would examine available infrastructure and assets, to determine which site would be the most cost effective and which location would attract the strongest end-user interest. Also, the study will detail the specific attributes of the structure, including the number of docks, potential incorporation of maker space into the site, and recommended infrastructure improvements to serve the structure.

Without this study, the City will be delayed by several years in pursuit of land acquisition and construction of a city-owned flex light-industrial building. This study is needed so that decision makers can determine if the project makes sense, which location is best, and ideal specs for the proposed building.

File Attachments

[Initial Offer of Financial Aid.pdf \(1,447 KB\)](#)

[Res_No_20-031_CERB_Flex_Bldg_Planning_Grant_Acceptance.pdf \(112 KB\)](#)

Subject :	7.04 AB 20148 - 10th Street Improvement Project Award - Mr. Hartwig
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	7. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Jul 28, 2020
Fiscal Impact :	Yes
Dollar Amount :	\$225,000.00
Budget Source :	BARS 595.40.63.00 - \$135,000 budgeted & \$90,000 from the Stormwater Capacity Grant/Stormwater Reserves.
Recommended Action :	Motion to award 10th Street Improvement Project to Don Jackson Excavating for an amount not to exceed \$225,000.

Public Content

The City advertised for bids to construct the 10th Street Improvement Project between College & Birch. The project consists of installing curb and gutter along the south side of the street, installing a new storm main and drywell system, and then overlay the street with a 2" asphalt cap. There were 4 bidders with the low bid coming in at \$201,920. I have added a 10% contingency in the request. This project will be funded by the stormwater utility fund. The engineer's estimate was \$196,900. The bid, I believe, was a good bid for this late in the season. Don Jackson Excavating was the contractor who did the Lamperti Overlay project earlier this year.

File Attachments

[2020-07-23 Award Recommendation from Anderson Perry.pdf \(615 KB\)](#)

[Formal Bid Tabs.pdf \(246 KB\)](#)

Subject :	7.05 AB 20149 - Award Design Contract with Anderson Perry for Storm Improvements at Destito Ct and Earl Ln - Mr. Hartwig
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Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	7. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Jul 28, 2020
Fiscal Impact :	Yes
Dollar Amount :	\$46,900.00
Budget Source :	\$20,000 budgeted / Replaces Outfall Replacement project for \$20,000, balance to come from Storm Water capital reserves / BARS 595.40.63.00
Recommended Action :	Motion to award Design of the Destito Ct and Earl Ln Stormwater Project to Anderson Perry for an amount not to exceed \$46,900.

Public Content

During rainstorms these 2 areas have seen significant flooding. Currently, the stormwater goes into leachfields alongside the adjacent homes. There is the possibility of flooding a basement on Destito Court and the cul-de-sac floods severely going over sidewalk and onto 3 yards. This causes serious concerns for the residents. On Earl Lane, the flooding stays in the street and creates a significant pool of water that in some areas is about 1' deep. Both areas have been dealing with the flooding for several years

File Attachments

[Design Contract.pdf \(1.154 KB\)](#)

Subject :	7.06 AB 20150 - Award Construction Engineering Contract with JUB for SW Trunk Sewer and Lift Station Project - Mr. Hartwig
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	7. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Jul 28, 2020
Fiscal Impact :	Yes
Dollar Amount :	\$650,000.00
Budgeted :	Yes
Budget Source :	Job Code: SEWTRIMPRV / BARS 595.35.63.33
Recommended Action :	Motion to award Construction Engineering Contract for SW Trunk Sewer and Lift Station Project with JUB for an amount not to exceed \$650,000.

Public Content

We are hoping to start the SW Trunk Sewer project this fall once all required approvals are received. Staff is recommending a construction engineering contract be approved with JUB. They will be responsible for inspection services, contract administration, scheduling meetings, submittal review, and closeout documentation.

File Attachments

[Wastewater_SWTrunkLine_Flier.pdf \(499 KB\)](#)
[Agreement.pdf \(1.063 KB\)](#)

8. Administrative Reports.

Subject :	8.01 AB 20151 - College Avenue Traffic Assessment Recommendations - Mr. Gordon
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	8. Administrative Reports.
Access :	Public
Type :	Discussion, Information

Public Content

Historical Perspective:

Since College Avenue was reconstructed some users have complained of the traffic patterns on South College Avenue. This item was originally brought to City Council on January 10th, 2017 and again on March 28th, 2017. It was tabled until substantial completion on the project was met. Council authorized DN Traffic Consultants to conduct an assessment on 3/12/2019.

Information for Consideration:

DN Traffic Consultants completed their deliverables on 5/15/2020 and presented their recommendations (Exhibit 2) to the Utilities and Transportation Advisory Commission on 7/9/2020.

The UTAC evaluated the various issues and made the following recommendations (Exhibit 1):

1. College Avenue Traffic Patterns/Striping/Configuration

UTAC Recommendation: Leave left-turn lanes as they currently are.

2. College Avenue Sight Distance Triangles

UTAC Recommendation: Deferred. Staff to provide additional research (impacts to lots, parking and practices of other jurisdictions, etc.)

3. College Avenue Speed Limit

UTAC Recommendation: Set speed limit consistently from Rose St. to Cedar Bend.

4. Bicycle Accommodations

UTAC Recommendation: Bring proposed amendment to ordinance allowing bicycle use of College Avenue under certain conditions back to UTAC at next meeting along with recommendation for either striping or signing College Avenue as a bicycle route.

5. Other Recommendations

a) Pedestrian detection at HAWK signals (pedestrian signals between Whitman Dr. and 4th St.)

UTAC Recommendation: Table issue unless staff brings it back for a recommendation.

b) Bus stops at intersections

UTAC Recommendation: Staff to work with Valley Transit to evaluate each bus stop location on the College Ave. corridor regarding safety issues.

DN Traffic Consultants had also been asked to evaluate a one/way, back-in parking revision on 3rd Street (Exhibit 3). The UTAC recommended not to change the traffic configuration due to the hazardous nature of back-in angled parking.

DN's traffic assessment was based on the assumption of a future north-south Davis extension terminating across from Sunny Ave. Three other options (including no Davis extension) are also under consideration and DN Traffic Consultant was also asked to analyze traffic volumes and levels of services associated with each option. This analysis is attached as Exhibit 4.

File Attachments

[20200709.Exhibit_1_UTAC_Draft_Minutes.pdf \(1,779 KB\)](#)

[20200501.Exhibit_2_College_Ave_Traffic_Assessment.pdf \(12,674 KB\)](#)

[20190515.Exhibit_3_3rd_Street_Parking_Mod.pdf \(533 KB\)](#)

[20200506.Exhibit_4_AltAnalMemo.pdf \(410 KB\)](#)

Subject :	8.02 AB 20152 - Mojonier Road Reconstruction Project STBG Funding Application Update - Mr. Gordon
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	8. Administrative Reports.
Access :	Public
Type :	Discussion, Information

Public Content

Historical Perspective:

The Mojonier Road Reconstruction Project is listed on the City's 6-year Transportation Improvement Plan as well as the State Transportation Improvement Plan. It was also included on the 2020-2040 Capital Facilities Plan approved by Council on 12/10/2019 and is listed in the Walla Walla Valley Metropolitan Planning District's Metropolitan and Regional Transportation 2040 Plan.

Information for Consideration:

Staff submitted an application to the Walla Walla Valley Metropolitan Planning Organization (WWVMPO) for Surface Transportation Block Grant (STBG) funding to design the reconstruction of Mojonier Road to City

standards from College Avenue approximately 0.63 miles to the west on May 26, 2020. The application included right-of-way acquisition for a total request of \$540,000 matched by \$86,000 of City funds (with an additional \$193,000 in City funds estimated for associated utility improvements).

The Technical Advisory Committee (TAC) met to evaluate applications submitted by the City of College Place, the County of Walla Walla and the City of Walla Walla on 6/16/2020. The city's application did not rank high enough to obtain funding on the basis of the application alone. The City noted that the application process' track record appeared to be weighted against design projects and against the smaller jurisdictions and noted that the City of College Place had not received an award since institution of the process (2015). The TAC moved to recommend that the request for the design and right-of-way acquisition for the Mojonner Road Project be funded once additional funding was secured with one "nay" vote cast by the City of Walla Walla. The TAC's recommendations were subsequently approved by the Policy Board on 7/1/2020.

Staff, with assistance from the City Attorney, is currently working with the WWVMPO and the other members to refine the process to allow for the more equitable distribution of funds.

File Attachments

[20200526.Exhibit_1_Mojonnier_Road_Scope.pdf \(435 KB\)](#)

9. Informational Reports.

Subject :	9.01 Fort Walla Walla Lodging Tax Report
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	9. Informational Reports.
Access :	Public
Type :	Information

Public Content

The attached report is to serve as supporting documentation for services provided by Fort Walla Walla Museum / Walla Walla Valley Historical Society during the second quarter of 2020 to the City of College Place as per the 2020 award of Lodging Tax Funds.

File Attachments

[SKM_C654e20072311321.pdf \(246 KB\)](#)

Subject :	9.02 CPPD Monthly Report
Meeting :	Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting
Category :	9. Informational Reports.
Access :	Public
Type :	Information

File Attachments

[Officer Stats June 2020.pdf \(457 KB\)](#)

[Daily Incident Log 06 2020.pdf \(4,581 KB\)](#)

[Incident Activity Report 06 2020.pdf \(3,010 KB\)](#)

Subject : 9.03 Community Development Department Monthly Report

Meeting : Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting

Category : 9. Informational Reports.

Access : Public

Type : Information

File Attachments

[6-2020 Permit Report CP Year to Date All.pdf \(124 KB\)](#)

[6-2020 Community Dev Monthly Report.pdf \(716 KB\)](#)

Subject : 9.04 Public Works/Water Department Monthly Report

Meeting : Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting

Category : 9. Informational Reports.

Access : Public

Type : Information

File Attachments

[Water Report for June, 2020.pdf \(19 KB\)](#)

[Public Works Report for June, 2020.pdf \(19 KB\)](#)

10. Executive Session-None..

11. Closing Items.

Subject : 11.01 Adjournments

Meeting : Jul 28, 2020 - Electronic - Town Hall / State of the City / City Council Meeting

Category : 11. Closing Items.

Access : Public

Type : Action

Recommended Action : Motion to adjourn the meeting

Electronic City Council Meeting (Tuesday, July 14, 2020)

Generated by Lisa Neissl on Tuesday, July 14, 2020

PRESENT:

Mayor – Via Web Norma L. Hernández

Council Members – Jerry Bobbitt, Michael Cleveland, Loren Peterson, Melodie Selby,
Via Web Heather Schermann, Byron Trop, Marge Nyhagen

City Attorney – Via Web Rea Culwell
Administrator, Mike Rizzitiello; Finance Director, Brian Carleton;
City Engineer, Robert Gordon; Police Chief, Troy Tomaras;
Community Development Director, Jon Rickard; City Clerk, Lisa
Staff – Via Web Neissl; Deputy Clerk; Carolyn Holm

MEMBERS EXCUSED:

MEMBERS ABSENT:

1. Opening Items.

Procedural: 1.02 Call To Order

Mayor Hernández called the meeting to order at 7:01 PM.

Procedural: 1.03 Pledge of Allegiance

Procedural: 1.04 Moment of Silence for Reflection / Invocation - Any City Employee or Elected Official; delivering the invocation, does so in his/her capacity as a private citizen, and not in his/her official position as a city employee/elected city official.

Discussion, Information: 1.05 Discussion Protocol for Virtual Meetings -

Ms. Neissl gave a brief review of the discussion protocol for virtual meetings.

Information: 1.06 Public Comment Procedure for Virtual Meetings - Council meetings are primarily structured to permit Council Members to arrive at the decisions necessary to govern the City.

Marilyn Mayne of 212 SE 4th St, submitted a statement to Council that was included in the packet requesting she be allowed to reside in a recreational vehicle in the back yard of her property that she is currently renting out to her son. She stated that this will allow her to isolate from the family in the house during COVID-19.

Donald Ponds spoke to Council in favor of the proposed Diversity and Inclusion Advisory Board.

2. Consent Agenda.

Action (Consent): 2.01 AB 20129 - Approve Agenda for July 14, 2020

Action (Consent), Minutes: 2.02 AB 20130 - Approve Council Minutes for June 23, 2020

Action (Consent), Minutes: 2.03 AB 20131 - Approve Council Minutes for July 7, 2020 Special Meeting

Action (Consent), Minutes: 2.04 AB 20132 - Approve Council Minutes for July 7, 2020 Workshop

Action (Consent): 2.05 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Council Member Cleveland made a motion to approve the consent agenda. Second by Council Member Schermann and the motion passed 7-0.

3. Presentations.Information: 3.02 AB 20134 - Oath of Office - Officer Eric Adams -

Chief Tomaras gave Officer Eric Adams the oath of office and presented him to the Council.

Information: 3.01 AB 20133 - Yard of the Month for June 2020, 25 SE 8th St. -

Chief Tomaras presented the June 2020 Yard of the Month recipients, Troy & Christi Eggers of

4. Public Testimony.

Discussion, Information: 4.02 AB 20135 - Southwest Sewer Public Meeting -

Mr. Gordon presented an overview of the Southwest Area Sewer project and the various funding avenues the City is pursuing. He noted that one requirement of funding by the Department of Ecology is to have a public meeting providing information and accepting public comments. This meeting was advertised as such.

Discussion ensued.

The Mayor opened the floor for public comments.

The City Clerk noted that no one had submitted comments in writing or contacted to make arrangements for telephone or video comments.

5. Action Items.

Action: 5.01 AB 20127 - Diversity and Inclusion Advisory Board -

Mr. Rizzitiello gave a brief overview of the proposed Diversity and Inclusion Advisory Board.

Discussion ensued.

Council Member Selby made a motion to approve Ordinance No. 20-012 which adds 2.60 Diversity and Inclusion Advisory Board to the College Place Municipal Code. Second by Council Member Bobbitt and the motion passed 7-0.

Action: 5.02 AB 20136 - Sewer Lining Contract Award -

Mr. Rizzitiello presented information on the bids received for the sewer lining project and described what the project would entail.

Discussion ensued.

Council Member Nyhagen made a motion to award sewer lining contract to Iron Horse LLC for an amount not to exceed \$257,087. Second by Council Member Cleveland and the motion passed 7-0.

Action: 5.03 AB 20137 - 75th Anniversary Book -

Mr. Rickard spoke to Council about the differences between the two bids that were received by the Historic Preservation Commission to publish a book on the 75th anniversary of the City. He provided information on the planning for the book, the process the commission will work through with the author, and presented their recommendation for which publisher to award the contract to.

Discussion ensued.

Council Member Trop made a motion to authorize the City Administrator to sign the proposal with Keokee Books to act as the publishing company for the upcoming book of the history of the City of College Place in honor of its 75th year of incorporation, in the amount of \$22,838.00, with a not to exceed amount of \$25,121.00. Second by Council Member Schermann and the motion passed 7-0.

Action: 5.04 AB 20138 - Flags at Half-Staff for COVID-19 Victims -

Mayor Hernández read a Resolution declaring that flags be flown at half-staff on each Monday for the duration of the COVID-19 emergency.

Discussion ensued.

Council Member Selby made a motion to approve Resolution 20-009.2 which orders flags be flown at half-staff on each Monday for the duration of the COVID-19 City Emergency. Second by Council Member Bobbitt and the motion passed 7-0.

6. Administrative Reports.

Discussion, Information: 6.01 AB 20139 - Utilities and Transportation Advisory Commission (UTAC).

Recommendation on Local Speed Limit Posting -

Mr. Gordon provided a report on the findings of the UTAC regarding speed limit postings on local roads. He noted that After discussion regarding the existing mandated speed limits in force and consideration of the additional costs associated with posting speed limit signs, the commission moved

to recommend "to not post 25 mph on additional city streets and leave speed limit posting as it currently is in the City."

Discussion ensued.

Discussion, Information: 6.02 AB 20140 - Creating Ordinance for unlawful discharging guns or other firearms in city -

Chief Tomaras spoke to Council about his request to add an ordinance to restrict the discharging of guns/firearms within the City limits. He gave several reasons for this proposal which includes the promotion of public safety.

Discussion ensued.

7. Informational Reports-None.

8. Executive Session-None.

9. Closing Items.

Council Member Bobbitt began a discussion regarding flag etiquette as it relates to the resolution that council just passed. Discussion ensued and no additional action was taken.

Action: 9.01 Adjournments

Council Member Peterson made a motion to adjourn the meeting at 8:25 PM. Second by Council Member Bobbitt and with no objection, the meeting adjourned.

Approved:

Norma L. Hernández –
Mayor

Attest:

Lisa R. Neissl – City Clerk

The foregoing minutes are the official record of the City Council meeting that occurred July 14, 2020. Further detail may be obtained by reviewing the actual audio recording made during this session.

City of Walla Walla Workshop - College Place Council Potential Quorum, (Monday, July 20, 2020)

Generated by Lisa Neissl on Monday, July 20, 2020

PRESENT:

Mayor – Via Web Norma L. Hernández

Council Members – Via Web Heather Schermann

Staff – Via Web Administrator, Mike Rizzitiello
Fire Chief, David Winter
City Clerk, Lisa Neissl

1. Opening Items.

Procedural: 1.02 Call To Order

Walla Walla Mayor Tom Scribner called the meeting to order at 4:00 PM

Note: A quorum of College Place Council Members were not present.

2. Workshop Topics.

Discussion, Information: 2.01 Regional Fire Authority study - Presentation by Walla Walla Fire Chief Bob Yancey

Mr William Boyd of Emergency Services Consulting International (ESCI) presented the Regional Fire Authority Study findings and recommendations.

Walla Walla Council Members were given an opportunity to ask questions that were answered. No additional questions from attendees were permitted.

Adjourn: Walla Walla Council moved forward with the remainder of their workshop agenda and College Place attendees left the meeting at 5:21 PM

Approved:

Norma L. Hernández –
Mayor

Attest:

Lisa R. Neissl – City Clerk

The foregoing minutes are the official record of the College Place Potential Quorum at the WW City Council Workshop, that occurred July 20, 2020. Further detail may be obtained by reviewing the actual audio recording made during this session.

City of College Place, Washington
ORDINANCE NO. 20-013

AN ORDINANCE REPEALING ORDINANCE NO. 20-004 AND ADOPTING SALARIES AND COMPENSATION FOR THE MAYOR, CITY COUNCIL, APPOINTED OFFICERS, AND EMPLOYEES OF THE CITY OF COLLEGE PLACE AND FIXING THE EFFECTIVE DATE THEREOF.

BE IT ORDAINED by the City Council of the City of College Place, Washington, that;

Section 1. The salaries and wages of the various appointive officers and employees are fixed as set out in this ordinance. The salaries and wages as set out herein shall be effective from and after August 1, 2020 for all officers and employees. These salaries shall remain in effect until changed by the City Council by a duly enacted ordinance. All salaries and wages are stated at the rate per month except where otherwise indicated. Unless otherwise shown, the positions have been approved with a five-step salary scale.

Position Title	Salary Range				
TITLE	STEP 1	STEP II	STEP III	STEP IV	STEP V
Section 2. NON-UNION, EXEMPT					
City Administrator	10,616				
Police Chief	9,465				
Public Works Director	8,562	8,819	9,083	9,356	9,637
Engineer	7,854	8,090	8,332	8,582	8,840
Finance Director	7,605	7,833	8,068	8,310	8,560
Community Development Director	7,385	7,606	7,835	8,070	8,312
Fire Chief	7,168	7,383	7,604	7,832	8,067
Engineering Division Manager	5,667	5,837	6,012	6,192	6,378
City Clerk	5,496	5,661	5,830	6,005	6,186
HR Manager	5,496	5,661	5,830	6,005	6,186
Deputy Finance Director/HR Assistant	4,613	4,752	4,894	5,041	5,193
Section 3. NON-UNION, NON EXEMPT					
Building Official	6,450	6,644	6,843	7,048	7,260
Police Sergeant	6,121	6,305	6,494	6,689	6,889
Operations Manager	5,403	5,565	5,732	5,904	6,081
Building Inspector	5,336	5,496	5,661	5,830	6,005
Chief Clerk - Police Department	3,968	4,087	4,209	4,336	4,466
Section 4. PUBLIC EMPLOYEE UNION					
Public Works Foreman	4,658	4,788	4,922	5,061	5,203
Fleet Maintenance Manager	4,407	4,530	4,656	4,787	4,921
Water Quality Operator	4,407	4,530	4,656	4,787	4,921
Water Utility III	4,407	4,530	4,656	4,787	4,921
Stormwater Engineering Tech	4,360	4,491	4,625	4,764	4,907
Special Enforcement Officer	3,951	4,061	4,173	4,289	4,408
Accounting Clerk III	3,951	4,061	4,173	4,289	4,408
Deputy City Clerk/Events Coordinator	3,951	4,061	4,173	4,289	4,408
Water Utility II	3,951	4,061	4,173	4,289	4,408
Street Worker III - Applicator	3,951	4,061	4,173	4,289	4,408
Street Worker II	3,642	3,742	3,845	3,951	4,061

Section 4. PUBLIC EMPLOYEE UNION – Cont.

Parks Worker II	3,642	3,742	3,845	3,951	4,061
Stormwater Worker II	3,642	3,742	3,845	3,951	4,061
Water Utility I	3,545	3,642	3,742	3,845	3,951
Accounting Clerk II	3,545	3,642	3,742	3,845	3,951
Records Clerk	3,545	3,642	3,742	3,845	3,951
Administrative Assistant I	3,545	3,642	3,742	3,845	3,951
Street Worker I	3,452	3,546	3,643	3,743	3,846
Accounting Clerk I	3,185	3,272	3,361	3,453	3,546

Section 5. POLICE UNION

Probationary (starting pay without state certification) *4,531*

Detective	5,440	5,603	5,771	5,944	6,123
Police Officer	5,277	5,435	5,598	5,766	5,939

Section 6. FIRE FIGHTER UNION

Firefighter	4,924	5,072	5,224	5,381	5,543
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Section 7. MISCELLANEOUS

Reserve Officer / per hour	15.00	
Part-time Police Records Clerk / per hour	20.46	Maximum 16 hours/week
Laborer / per hour		Minimum Wage to \$18.00 per hour
Intern / Work Study Program		Negotiated by Administration
Hiring Bonus	Up to \$5,000.00 per hire to be negotiated by Administration	

Section 8. 2.08.060 Compensation of Mayor. The Mayor shall be paid the sum of one thousand five hundred dollars per month and in addition receive reimbursement for actual expenses incurred in the discharge of his official duties upon presentation of claim for such expenses and approval by members of the City Council. The City Council will provide, by appropriate resolution from time to time, additional necessary supportive expenses for the carrying out of the necessary functions of the Mayor and his/her office.

Section 9. 2.08.070 Compensation of Council. Each member of the Council of the City, if elected subsequent to the effective date of the ordinance codified in this section, shall receive the sum of three hundred seventy-five dollars per month.

Section 10. Insurance - Non-Union, Exempt employees. As a part of the compensation, the City of College Place will provide the following to full-time Non-Union, Exempt employees: medical, dental, and vision insurance (full family), up to a \$100,000.00 life insurance policy (as offered by vendor), and Long Term Disability Insurance.

Section 11. Insurance - Non-Union, Non-Exempt. As a part of the compensation, the City of College Place will provide the following to full-time Non-Union, Non-Exempt employees: medical, dental, and vision insurance (full family) with an employee contribution of \$40.00/month, up to a \$100,000.00 life insurance policy (as offered by vendor), and Long Term Disability Insurance.

Section 12. Additional Compensation. Occasionally, the Fire Chief may work as part of a Washington State Fire Service Team involved in fighting fires or wildfires. The City will pay the Fire Chief for work outside of his normal work hours while at a fire at his regular rate of pay. The City will subsequently be reimbursed by the agency utilizing his services.

Section 13. Paid family and Medical Leave Act. The City will contribute the employer portion of the premium and the employee will contribute the employee portion of the premium.

Section 14. Ordinance No. 20-004 is hereby repealed.

Section 15: Clerical Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 16: Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 17: Effective Date. This ordinance shall take effect August 1, 2020 upon its passage and publication as required by law.

PASSED by the City Council of the City of College Place, Washington, this 28th day of July, 2020.

Norma L. Hernández, Mayor

Attest:

Approved as to form:

Lisa R. Neissl, City Clerk

Rea Culwell, City Attorney

City of College Place, Washington

ORDINANCE NO. 20-~~004~~XXX

AN ORDINANCE REPEALING ORDINANCE NO. 20-~~002-004~~ AND ADOPTING SALARIES AND COMPENSATION FOR THE MAYOR, CITY COUNCIL, APPOINTED OFFICERS, AND EMPLOYEES OF THE CITY OF COLLEGE PLACE AND FIXING THE EFFECTIVE DATE THEREOF.

BE IT ORDAINED by the City Council of the City of College Place, Washington, that;

Section 1. The salaries and wages of the various appointive officers and employees are fixed as set out in this ordinance. The salaries and wages as set out herein shall be effective from and after ~~April~~-August 1, 2020 for all officers and employees. These salaries shall remain in effect until changed by the City Council by a duly enacted ordinance. All salaries and wages are stated at the rate per month except where otherwise indicated. Unless otherwise shown, the positions have been approved with a five-step salary scale.

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Section 16: Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 17: Effective Date. This ordinance shall take effect ~~April-August~~ 1, 2020 upon its passage and publication as required by law.

PASSED by the City Council of the City of College Place, Washington, this ~~28~~14th day of ~~April~~July, 2020.

Norma L. Hernández, Mayor

Attest:

Approved as to form:

Lisa R. Neissl, City Clerk

Rea Culwell, City Attorney

Financial Reports Descriptions

Monthly Expenditure Analysis

Summary of expenditures for the period. This report breaks out Payroll, Capital, and Debt Service expenditures. The total expenditures for the period on this report should tie out to the *Treasurer's Report Fund Totals* expenditure column.

Check Register

Detail of every check or electronic payment issued during the period. This report contains only cash items that require council approval. It does not include transactions that do not require council approval, such as interest income or bank fees. Therefore, the total of this report will not tie to the expenditures total on the *Monthly Expenditure Analysis*, *Treasurer's Report*, or *Cash Flow Report*.

Treasurer's Report

Fund Totals – Presents beginning fund balances, revenues for the period, expenditures for the period, ending fund balances, outstanding items, and fund balances adjusted for outstanding items.

Account Totals – Presents Cash and Investment account beginning balances, deposits, withdrawals, outstanding items, and adjusted ending balances.

Fund Investments by Account – Presents investment balances by fund. This is an allocation of the City's investments to applicable funds. The allocation is adjusted each month by the Finance Director according to fund balance. This adjustment displays in the "Purchases" and "Liquidated" columns.

Fund Investment Totals – Presents fund investments and cash allocated by fund. This report builds on the *Fund Investments by Account* report by also including cash balances.

Cash Flow Report

Shows cash in and cash out by fund for each period and year-to-date. Revenue and Expenditure totals should tie out to revenue and expenditure totals on the *Treasurer's Report Fund Totals* report.

Budget Position Report

Shows revenues and expenditures as compared to budget for the year-to-date. Excludes beginning and ending fund balances.

Totals for Credit Accounts

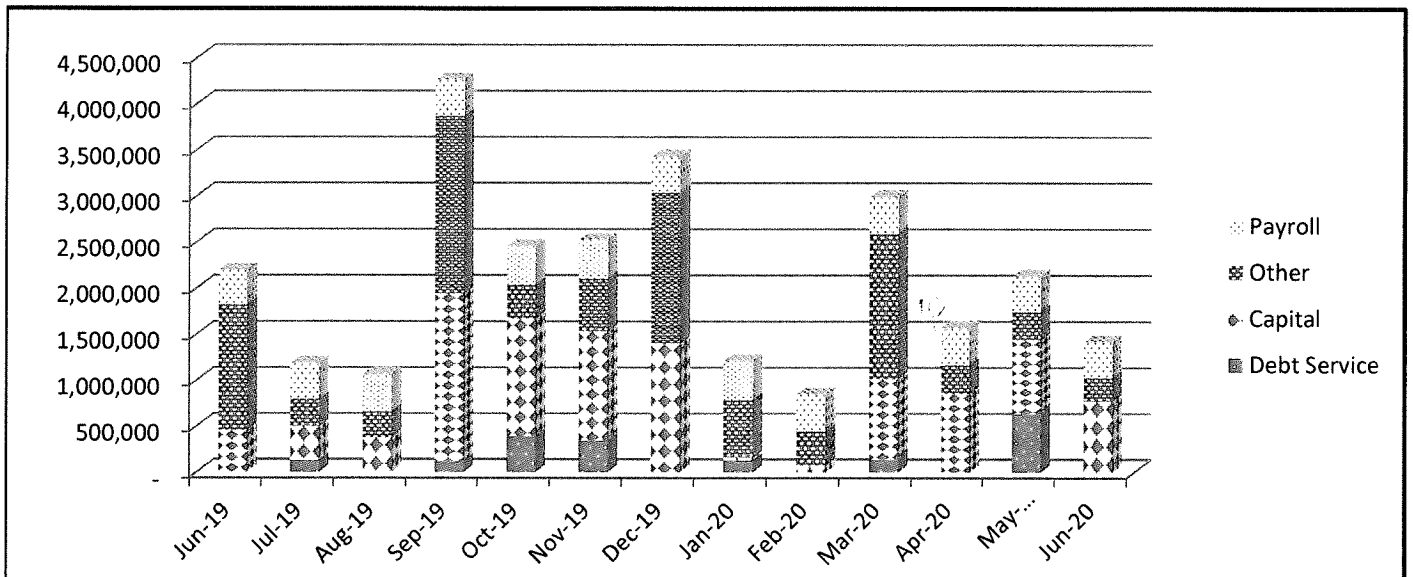
Detail of credit account transactions for the period. Reported by vendor and subtotaled by department.

City of College Place

Monthly Expenditure Analysis

Jun-20

Month	Operating Expenses		Capital	Debt Service	Total
	Payroll	Other			
Jun-20	386,661	256,261	775,059	-	1,417,981
May-20	383,120	307,715	805,795	634,441	2,131,072
Apr-20	402,735	312,597	856,415	-	1,571,747
Mar-20	401,199	1,573,004	876,327	140,484	2,991,014
Feb-20	401,598	372,968	75,069	-	849,636
Jan-20	427,051	621,477	33,072	129,584	1,211,184
Dec-19	389,977	1,634,293	1,403,220	-	3,427,489
Nov-19	416,777	572,484	1,189,537	344,700	2,523,498
Oct-19	421,410	369,512	1,278,434	389,675	2,459,031
Sep-19	394,353	1,924,267	1,822,251	118,914	4,259,785
Aug-19	410,311	282,650	377,018	-	1,069,979
Jul-19	389,179	294,121	371,299	129,584	1,184,183
Jun-19	373,630	1,369,593	452,622	-	2,195,846



Other Detail - Significant Expenditures and Related Party Transactions		
2020 Contribution to Small Business Relief Program - COVID		
	\$	30,000
Related Party Transactions: None		
Total Other Detail	\$	30,000

CHECK REGISTER

City Of College Place

MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 11:16:07 Date: 07/15/2020

Page: 1

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3559	06/03/2020	Payroll	12	EFT	Eric H Adams	2,229.85	
3560	06/03/2020	Payroll	12	EFT	Dennis R Anderson	1,997.94	
3561	06/03/2020	Payroll	12	EFT	Juan P Angel	24.01	
3562	06/03/2020	Payroll	12	EFT	M Wade Antle	3,596.60	
3563	06/03/2020	Payroll	12	EFT	Marianne K Barr	3,329.14	
3564	06/03/2020	Payroll	12	EFT	Logan K Bartlett	524.58	
3565	06/03/2020	Payroll	12	EFT	Robert D Benfield	4,471.98	
3566	06/03/2020	Payroll	12	EFT	George R Bennett	745.98	
3567	06/03/2020	Payroll	12	EFT	Jerry L Bobbitt	344.97	
3568	06/03/2020	Payroll	12	EFT	John A Boose	2,587.22	
3569	06/03/2020	Payroll	12	EFT	Brielle M Brink	1,461.55	
3570	06/03/2020	Payroll	12	EFT	Noelle E Calkins	277.93	
3571	06/03/2020	Payroll	12	EFT	Brian J Carleton	3,920.37	
3572	06/03/2020	Payroll	12	EFT	Ramon F Castelo	473.80	
3573	06/03/2020	Payroll	12	EFT	Randall J Chamberlain	3,139.02	
3574	06/03/2020	Payroll	12	EFT	Randall J Chamberlain	275.67	
3575	06/03/2020	Payroll	12	EFT	DaShari D Cinnamon	2,377.41	
3576	06/03/2020	Payroll	12	EFT	Michael A Cleveland	344.97	
3577	06/03/2020	Payroll	12	EFT	Tanner C Cole	2,712.08	
3578	06/03/2020	Payroll	12	EFT	Laurencio Cota De La Cruz	1,449.69	
3579	06/03/2020	Payroll	12	EFT	Kyle L Crosswhite	1,543.24	
3580	06/03/2020	Payroll	12	EFT	Salvador M Diaz	2,816.38	
3581	06/03/2020	Payroll	12	EFT	Benjamin G Dill	14.51	
3582	06/03/2020	Payroll	12	EFT	Shawn R Doering	3,123.29	
3583	06/03/2020	Payroll	12	EFT	Emily A Downs	1,213.98	
3584	06/03/2020	Payroll	12	EFT	Charles O Drury	4,165.71	
3585	06/03/2020	Payroll	12	EFT	Jimmy C Duede	4,292.09	
3586	06/03/2020	Payroll	12	EFT	Brittney Erb	326.44	
3587	06/03/2020	Payroll	12	EFT	Claudia Estrada	2,645.31	
3588	06/03/2020	Payroll	12	EFT	Patrick J Evensen	2,411.61	
3589	06/03/2020	Payroll	12	EFT	Brian R Fortin	4,451.11	
3590	06/03/2020	Payroll	12	EFT	Jeffrey R Goodson	3,373.34	
3591	06/03/2020	Payroll	12	EFT	Sharam L Goodwin	1,135.27	
3592	06/03/2020	Payroll	12	EFT	Robert D Gordon	4,298.20	
3593	06/03/2020	Payroll	12	EFT	Travis B Grove	1,520.43	
3594	06/03/2020	Payroll	12	EFT	Neosha K Guse	14.51	
3595	06/03/2020	Payroll	12	EFT	Richard F Guse	43.53	
3596	06/03/2020	Payroll	12	EFT	Scott W Hall	3,924.45	
3597	06/03/2020	Payroll	12	EFT	Scott A Hanson	24.01	
3598	06/03/2020	Payroll	12	EFT	Tanner M Harris	3,790.80	
3599	06/03/2020	Payroll	12	EFT	Paul D Hartwig	6,692.88	
3600	06/03/2020	Payroll	12	EFT	Norma L Hernandez	1,327.49	
3601	06/03/2020	Payroll	12	EFT	Edward L Higginbotham II	626.82	
3602	06/03/2020	Payroll	12	EFT	Michael C Holden	2,115.12	
3603	06/03/2020	Payroll	12	EFT	Carolyn S Holm	2,215.35	
3604	06/03/2020	Payroll	12	EFT	Nattilie E Jackson	379.49	
3605	06/03/2020	Payroll	12	EFT	Jason C James	285.17	
3606	06/03/2020	Payroll	12	EFT	David M.O. Jardin	29.01	
3607	06/03/2020	Payroll	12	EFT	William P Kelly	29.01	
3608	06/03/2020	Payroll	12	EFT	Kameron W Kinsey	1,244.85	
3609	06/03/2020	Payroll	12	EFT	Matthew R Kontra	510.07	
3610	06/03/2020	Payroll	12	EFT	Joseph T Langlois	2,775.27	
3611	06/03/2020	Payroll	12	EFT	Jacob G LeBaron	29.01	
3612	06/03/2020	Payroll	12	EFT	Kenneth A Martin	2,562.34	
3613	06/03/2020	Payroll	12	EFT	Lisa R Neissl	2,681.53	
3614	06/03/2020	Payroll	12	EFT	Ally M Newton	16.77	
3615	06/03/2020	Payroll	12	EFT	Trenton M Nilsson	72.54	
3616	06/03/2020	Payroll	12	EFT	Ronald A Nordman	3,034.37	
3617	06/03/2020	Payroll	12	EFT	Marge M Nyhagen	344.97	
3618	06/03/2020	Payroll	12	EFT	Darin C Ongers	14.51	

CHECK REGISTER

City Of College Place

MCAG #: 0766

Time: 11:16:07 Date: 07/15/2020

06/01/2020 To: 06/30/2020

Page: 2

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3619	06/03/2020	Payroll	12	EFT	Tonya R Paffile	2,852.58	
3620	06/03/2020	Payroll	12	EFT	Alan J Parker	3,633.11	
3621	06/03/2020	Payroll	12	EFT	Loren D Peterson	344.97	
3622	06/03/2020	Payroll	12	EFT	Joshua W Price	553.60	
3623	06/03/2020	Payroll	12	EFT	Jalyn R Radford-Weeks	333.71	
3624	06/03/2020	Payroll	12	EFT	James R Reese	3,059.95	
3625	06/03/2020	Payroll	12	EFT	Jonathan J Rickard	6,366.87	
3626	06/03/2020	Payroll	12	EFT	Michael J Rizzitiello	4,574.46	
3627	06/03/2020	Payroll	12	EFT	Antonin R Rosales	29.01	
3628	06/03/2020	Payroll	12	EFT	Heather M Schermann	344.97	
3629	06/03/2020	Payroll	12	EFT	Andrew D Schild	3,965.99	
3630	06/03/2020	Payroll	12	EFT	Dylan E Schmick	2,739.76	
3631	06/03/2020	Payroll	12	EFT	Melodie A Selby	339.97	
3632	06/03/2020	Payroll	12	EFT	Troy E Tomaras	5,582.47	
3633	06/03/2020	Payroll	12	EFT	Byron P Trop	344.97	
3634	06/03/2020	Payroll	12	EFT	Daniel I Watkins	3,066.94	
3635	06/03/2020	Payroll	12	EFT	Troy J Williams	2,718.54	
3636	06/03/2020	Payroll	12	EFT	David W Winter	5,839.31	
3637	06/03/2020	Payroll	12	EFT	Kevin E Wolpert	1,927.71	
3701	06/03/2020	Payroll	12	EFT	AWC Life Insurance	138.50	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Life Insurance
3702	06/03/2020	Payroll	12	EFT	American Family Life Ins	1,531.27	Pay Cycle(s) 06/03/2020 To 06/03/2020 - AFLAC-Post Tax; Pay Cycle(s) 06/03/2020 To 06/03/2020 - AFLAC-Pre Tax
3703	06/03/2020	Payroll	12	EFT	Association Of Washington Cities	61,177.43	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Health First-250; Pay Cycle(s) 06/03/2020 To 06/03/2020 - AWC Life-Emp; Pay Cycle(s) 06/03/2020 To 06/03/2020 - AWC Life-Dep; Pay Cycle(s) 06/03/2020 To 06/03/2020 - AWC Life-Dep;
3704	06/03/2020	Payroll	12	EFT	Internal Revenue Service (Payroll)	51,439.19	941 Deposit for Pay Cycle(s) 06/03/2020 - 06/03/2020
3705	06/03/2020	Payroll	12	EFT	Mass Mutual	6,090.63	Pay Cycle(s) 06/03/2020 To 06/03/2020 - 457 Def Comp
3706	06/03/2020	Payroll	12	EFT	Oregon Department Of Revenue	1,067.00	Pay Cycle(s) for OR Tax06/03/2020 - 06/03/2020
3707	06/03/2020	Payroll	12	EFT	State Of Washington	42,421.59	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Leoff 2; Pay Cycle(s) 06/03/2020 To 06/03/2020 - Pers 1; Pay Cycle(s) 06/03/2020 To 06/03/2020 - Pers 2; Pay Cycle(s) 06/03/2020 To 06/03/2020 - Pers 2; Pay Cycle(s) 06/03/2020 To 06/03/2020 - Office Of Support Enf.
3708	06/03/2020	Payroll	12	EFT	Washington State Support Registry	1,113.07	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Office Of Support Enf.
3709	06/03/2020	Payroll	12	EFT	Washington Teamsters Welfare Trust	16,036.00	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Teamsters Dental; Pay Cycle(s) 06/03/2020 To 06/03/2020 - Teamsters Medical; Pay Cycle(s) 06/03/2020 To 06/03/2020 - Teamsters Time Loss; Pay Cycle(s) 06/03/2020 To 06/03/2020 - Teamsters Time Loss;
3731	06/03/2020	Payroll	12	0	State Of Washington	19.29	Offset Underpayment To DRS Withheld From Claudia Estrada
3856	06/15/2020	Payroll	12	EFT	Eric H Adams	1,414.01	
3857	06/15/2020	Payroll	12	EFT	Dennis R Anderson	1,601.85	
3858	06/15/2020	Payroll	12	EFT	M Wade Antle	230.87	

CHECK REGISTER

City Of College Place
MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 11:16:07 Date: 07/15/2020

Page: 3

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3859	06/15/2020	Payroll	12	EFT	John A Boose	1,523.31	
3860	06/15/2020	Payroll	12	EFT	Brielle M Brink	1,091.72	
3861	06/15/2020	Payroll	12	EFT	Brian J Carleton	2,485.70	
3862	06/15/2020	Payroll	12	EFT	DaShari D Cinnamon	1,011.37	
3863	06/15/2020	Payroll	12	EFT	Tanner C Cole	1,211.58	
3864	06/15/2020	Payroll	12	EFT	Laurencio Cota De La Cruz	1,320.62	
3865	06/15/2020	Payroll	12	EFT	Salvador M Diaz	1,576.46	
3866	06/15/2020	Payroll	12	EFT	Shawn R Doering	1,015.71	
3867	06/15/2020	Payroll	12	EFT	Patrick J Evensen	1,929.73	
3868	06/15/2020	Payroll	12	EFT	Jeffrey R Goodson	230.87	
3869	06/15/2020	Payroll	12	EFT	Sharam L Goodwin	1,075.55	
3870	06/15/2020	Payroll	12	EFT	Robert D Gordon	2,037.81	
3871	06/15/2020	Payroll	12	EFT	Travis B Grove	1,258.76	
3872	06/15/2020	Payroll	12	EFT	Paul D Hartwig	277.05	
3873	06/15/2020	Payroll	12	EFT	Michael C Holden	1,052.21	
3874	06/15/2020	Payroll	12	EFT	Carolyn S Holm	906.18	
3875	06/15/2020	Payroll	12	EFT	Joseph T Langlois	1,434.86	
3876	06/15/2020	Payroll	12	EFT	Kenneth A Martin	406.56	
3877	06/15/2020	Payroll	12	EFT	Lisa R Neissl	1,600.25	
3878	06/15/2020	Payroll	12	EFT	Alan J Parker	1,556.45	
3879	06/15/2020	Payroll	12	EFT	Michael J Rizzitiello	3,436.94	
3880	06/15/2020	Payroll	12	EFT	Dylan E Schmick	1,133.21	
3881	06/15/2020	Payroll	12	EFT	Daniel I Watkins	1,520.51	
3882	06/15/2020	Payroll	12	EFT	Troy J Williams	1,695.60	
3884	06/15/2020	Payroll	12	EFT	Internal Revenue Service (Payroll)	8,876.16	941 Deposit for Pay Cycle(s) 06/15/2020 - 06/15/2020
4267	06/05/2020	Claims	12	EFT	Xpress Solutions, Inc.	844.83	June 2020 Xpress Bill Pay Fee
4268	06/03/2020	Claims	12	EFT	Paymentech	163.71	Paymentech Fees - CCD 5887152 - Utility Payments
4269	06/03/2020	Claims	12	EFT	Paymentech	2,178.44	Paymentech Fees - CCD 5887130 - Utility Payments
4278	06/03/2020	Claims	12	EFT	WA St. Dept Of Licensing	54.00	May 2020 CPL
3710	06/03/2020	Payroll	12	52153	American Legal Services	57.92	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Teamsters Legal Defense Fund
3711	06/03/2020	Payroll	12	52154	City Of College Place-General	166.25	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Pay Back- Teamsters
3712	06/03/2020	Payroll	12	52155	City Of College Place	1,121.39	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Flex Spending
3713	06/03/2020	Payroll	12	52156	College Place Fire Fighters Assn.	80.00	Pay Cycle(s) 06/03/2020 To 06/03/2020 - CP Volunteer Fire
3714	06/03/2020	Payroll	12	52157	Fraternal Order Of Police	70.00	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Fraternal Order Of Police
3715	06/03/2020	Payroll	12	52158	C/O BMCU Acct. 59881001 IAFF Local 4203	200.00	Pay Cycle(s) 06/03/2020 To 06/03/2020 - IAFF Local 4203
3716	06/03/2020	Payroll	12	52159	Marianne Barr C/O CPPD Emp Donations	142.50	Pay Cycle(s) 06/03/2020 To 06/03/2020 - CP Police Fund
3717	06/03/2020	Payroll	12	52160	Teamsters - Police	726.00	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Union Dues -
3718	06/03/2020	Payroll	12	52161	Teamsters - Public Employees	828.00	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Union Dues - PW
3719	06/03/2020	Payroll	12	52162	United Way of Walla Walla County	5.00	Pay Cycle(s) 06/03/2020 To 06/03/2020 - Donation - United Way
3720	06/03/2020	Payroll	12	52163	WSCFF Employee Benefit Trust	300.00	Pay Cycle(s) 06/03/2020 To 06/03/2020 - WSCFF Emp Ben Trust

CHECK REGISTER

City Of College Place
MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 11:16:07 Date: 07/15/2020

Page: 4

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3756	06/10/2020	Claims	12	78413	Walla Walla County Dept Of Public Works	200.00	Contruction Plan Review Fee-Sanitary Sewer LS No.7
3908	06/15/2020	Claims	12	78414	City Of College Place-General	5,371.11	Monthly Services
3958	06/15/2020	Claims	12	78415	City Of College Place-General	1.00	Monthly Services
3974	06/17/2020	Claims	12	E78416	Pacific Power & Light	11,923.04	Monthly Services- June 2020
3975	06/25/2020	Claims	12	E78417	WA St. Dept Of Revenue	13,869.16	May 2020 Excise Tax; Written From Use Tax Report
3984	06/18/2020	Claims	12	78418	Walla Walla County Auditor	39.00	Lien Release Fee- Acct 13179
4039	06/24/2020	Claims	12	78419	City Of College Place-General		Account For Voided Check Sent To Community Bank
4049	06/25/2020	Claims	12	78420	Anatoliy Semenko	9,256.50	Down Pmt On Air Conditioning System
4050	06/25/2020	Claims	12	78421	City Of College Place-General	493.20	Deposit Slips For Community Bank Accounts
4111	06/26/2020	Claims	12	78422	City Of College Place-General		To Account for Misprinted Check 78422
4110	06/26/2020	Claims	12	78423	Postmaster	801.97	Utilitiy Bulk Postage- July Statements
4152	06/30/2020	Claims	12	78424	Banner Bank Credit Cards	5,219.14	9343-CH; 9384-CH; 9400-CH; 9418-CH; 9467-PD; 9475-PD; 9040-PD; 9965-FD; 5994-FD; 6162-FAC
3761	06/10/2020	Claims	12	103837	123 Printing	103.24	Business Cards- PD- E. Adams; CPFM- Token Receipts
3762	06/10/2020	Claims	12	103838	Above The Line Cleaning LLC	1,412.00	Cleaning- City Hall- May 2020; Cleaning-Annex- May 2020
3763	06/10/2020	Claims	12	103839	ArchiveSocial, Inc.	4,788.00	Archive Social Standard Pkg- One Month
3764	06/10/2020	Claims	12	103840	Armored Knights Locksmith	19.44	Automotive Keys
3765	06/10/2020	Claims	12	103841	Blue Mountain Humane Society	833.34	May 2020 Animal Services
3766	06/10/2020	Claims	12	103842	CBS Reporting Inc	73.00	Pre-Employment Check
3767	06/10/2020	Claims	12	103843	CH2M Hill OMI	90,443.85	WWTP Operations, Maintenance & Management- June 2020; Out Of Scope Letter For CP Land Application
3768	06/10/2020	Claims	12	103844	CHS Primeland	89.63	Fuel; Fuel
3769	06/10/2020	Claims	12	103845	Calico Copy	230.74	Copy & Scan Services
3770	06/10/2020	Claims	12	103846	Cascade Natural Gas Corporation	231.10	Monthly Services; Monthly Services; Monthly Services; Monthly Services
3771	06/10/2020	Claims	12	103847	Central Manufacturing, Inc	1,331.29	Asphalt
3772	06/10/2020	Claims	12	103848	Central Washington Asphalt, Inc.	16,019.78	S. Rose To Damson- Excavation & Rock
3773	06/10/2020	Claims	12	103849	CenturyLink Communications LLC	7.72	Monthly Services
3774	06/10/2020	Claims	12	103850	College Place Heating &	106.53	Service Call- Furnace
3775	06/10/2020	Claims	12	103851	Columbia Rural Electric	640.59	Monthly Services
3776	06/10/2020	Claims	12	103852	Corwin Ford - Tri Cities	183.23	Parts; Parts; Parts; Parts
3777	06/10/2020	Claims	12	103853	Crown Paper & Janitorial Supply Inc	292.52	CREDIT MEMO: Overcharge On Inv 281358; Supplies- PW; Supplies- PW; Supplies- FD
3778	06/10/2020	Claims	12	103854	Don Johnson Sales Inc	316.33	Aluminum Channel
3779	06/10/2020	Claims	12	103855	Dunning Irrigation Supply	170.93	Parts
3780	06/10/2020	Claims	12	103856	Elda WA RL LLC	10,000.00	Well #2- License Fee
3781	06/10/2020	Claims	12	103857	KWVN Elkhorn Media Group	320.00	Advertising- Farmers Market- May 2020
3782	06/10/2020	Claims	12	103858	Emerald Automation, LLC	6,478.52	VFD Drive
3783	06/10/2020	Claims	12	103859	Ferguson Enterprises, Inc.	467.95	Parts; Parts
3784	06/10/2020	Claims	12	103860	GNAT Enterprises	80.00	Transportation Services- D. Lepiane
3785	06/10/2020	Claims	12	103861	Galls, LLC	326.10	PD Uniform Patches
3786	06/10/2020	Claims	12	103862	Gem Body Shop, Inc.	896.25	Spray On Bedliner

CHECK REGISTER

City Of College Place
MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 11:16:07 Date: 07/15/2020

Page: 5

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3787	06/10/2020	Claims	12	103863	Graphic Apparel	112.96	CPFM Tshirts; CPFM Tshirt For Volunteer
3788	06/10/2020	Claims	12	103864	HDJ, A Division of PBS	6,048.75	College Place- Lift Station BLA; "C" Street & Cedar Ave Project- "C" Street Construction
3789	06/10/2020	Claims	12	103865	Carolyn S Holm	64.89	Reimbursement- Farmers Market Supplies
3790	06/10/2020	Claims	12	103866	Humbert Asphalt, Inc.	371.65	Rock
3791	06/10/2020	Claims	12	103867	Integrity Laundry Solutions	124.90	Supplies
3792	06/10/2020	Claims	12	103868	J-U-B Engineers, Inc.	152,487.61	College Place- SW Sewer Collection System; WWTP Design
3793	06/10/2020	Claims	12	103869	Jones Truck & Implement	6.12	Part
3794	06/10/2020	Claims	12	103870	KIE Supply Corporation	423.01	Parts; Parts; Parts; Parts; Parts
3795	06/10/2020	Claims	12	103871	Kent D. Bruce Co., LLC	1,485.73	Parts
3796	06/10/2020	Claims	12	103872	D. Edward Kontz Jr Architect	600.00	Architerctual Services- Evidence Processing Facility For PD
3797	06/10/2020	Claims	12	103873	Les Schwab Tire Center - CP	1,747.13	Winter Changeover; Tires; Tube
3798	06/10/2020	Claims	12	103874	Municipal Code Corporation	490.00	Supplement 9, Update 3
3799	06/10/2020	Claims	12	103875	Napa Of Walla Walla	2,164.32	Parts; Parts; Parts; Shop Tool; Headache Rack For New Ram 2500 Pickup; Part; Warranty Part; Part; Part; Parts; CREDIT/RETURN; Parts
3800	06/10/2020	Claims	12	103876	One Call Concepts Inc.	40.66	Utility Notifications- May 2020
3801	06/10/2020	Claims	12	103877	Outwest Printing	335.85	Fold/Stuff Utility Statements For June 2020
3802	06/10/2020	Claims	12	103878	Pape Machinery, Inc.	133.16	D.O.T Inspection
3803	06/10/2020	Claims	12	103879	Pepsi Cola Bottling of Walla Walla	238.75	Water- Annex; Water- Annex; Water- PW; Water- PW; Water- PD; Water- PD; Water- CH; Water- CH
3804	06/10/2020	Claims	12	103880	Pipe of Washington, Inc	319,578.00	Well #4- Well House Construction Pmt #4
3805	06/10/2020	Claims	12	103881	Pitney Bowes Global Financial Serv. LLC.	395.82	Quarterly Postage Meter Lease
3806	06/10/2020	Claims	12	103882	Platt Electric Supply	458.17	Supplies-PW
3807	06/10/2020	Claims	12	103883	Port Of Walla Walla	1,200.00	State Representation- May 2020
3808	06/10/2020	Claims	12	103884	Quality Petroleum Products, Inc.	3,175.90	Fuel; Fuel; Fuel; Fuel
3809	06/10/2020	Claims	12	103885	RH2 Engineering, Inc.	1,988.24	Water System Consolidation And Well No 2 Relocation - PH 3 Well 2 Relocation
3810	06/10/2020	Claims	12	103886	Richardson Excavation, LLC	2,880.55	Relocate Fire Hydrant @ Regency
3811	06/10/2020	Claims	12	103887	SafeBuilt Washington, LLC	1,200.00	PD Evidence Building
3812	06/10/2020	Claims	12	103888	Schneider Equipment Inc.	191,791.85	Pay Estimate #9- Well#2
3813	06/10/2020	Claims	12	103889	Snap On Tools - Dan's Tool Truck	136.58	Shop Tools; Shop Tools
3814	06/10/2020	Claims	12	103890	TD&H Engineering	13,250.00	Safewalk Program Conceptual Plan Services
3815	06/10/2020	Claims	12	103891	TTB, LLC	350.00	Monthly Patrol Car Wash
3816	06/10/2020	Claims	12	103892	Tampa Enterprises, LLC	99.76	Supplies; Carburetor- Trimming Chain Saw
3817	06/10/2020	Claims	12	103893	Timken Motor & Crane Service LLC	1,483.76	Trouble Shoot Danfoss Drive
3818	06/10/2020	Claims	12	103894	Tractor Supply Credit Plan	27.21	Flatfree Handtruck Tire
3819	06/10/2020	Claims	12	103895	WA St. Consolidated Tech. Services	285.00	PD VPN Monthly Services - May 2020
3820	06/10/2020	Claims	12	103896	WA St. Dept Of Natural Resources	2,513.73	Fire Cache Supplies-Grant Web Order- Protective Clothing
3821	06/10/2020	Claims	12	103897	Walla Walla City of		Wrong Vendor

CHECK REGISTER

City Of College Place

MCAG #: 0766

Time: 11:16:07 Date: 07/15/2020

06/01/2020 To: 06/30/2020

Page: 6

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3832	06/10/2020	Claims	12	103897	Walla Walla Union Bulletin	90.38	Public Hearing- Transportation Improvement Plan
3822	06/10/2020	Claims	12	103898	Walla Walla Clinic, Inc	280.00	Pre-Employment Physical; Pre-Employment Physical
3823	06/10/2020	Claims	12	103899	Walla Walla County EMS & Trauma Care	10.00	AHA ECards
3824	06/10/2020	Claims	12	103900	Walla Walla Electric	936.98	Door Lock Release Button-Labor; City ID Badge/Key Cards
3825	06/10/2020	Claims	12	103901	Walla Walla Motors Inc.	326.68	Parts
3826	06/10/2020	Claims	12	103902	Walla Walla Union Bulletin	330.25	Bids: 2020 Sewer CIPP Projects
3827	06/10/2020	Claims	12	103903	Webcheck, Inc	226.10	May 2020 Webcheck Services
3828	06/10/2020	Claims	12	103904	Wilbur-Ellis Company	844.53	WG Long Haul 35-0-6; Weed Control Chemicals
3909	06/15/2020	Claims	12	103905	Azavar Audit Solutions	500.00	Compliance Monitoring Of Short-Term Rental
3910	06/15/2020	Claims	12	103906	Home Depot Credit Services	1,895.08	Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Dep
3911	06/15/2020	Claims	12	103907	Integrity Laundry Solutions	518.26	Supplies
3912	06/15/2020	Claims	12	103908	Jim's Glass Shop	5,746.83	City Hall- ADA Front Doors
3913	06/15/2020	Claims	12	103909	Systems Design West, LLC	7,500.00	PCG SFY 2019 Cost Report Consulting Services
3914	06/15/2020	Claims	12	103910	Walla Walla Electric	271.75	Door Lock Release Button
3915	06/15/2020	Claims	12	103911	John Ash	62.00	Farmers Market SNAP Reimbursement; Farmers Market SNAP Reimbursement; Farmers Market SNAP Reimbursement
3916	06/15/2020	Claims	12	103912	Emily Asmus	4.00	Farmers Market SNAP Reimbursement
3917	06/15/2020	Claims	12	103913	Maria & Jose Martinez Garden	5.00	Farmers Market SNAP Reimbursement
3918	06/15/2020	Claims	12	103914	Ron & Rose Courson	19.00	Farmers Market SNAP Reimbursement
3919	06/15/2020	Claims	12	103915	Umapine Creamery, LLC	30.00	Farmers Market SNAP Reimbursement; Farmers Market SNAP Reimbursement; Farmers Market SNAP Reimbursement
3920	06/15/2020	Claims	12	103916	Willshire Investments LLC	9.00	Farmers Market SNAP Reimbursement
3921	06/15/2020	Claims	12	103917	Kiffin Allington	135.37	340 SW Homestead Ave
3922	06/15/2020	Claims	12	103918	Jesse Ault	211.61	715 SE Magnoni Dr
3923	06/15/2020	Claims	12	103919	Dale & Michelle Chinn	237.39	1224 SWSettlement St
3924	06/15/2020	Claims	12	103920	Stanley & Debra Christensen	170.87	436 SE4th St
3925	06/15/2020	Claims	12	103921	Kristen Craik #	127.05	214 NW Maria St
3926	06/15/2020	Claims	12	103922	Arnulfo & Ana Espana	102.96	1210 SWGreeley St
3927	06/15/2020	Claims	12	103923	Hayden Homes LLC	139.64	515 SW Doans Ave
3928	06/15/2020	Claims	12	103924	Carmen Hillman ^	385.10	900 NE Alden St
3929	06/15/2020	Claims	12	103925	Mark & Dorene Hunter	127.79	505 SE Larch Ave
3930	06/15/2020	Claims	12	103926	Raudy Lisa	270.53	542 SW Alicia Lp
3931	06/15/2020	Claims	12	103927	Idana Noel #	30.72	366 NE Kingwood PI
3932	06/15/2020	Claims	12	103928	Sharon J Ricks	149.71	418 SE 8th St
3933	06/15/2020	Claims	12	103929	Matthew & Briana Toelke	206.70	774 SE Bedford Lp
4051	06/25/2020	Claims	12	103930	ATCO International, Inc.	158.00	Shop Supplies
4052	06/25/2020	Claims	12	103931	Anderson Towing LLC	200.38	Towing Services- 2005 Mazda Tribute
4053	06/25/2020	Claims	12	103932	Andy's Market. LLC	6.49	Supplies

CHECK REGISTER

City Of College Place
MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 11:16:07 Date: 07/15/2020

Page: 7

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
4054	06/25/2020	Claims	12	103933	Azavar Audit Solutions	66.04	Local Government Audit Program Contingency Payment; Local Government Audit Program Contingency Payment
4055	06/25/2020	Claims	12	103934	Blue Mountain Humane Society	833.34	April 2020 Animal Services
4056	06/25/2020	Claims	12	103935	Byrnes Oil	392.01	Supplies; Supplies
4057	06/25/2020	Claims	12	103936	CH2M Hill OMI	459.30	Out Of Scope Letter For CP Land Application
4058	06/25/2020	Claims	12	103937	CI Shred	83.40	City Hall & PD Bins
4059	06/25/2020	Claims	12	103938	Cascade Earth Sciences, LTD.	426.25	2020 ICOMP
4060	06/25/2020	Claims	12	103939	CenturyLink Communications LLC	7.60	Monthly Services
4061	06/25/2020	Claims	12	103940	Centurylink Communications LLC	56.86	Monthly Services
4062	06/25/2020	Claims	12	103941	Randy Chamberlain	30.00	Reimbursement For Fuel
4063	06/25/2020	Claims	12	103942	Rachel Lynn Cortez	2,400.00	Indigent Defense Services For- June 2020
4064	06/25/2020	Claims	12	103943	Corwin Ford - Tri Cities	144.42	Parts; Part
4065	06/25/2020	Claims	12	103944	Crown Paper & Janitorial Supply Inc	436.40	Supplies; Supplies; Supplies
4066	06/25/2020	Claims	12	103945	Culbert Construction, Inc	50,554.05	NE "C" Street Reconstruction Project Pay Estimate #8
4067	06/25/2020	Claims	12	103946	Culwell, Rea Lynn	9,163.33	Attorney Services- April 2020
4068	06/25/2020	Claims	12	103947	The Empire	88.09	Supplies/Parts; Supplies/Parts; Repair/Maintenance; Part; CREDIT/RETURN
4069	06/25/2020	Claims	12	103948	Ferguson Enterprises, Inc.	861.27	Parts
4070	06/25/2020	Claims	12	103949	GNAT Enterprises	160.00	Transportation Services- D. Lepiane; Transportation Services- D. Lepiane
4071	06/25/2020	Claims	12	103950	Graphic Apparel	2,731.13	Tshirts/Polos
4072	06/25/2020	Claims	12	103951	Hays Electric, LLC	276.18	Replaced Lug Kit
4073	06/25/2020	Claims	12	103952	Humbert Asphalt, Inc.	538.66	Rock
4074	06/25/2020	Claims	12	103953	IBS Inc.	66.90	Shop Supplies
4075	06/25/2020	Claims	12	103954	J-U-B Engineers, Inc.	2,000.00	CIPP Project Review
4076	06/25/2020	Claims	12	103955	Jones Truck & Implement	5.30	Part
4077	06/25/2020	Claims	12	103956	KIE Supply Corporation	555.60	Supplies; Supplies; Supplies; Supplies; Supplies; Supplies; Supplies
4078	06/25/2020	Claims	12	103957	L&G Ranch Supply Inc. - Acct # 270	17.28	Supplies
4079	06/25/2020	Claims	12	103958	Lawson Products Inc.	264.95	Shop Supplies
4080	06/25/2020	Claims	12	103959	Les Schwab Tire Center - CP	119.56	Alignment
4081	06/25/2020	Claims	12	103960	David Mumm	539.82	Community Events Advertising/Floor Graphics- COVID-19
4082	06/25/2020	Claims	12	103961	Norco	90.08	Supplies
4083	06/25/2020	Claims	12	103962	OXARC Inc	16.48	Supplies
4084	06/25/2020	Claims	12	103963	Pape Machinery, Inc.	701.12	Part
4085	06/25/2020	Claims	12	103964	Platt Electric Supply	59.51	Supplies
4086	06/25/2020	Claims	12	103965	Postal Annex #397	242.09	Shipping- Water Samples
4087	06/25/2020	Claims	12	103966	Quill Corporation	2,346.47	Supplies; Supplies- PD; Supplies; Supplies; Office Supplies; Office Supplies; Office Supplies; Office Supplies
4088	06/25/2020	Claims	12	103967	TIAA Commercial Finance, Inc.	233.75	Monthly Lease- Copy Machine
4089	06/25/2020	Claims	12	103968	Tampa Enterprises, LLC	35.93	Supplies
4090	06/25/2020	Claims	12	103969	Verizon Wireless	2,262.37	Monthly Services
4091	06/25/2020	Claims	12	103970	Walla Walla City of	30,208.34	Landfill Charges, Cust 09211; Landfill Charges, Cust 09211; Landfill Charges, Cust 09211; 2020 Contribution To Small Business Relief Program

CHECK REGISTER

City Of College Place

MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 11:16:07 Date: 07/15/2020

Page: 8

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
4092	06/25/2020	Claims	12	103971	Walla Walla County Corrections Dept	372.73	May 2020 Jail Services
4093	06/25/2020	Claims	12	103972	Walla Walla Regional Water Testing Servi	270.00	Water Testing
4094	06/25/2020	Claims	12	103973	Walla Walla Valley Chamber Of Commerce	1,000.00	Mask Sponsorship For Local Businesses
4095	06/25/2020	Claims	12	103974	Walt's Plumbing & Septic Tank Service LL	68.00	Gun Range Restroom- May 2020
4253	06/30/2020	Claims	12	103984	John Ash	3.00	Farmers Market SNAP Reimbursement
4254	06/30/2020	Claims	12	103985	Emily Asmus	11.00	Farmers Market SNAP Reimbursement; Farmers Market SNAP Reimbursement
4255	06/30/2020	Claims	12	103986	Agnes Ebersol	7.00	Farmers Market SNAP Reimbursement
4256	06/30/2020	Claims	12	103987	Ron & Rose Courson	12.00	Farmers Market SNAP Reimbursement
4257	06/30/2020	Claims	12	103988	Umapine Creamery, LLC	10.00	Farmers Market SNAP Reimbursement; Farmers Market SNAP Reimbursement
4279	06/08/2020	Claims	15	EFT	Navia Benefit Solutions	100.00	FSA Participation Fees 5/1-5/31/2020
4280	06/02/2020	Claims	15	EFT	Navia Benefit Solutions	333.21	Health Care FSA Disbursement- Wk Ending 5/29/2020
4281	06/09/2020	Claims	15	EFT	Navia Benefit Solutions	82.15	Health Care FSA Disbursement- Wk Ending 6/5/2020
4282	06/16/2020	Claims	15	EFT	Navia Benefit Solutions	851.59	Health Care FSA Disbursement- Wk Ending 6/12/2020
4283	06/23/2020	Claims	15	EFT	Navia Benefit Solutions	51.30	Health Care FSA Disbursement- Wk Ending 6/19/2020
4284	06/30/2020	Claims	15	EFT	Navia Benefit Solutions	419.86	Health Care FSA Disbursement- Wk Ending 6/26/2020
					511 Legislative	4,064.85	
					512 Municipal Court	2,400.00	
					513 Executive	9,845.05	
					514 Finance & Administration	9,107.29	
					515 Legal	9,163.33	
					516 Personnel	7,909.74	
					517 Employee Benefit Program	100.00	
					519 Other General Gov Services	8,477.96	
					520 City Clerk/Records	9,617.35	
					521 Law Enforcement	136,676.52	
					522 Fire Control	37,320.79	
					523 Detention & Correction	372.73	
					524 Building Inspection	6,635.95	
					526 Emergency Medical Services	35,382.67	
					558 Planning/Community Development	14,621.71	
					573 Spectator & Community Events	2,767.31	
					576 Parks & Recreation	11,850.87	
					589 Non-Expenditures	27,955.79	
					001 Current Expense Fund	334,269.91	
					518 Data Processing Services	5,743.41	
					012 Technology Reserve Fund	5,743.41	
					517 Employee Benefit Program	982.50	
					061 Employee Benefit Reserve Fund	982.50	
					532	7.04	
					542 Road & Street Maintenance	22,727.66	
					543 Road & Street General Admin.	4,009.13	
					544 Engineering	4,690.27	

Page: 9

* Transaction Has Mixed Revenue And Expense Accounts

CHECK REGISTER

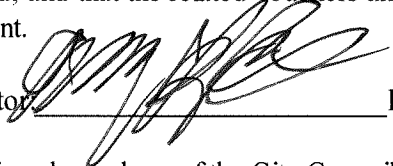
City Of College Place
MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 11:16:07 Date: 07/15/2020
Page: 10

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
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WE, the City Administrator and the City Finance Director of the City of College Place, Walla Walla County, Washington, DO HEREBY certify that the merchandise and services listed above have been received, are appropriate business expenditures of the City of College Place, are an accounting of all expenditures for the period described, and that the related vouchers and checks have been properly documented and approved by City Management.

City Administrator:  Finance Director: 

WE, the undersigned members of the City Council of the City of College Place, Walla Walla County, Washington, representing the entire Council in attendance, DO HEREBY certify that the Council has reviewed the above list of expenditures and related vouchers or checks for the period described, has discussed any concerns with City Management and Staff and has had any such concerns answered adequately. We further certify that the above list of expenditures has been approved by the City of College Place City Council, DATED this _____ day of _____, 2020.

X _____	X _____	X _____
Councilmember	Councilmember	Councilmember

TREASURERS REPORT

Fund Totals

City Of College Place
MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 09:03:54 Date: 07/16/2020
Page: 1

Fund	Previous Balance	Revenue	Expenditures	Ending Balance	Claims Clearing	Payroll Clearing	Outstanding Deposits	Adjusted Ending Balance
001 Current Expense Fund	2,669,192.00	586,465.72	967,831.62	2,287,826.10	51,182.84	57.92	-6,436.46	2,332,630.40
005 Current Expense Reserve Fund	203,204.16	100,050.94	1.50	303,253.60	0.00	0.00	0.00	303,253.60
012 Technology Reserve Fund	203,465.65	47,051.00	5,744.94	244,771.71	5,347.59	0.00	0.00	250,119.30
061 Employee Benefit Reserve Fund	254,392.17	63.77	984.38	253,471.56	0.00	0.00	0.00	253,471.56
100 Street Fund	76,537.91	316,943.25	25,189.11	368,292.05	786.43	0.00	-150.00	368,928.48
120 Criminal Justice Fund	16,014.17	4.02	1,008.61	15,009.58	0.00	0.00	0.00	15,009.58
121 Forfeited Proceeds Fund	2,057.85	0.52	0.02	2,058.35	0.00	0.00	0.00	2,058.35
130 Hotel/Motel Tax	25,755.90	6.46	0.19	25,762.17	0.00	0.00	0.00	25,762.17
201 ULTGO Bond Fund	17,628.31	0.02		17,628.33	0.00	0.00	0.00	17,628.33
202 LTGO Bond Fund	51,998.24	0.07		51,998.31	0.00	0.00	0.00	51,998.31
235 Commercial Drive Bond Debt Service Fund	143,489.33	25.07	0.31	143,514.09	0.00	0.00	0.00	143,514.09
301 Street Capital Contribution Fund	4,129.54	0.39		4,129.93	0.00	0.00	0.00	4,129.93
305 Capital Improvement Fund (REET)	316,257.21	10,899.96	16,022.24	311,134.93	0.00	0.00	0.00	311,134.93
306 Capital Improvement Fund (REET 2)	496,912.90	10,945.26	3.60	507,854.56	0.00	0.00	0.00	507,854.56
311 Street Improvement Fund	139,847.63	221,152.05	63,805.20	297,194.48	50,554.05	0.00	0.00	347,748.53
315 Facility Maintenance Reserve Fund (CE)	12,198.42	150,003.05	8,209.18	153,992.29	0.00	0.00	0.00	153,992.29
320 Equipment Reserve Fund	262,691.41	62,590.80	1,223.89	324,058.32	0.00	0.00	0.00	324,058.32
330 Economic Development Fund	393,055.54	277.44		393,332.98	0.00	0.00	0.00	393,332.98
340 Economic Development Reserve Fund	64.86	0.00		64.86	0.00	0.00	0.00	64.86
400 Water Fund	606,630.75	145,907.20	303,119.87	449,418.08	2,961.73	0.00	-12,491.11	439,888.70
401 Wastewater Fund	1,906,636.58	213,838.35	179,452.31	1,941,022.62	3,981.22	0.00	-16,885.45	1,928,118.39
402 Stormwater Fund	319,426.68	48,884.34	66,321.35	301,989.67	684.89	0.00	-2,788.74	299,885.82
403 Stormwater Capital Reserve Fund	231,618.30	79,038.48	2.08	310,654.70	0.00	0.00	0.00	310,654.70
410 Water Capital Reserve Fund	1,036,635.25	193,943.49	204,031.56	1,026,547.18	0.00	0.00	0.00	1,026,547.18
411 Wastewater Capital Reserve Fund	874,841.83	38,719.28	158,543.30	755,017.81	0.00	0.00	0.00	755,017.81
412 Wastewater Debt Service Fund	561,201.86	46,672.86	1.22	607,873.50	91.71	0.00	-3,802.46	604,162.75
413 Water Capital Improvement Reserve Fund	1,165,205.54	74,717.48	2.53	1,239,920.49	333.33	0.00	-5,367.35	1,234,886.47
425 Water Revenue Bond Fund	46,195.70	8.07	0.10	46,203.67	0.00	0.00	0.00	46,203.67
426 Water Bond Reserve Fund	435,563.21	76.09	0.94	435,638.36	0.00	0.00	0.00	435,638.36
431 Water System Construction Fund	534,920.14	134.14	320,170.51	214,883.77	0.00	0.00	0.00	214,883.77
500 Equipment Rental & Replacement	251,259.36	-43,646.82	19,597.53	188,015.01	1,163.16	0.00	0.00	189,178.17
625 Flexible Benefits Plan Fund	7,151.48	1,121.39	1,738.11	6,534.76	0.00	0.00	0.00	6,534.76
	13,266,179.88	2,305,894.14	2,343,006.20	13,229,067.82	117,086.95	57.92	-47,921.57	13,298,291.12

TREASURERS REPORT

Account Totals

City Of College Place
MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 09:03:54 Date: 07/16/2020
Page: 2

Cash Accounts	Beg Balance	Deposits	Withdrawals	Ending	Outstanding Rec	Outstanding Exp	Adj Balance
2 Petty Cash	1,150.00	0.00	0.00	1,150.00	0.00	0.00	1,150.00
12 Banner #2526 Gen Acct	2,233,581.14	1,856,263.38	1,658,808.64	2,431,035.88	-47,921.57	117,144.87	2,500,259.18
14 Banner #2221 Travel Adv	4,000.00	0.00	0.00	4,000.00	0.00	0.00	4,000.00
15 Banner #2025 Flex Spend	7,048.83	1,121.39	1,838.11	6,332.11	0.00	0.00	6,332.11
16 Banner #2229 Public Funds A	540,274.46	614,006.98	791,463.73	362,817.71	0.00	0.00	362,817.71
17 Banner #2123 Dev Escrow Acc	353,619.52	38.90	0.00	353,658.42	0.00	0.00	353,658.42
19 Banner #7426 Pub Funds Inv	500,000.00	190.72	59,903.17	440,287.55	0.00	0.00	440,287.55
20 Banner #3515 Capital Mitiga	16,054.88	0.39	0.00	16,055.27	0.00	0.00	16,055.27
22 Banner #6210 Water Projects	2,000,838.05	248.74	0.00	2,001,086.79	0.00	0.00	2,001,086.79
23 Banner #5412 Complete Stree	500,292.15	28.70	0.00	500,320.85	0.00	0.00	500,320.85
25 US Bank #2494 MIA	406,118.63	4,690.85	63.00	410,746.48	0.00	0.00	410,746.48
Total Cash:	6,562,977.66	2,476,590.05	2,512,076.65	6,527,491.06	-47,921.57	117,144.87	6,596,714.36

Investment Accounts	Beg Balance	Deposits	Withdrawals	Ending	Outstanding Rec	Outstanding Exp	Adj Balance
4 Acct#00410 LGIP	2,350,601.37	723.39	9.01	2,351,315.75	0.00	0.00	2,351,315.75
24 US Bank #0609 Safekeeping I	4,352,600.85	2,347.66	4,687.50	4,350,261.01	0.00	0.00	4,350,261.01
Total Investments:	6,703,202.22	3,071.05	4,696.51	6,701,576.76	0.00	0.00	6,701,576.76
	13,266,179.88	2,479,661.10	2,516,773.16	13,229,067.82	-47,921.57	117,144.87	13,298,291.12

TREASURERS REPORT

Fund Investments By Account

City Of College Place
MCAG #: 0766

Time: 09:03:54 Date: 07/16/2020
Page: 3

06/01/2020 To: 06/30/2020

Fund Totals:	Previous Balance	Purchases	Interest	Total Investments	Liquidated	Ending Balance
235 000 Commercial Drive Bond Debt Service Fund	81,156.68		24.98	24.98	0.31	81,181.35
410 000 Water Equipment Reserve Fund	1,020,519.44		314.06	314.06	3.91	1,020,829.59
412 000 Wastewater Debt Service Fund	317,412.31		97.68	97.68	1.22	317,508.77
413 000 Water Capital Reserve Fund	659,033.07		202.82	202.82	2.53	659,233.36
425 000 Water & Sewer Revenue Bond Fund	26,128.00		8.04	8.04	0.10	26,135.94
426 000 2007 Water/Sewer Bond Reserve Fund	246,351.87		75.81	75.81	0.94	246,426.74
4 - Acct#00410 LGIP	2,350,601.37	0.00	723.39	723.39	9.01	2,351,315.75
001 000 Current Expense Fund	1,235,442.27		666.36	666.36	1,330.50	1,234,778.13
005 000 Current Expense Reserve Fund	94,053.56		50.73	50.73	101.29	94,003.00
012 000 Technology Reserve Fund	94,174.59		50.79	50.79	101.42	94,123.96
061 000 Employee Benefit Reserve Fund	117,746.06		63.51	63.51	126.81	117,682.76
100 000 Street Fund	35,425.77		19.11	19.11	38.15	35,406.73
120 000 Criminal Justice Fund	7,412.20		4.00	4.00	7.98	7,408.22
121 000 Forfeited Proceeds Fund	952.48		0.52	0.52	1.03	951.97
130 000 Hotel/Motel Tax	11,921.18		6.43	6.43	12.84	11,914.77
305 000 Capital Improvemnt Fund (REET)	146,380.45		78.95	78.95	157.64	146,301.76
306 000 Capital Improvement Fund (REET 2)	229,997.39		124.05	124.05	247.69	229,873.75
311 000 Street Improvement Fund	64,728.83		34.91	34.91	69.71	64,694.03
315 000 Facility Maintenance Reserve Fund (CE)	5,646.07		3.04	3.04	6.08	5,643.03
320 000 Equipment Reserve Fund	121,587.38		65.58	65.58	130.94	121,522.02
400 000 Water Fund	280,780.58	50,000.00	151.44	50,151.44	302.38	330,629.64
401 000 Wastewater Fund	882,491.56		475.99	475.99	950.39	882,017.16
402 000 Stormwater Fund	147,847.45		79.74	79.74	159.22	147,767.97
403 000 Stormwater Capital Reserve Fund	107,205.12		57.82	57.82	115.45	107,147.49
411 000 Wastewater Equip Reserve Fund	404,922.75		218.40	218.40	436.08	404,705.07
431 000 Water System Construction Fund	247,589.14		133.54	133.54	50,266.64	197,456.04

TREASURERS REPORT

Fund Investments By Account

City Of College Place
MCAG #: 0766

Time: 09:03:54 Date: 07/16/2020
Page: 4

06/01/2020 To: 06/30/2020

Fund Totals:	Previous Balance	Purchases	Interest	Total Investments	Liquidated	Ending Balance
500 000 Equipment Rental & Replacement	116,296.02		62.75	62.75	125.26	116,233.51
24 - 24 US Bank #0609 Safekee	4,352,600.85	50,000.00	2,347.66	52,347.66	54,687.50	4,350,261.01
	6,703,202.22	50,000.00	3,071.05	53,071.05	54,696.51	6,701,576.76

TREASURERS REPORT

Fund Investment Totals

City Of College Place
MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 09:03:54 Date: 07/16/2020
Page: 5

Fund Totals:	Previous Balance	Purchases	Interest	Ttl Investments	Liquidated	Investment Bal	Available Cash
001 Current Expense Fund	1,235,442.27		666.36	666.36	1,330.50	1,234,778.13	1,053,047.97
005 Current Expense Reserve Fund	94,053.56		50.73	50.73	101.29	94,003.00	209,250.60
012 Technology Reserve Fund	94,174.59		50.79	50.79	101.42	94,123.96	150,647.75
061 Employee Benefit Reserve Fund	117,746.06		63.51	63.51	126.81	117,682.76	135,788.80
100 Street Fund	35,425.77		19.11	19.11	38.15	35,406.73	332,885.32
120 Criminal Justice Fund	7,412.20		4.00	4.00	7.98	7,408.22	7,601.36
121 Forfeited Proceeds Fund	952.48		0.52	0.52	1.03	951.97	1,106.38
130 Hotel/Motel Tax	11,921.18		6.43	6.43	12.84	11,914.77	13,847.40
201 ULTGO Bond Fund						0.00	17,628.33
202 LTGO Bond Fund						0.00	51,998.31
235 Commercial Drive Bond Debt Service Fund	81,156.68		24.98	24.98	0.31	81,181.35	62,332.74
301 Street Capital Contribution Fund						0.00	4,129.93
305 Capital Improvement Fund (REET)	146,380.45		78.95	78.95	157.64	146,301.76	164,833.17
306 Capital Improvement Fund (REET 2)	229,997.39		124.05	124.05	247.69	229,873.75	277,980.81
311 Street Improvement Fund	64,728.83		34.91	34.91	69.71	64,694.03	232,500.45
315 Facility Maintenance Reserve Fund (CE)	5,646.07		3.04	3.04	6.08	5,643.03	148,349.26
320 Equipment Reserve Fund	121,587.38		65.58	65.58	130.94	121,522.02	202,536.30
330 Economic Development Fund						0.00	393,332.98
340 Economic Development Reserve Fund						0.00	64.86
400 Water Fund	280,780.58	50,000.00	151.44	50,151.44	302.38	330,629.64	118,788.44
401 Wastewater Fund	882,491.56		475.99	475.99	950.39	882,017.16	1,059,005.46
402 Stormwater Fund	147,847.45		79.74	79.74	159.22	147,767.97	154,221.70
403 Stormwater Capital Reserve Fund	107,205.12		57.82	57.82	115.45	107,147.49	203,507.21
410 Water Capital Reserve Fund	1,020,519.44		314.06	314.06	3.91	1,020,829.59	5,717.59
411 Wastewater Capital Reserve Fund	404,922.75		218.40	218.40	436.08	404,705.07	350,312.74
412 Wastewater Debt Service Fund	317,412.31		97.68	97.68	1.22	317,508.77	290,364.73
413 Water Capital Improvement Reserve Fund	659,033.07		202.82	202.82	2.53	659,233.36	580,687.13
425 Water Revenue Bond Fund	26,128.00		8.04	8.04	0.10	26,135.94	20,067.73
426 Water Bond Reserve Fund	246,351.87		75.81	75.81	0.94	246,426.74	189,211.62
431 Water System Construction Fund	247,589.14		133.54	133.54	50,266.64	197,456.04	17,427.73
500 Equipment Rental & Replacement	116,296.02		62.75	62.75	125.26	116,233.51	71,781.50
625 Flexible Benefits Plan Fund						0.00	6,534.76
	6,703,202.22	50,000.00	3,071.05	53,071.05	54,696.51	6,701,576.76	6,527,491.06

Ending fund balance (Page 1) - Investment balance = Available cash.

13,229,067.82

CASH FLOW REPORT

City of College Place
YTD 2020

REVENUES

Fund #	Fund Name	January*	February	March	April	May	June	July	August	September	October	November	December	YTD
001	Current Expense Fund	\$2,371,972	\$ 357,844	\$ 461,423	\$ 809,223	\$ 1,255,060	\$ 586,466							\$5,841,987
5	Current Expense Fund Reserve	201,953	308	929	24	(3)	100,051							303,262
12	Technology Reserve Fund	280,523	372	1,080	27	(3)	47,051							329,051
61	Employee Benefit Reserve Fund	256,842	391	1,175	30	(3)	64							258,497
100	Street Fund	252,353	16,143	30,076	14,786	9,501	316,943							639,802
120	Criminal Justice Fund	17,857	26	72	3,363	(0)	4							21,322
121	Forfeited Proceeds Fund	2,045	3	9	0	(0)	1							2,058
130	Hotel/Motel Tax	24,773	1,222	1,559	1,771	(0)	6							29,330
201	ULTGO Bond Fund	15,168	0	98,935	0	0	0							114,104
202	99 South End Bond Fund	52,007	0	50,225	0	0	0							102,233
235	Commercial Drive Bond Debt Service Fund	143,962	110	139,822	50	31	25							284,000
301	Street Capital Contribution Fund	16,053	1	100,000	0	0	0							116,055
305	Capital Improvement Fund (REET)	292,605	15,414	22,273	12,781	7,928	10,900							361,900
306	Capital Improvement Fund (REET 2)	443,230	10,032	22,940	12,799	7,926	10,945							507,872
309	CDBG Projects Fund	-												
311	Street Improvement Fund	134,820	206	100,618	432,003	(2)	221,152							888,797
315	Facility Maintenance Reserve Fund (CE)	80,570	119	336	7	(1)	150,003							231,035
320	Equipment Reserve Fund	452,774	691	64,608	60	(6)	62,591							580,718
330	Economic Development Fund	380,766	28	12,204	29	30	277							393,333
340	Economic Development Reserve Fund	65												65
400	Water Fund	820,767	109,999	112,656	93,033	129,080	145,907							1,411,442
401	Wastewater Fund	1,905,087	217,054	224,477	270,910	188,303	213,838							3,019,679
402	Stormwater Fund	280,431	74,161	51,570	41,899	73,849	48,884							570,794
403	Stormwater Capital Reserve Fund	72,411	110	48,073	168,014	(4)	79,038							367,643
410	Water Capital Reserve Fund	1,810,857	2,233	41,255	1,067	815	193,943							2,050,171
411	Wastewater Capital Reserve Fund	1,021,116	5,558	39,575	113	(12)	38,719							1,105,069
412	Wastewater Debt Service Fund	511,629	44,634	44,036	50,133	40,372	46,673							737,477
413	Water Capital Improvement Reserve Fund	1,307,769	74,197	74,567	66,394	81,325	74,717							1,678,969
425	Water & Sewer Revenue Bond Fund	46,107	35	28	16	10	8							46,204
426	2007 Water/Sewer Bond Reserve Fund	434,728	331	262	153	93	76							435,644
431	Water System Construction Fund	480,070	731	402,192	73	668,321	134							1,551,521
500	Equipment Rental & Replacement	192,572	582	182,151	33	155	-43,647							331,846
625	Flexible Benefits Plan Fund	9,167	1,096	1,096	1,121	1,121	1,121							14,724
		\$ 14,313,057	\$ 933,630	\$ 2,330,223	\$ 1,979,910	\$ 2,463,889	\$ 2,305,894	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,326,604

*Does not include beginning balances totaling \$ 14,459,257

CASH FLOW REPORT

City of College Place
YTD 2020

EXPENDITURES

Fund #	Fund Name	January	February	March	April	May	June	July	August	September	October	November	December	YTD
001	Current Expense Fund	\$ 530,061	\$ 415,783	\$ 928,045	\$ 357,923	\$ 354,517	\$ 967,832							\$ 3,554,161
5	Current Expense Reserve Fund	2	1	2	2	2	2							8
12	Technology Reserve Fund	36,537	9,107	8,417	20,641	3,831	5,745							84,279
61	Employee Benefit Reserve Fund	745	744	744	1,064	744	984							5,025
100	Street Fund	55,437	26,517	60,235	47,689	56,443	25,189							271,510
120	Criminal Justice Fund	1,064	1,044	1,026	1,154	1,016	1,009							6,313
121	Forfeited Proceeds Fund	0	0	0	0	0	0							0
130	Hotel/Motel Tax	2,000	0	0	1,567	0	0							3,568
201	UL TGO Bond Fund					96,475	96,475							96,475
202	99 South End Bond Fund					50,234	50,234							50,234
235	Commercial Drive Bond Debt Service Fund	1	0	140,484	1	0	0							140,487
301	Street Capital Contribution Fund			111,925										111,925
305	Capital Improvement Fund (REET)	3	1	8,273	722	25,745	16,022							50,765
306	Capital Improvement Fund (REET 2)	4	2	1	4	4	4							18
309	CDBG Projects Fund	-												-
311	Street Improvement Fund	1	409	209,008	302,466	15,913	63,805							591,802
315	Facility Maintenance Reserve Fund (CE)	2,398	5,153	13,058	22,810	25,416	8,209							77,043
320	Equipment Reserve Fund	3	2	352	99,777	155,301	1,224							256,659
330	Economic Development Fund													-
340	Economic Development Reserve Fund													-
400	Water Fund	158,747	122,464	161,564	117,810	98,426	303,120							962,132
401	Wastewater Fund	210,885	150,574	231,593	166,122	140,030	179,452							1,078,656
402	Stormwater Fund	27,446	44,383	72,545	21,637	36,473	66,321							268,804
403	Stormwater Capital Reserve Fund	0	2,232	0	3,490	51,264	2							56,988
410	Water Capital Reserve Fund	173	25,602	696,987	46,768	50,074	204,032							1,023,636
411	Wastewater Capital Reserve Fund	2	30,463	66,300	27,086	67,656	158,543							350,051
412	Wastewater Debt Service Fund	129,585	1	1	2	1	1							129,592
413	Water Capital Improvement Reserve Fund	5	4	5	6	439,035	3							439,057
425	Water & Sewer Revenue Bond Fund	0	0	0	0	0	0							1
426	2007 Water/Sewer Bond Reserve Fund	2	1	1	2	1	1							8
431	Water System Construction Fund	905	2,521	253,841	308,409	450,791	320,171							1,336,638
500	Equipment Rental & Replacement	54062	12,088	24,926	22,525	10,623	19,598							143,831
625	Flexible Benefits Plan Fund	1,117	529	1,679	2,069	1,057	1,738							8,189
		\$ 1,211,185	\$ 849,636	\$ 2,991,014	\$ 1,571,747	\$ 2,131,072	\$ 2,343,006	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,097,659
		\$ 13,101,873	\$ 83,995	\$ (660,791)	\$ 408,164	\$ 332,816	\$ (37,112)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,228,945

GAIN/(LOSS)

CASH FLOW REPORT

City of College Place
YTD 2020

NET Fund #	Fund Name	January	February	March	April	May	June	July	August	September	October	November	December	YTD
001	Current Expense Fund	\$ 1,841,911	\$ (57,938)	\$ (466,623)	\$ 451,300	\$ 900,543	\$ (381,366)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,287,826
5	Current Expense Fund Reserve	201,951	307	928	22	(4)	100,049	-	-	-	-	-	-	303,254
12	Technology Reserve Fund	243,986	(8,735)	(7,337)	(20,614)	(3,834)	41,306	-	-	-	-	-	-	244,772
61	Employee Benefit Reserve Fund	256,097	(353)	431	(1,035)	(748)	(921)	-	-	-	-	-	-	253,472
100	Street Fund	196,917	(10,374)	(30,159)	(32,904)	(46,943)	291,754	-	-	-	-	-	-	368,292
120	Criminal Justice Fund	16,794	(1,019)	(954)	2,209	(1,016)	(1,005)	-	-	-	-	-	-	15,010
121	Forfeited Proceeds Fund	2,045	3	9	0	(0)	1	-	-	-	-	-	-	2,058
130	Hotel/Motel Tax	22,772	1,222	1,559	204	(1)	6	-	-	-	-	-	-	25,762
201	ULTGO Bond Fund	15,168	0	98,935	(0)	(96,475)	-	-	-	-	-	-	-	17,628
202	99 South End Bond Fund	52,007	0	50,225	(0)	(50,234)	-	-	-	-	-	-	-	51,998
235	Commercial Drive Bond Debt Service Fund	143,961	109	(662)	50	30	25	-	-	-	-	-	-	143,513
301	Street Capital Contribution Fund	16,053	1	(11,925)	0	0	0	-	-	-	-	-	-	4,130
305	Capital Improvement Fund (REET)	292,602	15,412	14,001	12,059	(17,817)	(5,122)	-	-	-	-	-	-	311,135
306	Capital Improvement Fund (REET 2)	443,226	10,030	22,939	12,795	7,923	10,942	-	-	-	-	-	-	507,855
309	CDBG Projects Fund	-	(409)	(108,390)	129,537	(15,915)	157,347	-	-	-	-	-	-	292,451
311	Street Improvement Fund	134,819	(4,947)	(12,722)	(22,803)	(25,416)	141,794	-	-	-	-	-	-	210,638
315	Facility Maintenance Reserve Fund (CE)	134,819	(5,033)	(64,256)	(99,717)	(155,307)	61,367	-	-	-	-	-	-	(50,540)
320	Equipment Reserve Fund	78,173	689	12,204	29	30	277	-	-	-	-	-	-	465,338
330	Economic Development Fund	452,771	28	-	-	-	-	-	-	-	-	-	-	380,766
340	Economic Development Reserve Fund	380,766	-	-	-	-	-	-	-	-	-	-	-	(212,646)
400	Water Fund	65	(12,466)	(48,909)	(24,777)	30,654	(157,213)	-	-	-	-	-	-	908,831
401	Wastewater Fund	662,020	66,480	(7,116)	104,788	48,273	34,386	-	-	-	-	-	-	1,743,217
402	Stormwater Fund	1,694,212	29,778	(20,975)	20,262	37,377	(17,437)	-	-	-	-	-	-	491,229
403	Stormwater Capital Reserve Fund	252,985	(2,121)	48,073	164,524	(51,267)	79,036	-	-	-	-	-	-	(711,738)
410	Water Capital Reserve Fund	72,410	(23,369)	(655,732)	(45,701)	(49,259)	(10,088)	-	-	-	-	-	-	1,544,588
411	Wastewater Capital Reserve Fund	1,810,684	(24,905)	(26,725)	(26,973)	(67,669)	(119,824)	-	-	-	-	-	-	1,246,955
412	Wastewater Debt Service Fund	1,021,114	44,633	44,034	50,131	40,371	46,672	-	-	-	-	-	-	314,191
413	Water Capital Improvement Reserve Fund	382,044	74,192	74,562	66,387	(357,709)	74,715	-	-	-	-	-	-	1,307,861
425	Water & Sewer Revenue Bond Fund	1,307,764	35	28	16	10	8	-	-	-	-	-	-	47,016
426	2007 Water/Sewer Bond Reserve Fund	46,107	330	261	151	92	75	-	-	-	-	-	-	170,445
431	Water System Construction Fund	434,726	(1,790)	148,351	(308,336)	217,530	(320,036)	-	-	-	-	-	-	528,670
500	Equipment Rental & Replacement	479,165	(11,516)	157,225	(22,492)	(10,468)	(63,244)	-	-	-	-	-	-	6,535
625	Flexible Benefits Plan Fund	8,049	568	(583)	(947)	64	(617)	-	-	-	-	-	-	\$ 13,220,509
		\$ 13,086,181	\$ 78,842	\$ (660,791)	\$ 408,164	\$ 332,816	\$ (37,112)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 1

001 Current Expense Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
035 Other Miscellaneous	0.00	1,377.36	(1,377.36)	0.0%

002 Taxes

001 General Property Tax	1,995,880.00	1,104,551.71	891,328.29	44.7%
002 Retail Sales & Use Tax	1,951,000.00	992,197.09	958,802.91	49.1%
003 Business Tax	1,346,826.00	673,849.76	672,976.24	50.0%
005 Emergency Services	345,000.00	205,581.34	139,418.66	40.4%
002 Taxes	5,638,706.00	2,976,179.90	2,662,526.10	47.2%
002 Taxes	5,638,706.00	2,976,179.90	2,662,526.10	47.2%

003 Permits & Licenses

001 Licenses & Permits	75,000.00	79,454.33	(4,454.33)	0.0%
002 Non-Business License & Permits	289,000.00	48,068.96	240,931.04	83.4%
003 Fire - Nuisance Abatement Notice	0.00	0.00	0.00	100.0%
003 Licenses & Permits	364,000.00	127,523.29	236,476.71	65.0%
003 Permits & Licenses	364,000.00	127,523.29	236,476.71	65.0%

006 Charges For Goods & Services

001 Charges For Goods & Services	0.00	14.00	(14.00)	0.0%
002 General Government	0.00	1.05	(1.05)	0.0%
004 Fines / Penalties / Charges	0.00	0.00	0.00	100.0%
005 Building Dept	0.00	0.00	0.00	100.0%
006 Engineering	10,000.00	5,058.00	4,942.00	49.4%
007 Planning & Development	9,000.00	4,864.31	4,135.69	46.0%
008 Fire Department	157,700.00	91,685.95	66,014.05	41.9%
006 Charges For Goods & Services	176,700.00	101,623.31	75,076.69	42.5%
000	2,000.00	820.82	1,179.18	59.0%
001 Security Of Persons & Property	0.00	0.00	0.00	100.0%
010 Security Of Persons/Property	2,000.00	820.82	1,179.18	59.0%
012 Court Fines And Forfeitures	0.00	0.00	0.00	100.0%
516 Personnel	0.00	0.00	0.00	100.0%
524 Building Inspection	1,000.00	282.00	718.00	71.8%
006 Charges For Goods & Services	179,700.00	102,726.13	76,973.87	42.8%

012 Fines & Forfeits

012 Court Fines And Forfeitures	6,600.00	1,172.54	5,427.46	82.2%
013 Non-court Fines / Penalties	0.00	0.00	0.00	100.0%
512 Municipal Court	35,000.00	16,410.05	18,589.95	53.1%
012 Fines & Forfeits	41,600.00	17,582.59	24,017.41	57.7%

019 Physical Environment

001 Physical Environment	0.00	0.00	0.00	100.0%
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 2

001 Current Expense Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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019 Physical Environment

002 Economic Environment	0.00	0.00	0.00	100.0%
019 Physical Environment	0.00	0.00	0.00	100.0%
019 Physical Environment	0.00	0.00	0.00	100.0%

025 Miscellaneous

001 Interest & Other Earnings	38,000.00	24,189.15	13,810.85	36.3%
002 Rents & Leases	100,000.00	58,885.32	41,114.68	41.1%
005 Other Miscellaneous Revenue	54,000.00	31,578.24	22,421.76	41.5%
007 Application Fees	0.00	0.00	0.00	100.0%
010 Judgements & Settlements	0.00	0.00	0.00	100.0%
025 Miscellaneous	192,000.00	114,652.71	77,347.29	40.3%
522 Fire Control	0.00	0.00	0.00	100.0%
025 Miscellaneous	192,000.00	114,652.71	77,347.29	40.3%

030 Contributions / Donations Priv

003 Police Dept Donations	0.00	19,000.00	(19,000.00)	0.0%
004 Other Donations	15,000.00	9,400.00	5,600.00	37.3%
005 Fire Dept Donations	0.00	0.00	0.00	100.0%
030 Contr & Donations Priv Sources	15,000.00	28,400.00	(13,400.00)	0.0%
030 Contributions / Donations Priv	15,000.00	28,400.00	(13,400.00)	0.0%

070 Interfund Transfers

000	0.00	0.00	0.00	100.0%
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%

100 Grants

001 Direct Federal Grants	0.00	0.00	0.00	100.0%
002 Police Dept Grants	0.00	385.65	(385.65)	0.0%
003 Fire Dept Grants	0.00	0.00	0.00	100.0%
100 Direct Federal Grants	0.00	385.65	(385.65)	0.0%
001 Indirect Federal Grants	0.00	0.00	0.00	100.0%
002 Police Department Grants	0.00	693.98	(693.98)	0.0%
101 Indirect Federal Grants	0.00	693.98	(693.98)	0.0%
000	0.00	2,150.56	(2,150.56)	0.0%
001 State Grants	7,500.00	277.09	7,222.91	96.3%
002 Police Department Grants	0.00	0.00	0.00	100.0%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 3

001 Current Expense Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
105 State Grants				
003 Planning Department	0.00	0.00	0.00	100.0%
005 Fire Department Grants	4,200.00	1,260.00	2,940.00	70.0%
105 State Grants	11,700.00	3,687.65	8,012.35	68.5%
100 Grants	11,700.00	4,767.28	6,932.72	59.3%
106 State Shared Revenues				
107 State Entitlements	235,800.00	113,580.04	122,219.96	51.8%
106 State Shared Revenues	235,800.00	113,580.04	122,219.96	51.8%
107 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	0.00	0.00	0.00	100.0%
109 Federal Revenues				
109 Federal Revenues	0.00	66,247.86	(66,247.86)	0.0%
109 Federal Revenues	0.00	66,247.86	(66,247.86)	0.0%
380 Non-Revenues				
000	0.00	0.00	0.00	100.0%
003 Agency & Other Type Deposits	0.00	1,385.00	(1,385.00)	0.0%
004 Sales Tax Collected	0.00	0.00	0.00	100.0%
005 Non-Revenues	5,000.00	2,415.90	2,584.10	51.7%
006 Developer / Deposits	0.00	291,150.23	(291,150.23)	0.0%
080 Non-Revenues	5,000.00	294,951.13	(289,951.13)	0.0%
380 Non-Revenues	5,000.00	294,951.13	(289,951.13)	0.0%
519 General Government Services				
019 Physical Environment	0.00	0.00	0.00	100.0%
519 General Government Services	0.00	0.00	0.00	100.0%
522 Fire Department				
010 Mobilization Program	40,000.00	13,272.84	26,727.16	66.8%
522 Fire Control	40,000.00	13,272.84	26,727.16	66.8%
522 Fire Department	40,000.00	13,272.84	26,727.16	66.8%
532 Public Works & Engineering				
532	0.00	0.00	0.00	100.0%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 4

001 Current Expense Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
532 Public Works & Engineering	0.00	0.00	0.00	100.0%

573 Spectator & Community Events

036 Recreation Chrgs/Fees	4,000.00	2,608.00	1,392.00	34.8%
573 Spectator & Community Events	4,000.00	2,608.00	1,392.00	34.8%

576 Parks & Recreation

036 Recreation Chrgs/Fees	0.00	0.00	0.00	100.0%
576 Parks & Recreation	0.00	0.00	0.00	100.0%

Fund Revenues:	6,727,506.00	3,863,869.13	2,863,636.87	42.6%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
012 Fines & Forfeits				

514 Finance & Administration	0.00	0.00	0.00	100.0%
012 Fines & Forfeits	0.00	0.00	0.00	100.0%

070 Interfund Transfers

000	1,591,785.00	935,670.26	656,114.74	41.2%
080 Operations/General	0.00	0.00	0.00	100.0%
070 Operating Transfers	1,591,785.00	935,670.26	656,114.74	41.2%
070 Interfund Transfers	1,591,785.00	935,670.26	656,114.74	41.2%

100 Grants

521 Law Enforcement	0.00	0.00	0.00	100.0%
100 Grants	0.00	0.00	0.00	100.0%

511 Legislative

001 Administrative	16,160.00	7,421.59	8,738.41	54.1%
002 Official Publication Service	1,500.00	224.30	1,275.70	85.0%
003 Training	3,750.00	266.79	3,483.21	92.9%
004 Legislative Services	34,507.97	17,216.10	17,291.87	50.1%
005 Election Costs	32,000.00	28,924.87	3,075.13	9.6%
511 Legislative	87,917.97	54,053.65	33,864.32	38.5%
515 Legal	2,000.00	0.00	2,000.00	100.0%
511 Legislative	89,917.97	54,053.65	35,864.32	39.9%

512 Municipal Court

512 Municipal Court	140,000.00	76,032.83	63,967.17	45.7%
515 Legal	3,000.00	0.00	3,000.00	100.0%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 5

001 Current Expense Fund

Months: 01 To: 06

Expenditures	Amt Budgeted	Expenditures	Remaining	
512 Municipal Court	143,000.00	76,032.83	66,967.17	46.8%

513 Executive

001 Administration	127,355.40	57,057.21	70,298.19	55.2%
003 Administrative Support Assist.	200.00	0.00	200.00	100.0%
513 Executive	127,555.40	57,057.21	70,498.19	55.3%
515 Legal	750.00	555.00	195.00	26.0%
519 Other General Gov Services	7,550.00	7,887.00	(337.00)	0.0%
513 Executive	135,855.40	65,499.21	70,356.19	51.8%

514 Finance Department

514 Finance & Administration	147,238.54	73,107.67	74,130.87	50.3%
515 Legal	300.00	30.00	270.00	90.0%
514 Finance Department	147,538.54	73,137.67	74,400.87	50.4%

515 Legal

515 Legal	60,000.00	27,077.87	32,922.13	54.9%
515 Legal	60,000.00	27,077.87	32,922.13	54.9%

516 Human Resources

515 Legal	250.00	0.00	250.00	100.0%
000	800.00	1,075.60	(275.60)	0.0%
001 Administration	127,350.55	52,466.18	74,884.37	58.8%
002 Wellness Program Supplies	1,970.00	1,045.28	924.72	46.9%
516 Personnel	130,120.55	54,587.06	75,533.49	58.0%
517 Employee Benefit Program	1,000.00	534.75	465.25	46.5%
516 Human Resources	131,370.55	55,121.81	76,248.74	58.0%

519 General Government Services

519 Other General Gov Services	0.00	0.00	0.00	100.0%
519 General Government Services	0.00	0.00	0.00	100.0%

520 City Clerk/Records

515 Legal	1,500.00	0.00	1,500.00	100.0%
520 City Clerk/Records	157,264.80	75,737.66	81,527.14	51.8%
520 City Clerk/Records	158,764.80	75,737.66	83,027.14	52.3%

521 Police Operations

030 Contr & Donations Priv Sources	0.00	0.00	0.00	100.0%
515 Legal	5,000.00	3,450.00	1,550.00	31.0%
001 Administration	227,117.03	102,399.47	124,717.56	54.9%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 6

001 Current Expense Fund

Months: 01 To: 06

Expenditures	Amt Budgeted	Expenditures	Remaining	
521 Law Enforcement				
002 Investigation	124,185.03	62,760.89	61,424.14	49.5%
003 Patrol	1,213,613.81	567,701.81	645,912.00	53.2%
004 School Resource Officer	92,621.43	43,391.08	49,230.35	53.2%
005 Crime Prevention	575.00	695.00	(120.00)	0.0%
006 Training	35,900.00	5,793.93	30,106.07	83.9%
007 Traffic Policing	328,904.33	165,461.89	163,442.44	49.7%
008 Support Services	226,941.39	107,487.05	119,454.34	52.6%
009 Criminal Justice	0.00	0.00	0.00	100.0%
012 Special Enforcement	100,022.41	47,847.70	52,174.71	52.2%
521 Law Enforcement	2,349,880.43	1,103,538.82	1,246,341.61	53.0%
523 Detention & Correction	30,150.00	10,987.82	19,162.18	63.6%
539 Special Enforcement	2,000.00	0.00	2,000.00	100.0%
521 Police Operations	2,387,030.43	1,117,976.64	1,269,053.79	53.2%

522 Fire Department

515 Legal	1,000.00	0.00	1,000.00	100.0%
001 Administration	26,600.00	6,158.16	20,441.84	76.8%
002 Fire Suppression	525,414.51	214,458.96	310,955.55	59.2%
003 Fire Prevention/Investigation	63,091.14	28,598.15	34,492.99	54.7%
004 Training	110,651.06	52,326.56	58,324.50	52.7%
005 Facilities	36,650.00	28,798.05	7,851.95	21.4%
010 Mobilization Program	3,600.00	1,513.43	2,086.57	58.0%
014 Long Term Debt - Equipment	50,225.00	50,225.00	0.00	0.0%
522 Fire Control	816,231.71	382,078.31	434,153.40	53.2%
001 Administration	100.00	903.34	(803.34)	0.0%
002 Training	3,600.00	2,287.83	1,312.17	36.4%
003 Rescue & Emergency Aif	497,978.83	207,090.78	290,888.05	58.4%
008 Emergency Med Servs - Rescue	2,000.00	0.00	2,000.00	100.0%
526 Emergency Medical Services	503,678.83	210,281.95	293,396.88	58.3%
522 Fire Department	1,320,910.54	592,360.26	728,550.28	55.2%

524 Building / Facilities / ISM

515 Legal	500.00	0.00	500.00	100.0%
001 Facilities	149,371.65	52,978.17	96,393.48	64.5%
002 Miscellaneous	49,000.00	47,999.00	1,001.00	2.0%
003 Annex Facility	7,000.00	3,282.58	3,717.42	53.1%
519 Other General Gov Services	205,371.65	104,259.75	101,111.90	49.2%
524 Building Inspection	245,820.70	88,002.93	157,817.77	64.2%
524 Building / Facilities / ISM	451,692.35	192,262.68	259,429.67	57.4%

525 Intergovernmental Services

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 7

001 Current Expense Fund

Months: 01 To: 06

Expenditures	Amt Budgeted	Expenditures	Remaining	
525 Emergency Services				
525 Emergency Services	8,481.00	8,481.00	0.00	0.0%
525 Intergovernmental Services	8,481.00	8,481.00	0.00	0.0%
531 Stormwater				
531 Stormwater	0.00	0.00	0.00	100.0%
531 Stormwater	0.00	0.00	0.00	100.0%
532 Public Works & Engineering				
515 Legal	2,500.00	2,040.00	460.00	18.4%
532 Public Works & Engineering	2,500.00	2,040.00	460.00	18.4%
548 Equipment Rental & Replacement				
548 Equipment Rental & Replacement	62,720.00	26,188.45	36,531.55	58.2%
548 Equipment Rental & Replacement	62,720.00	26,188.45	36,531.55	58.2%
557 Tourism				
557 Economic Development	0.00	0.00	0.00	100.0%
557 Tourism	0.00	0.00	0.00	100.0%
558 Planning/Community Development				
515 Legal	16,000.00	7,020.00	8,980.00	56.1%
001 Planning	334,629.78	93,930.70	240,699.08	71.9%
002 Development	28,500.00	3,347.90	25,152.10	88.3%
558 Planning/Community Development	363,129.78	97,278.60	265,851.18	73.2%
558 Planning/Community Development	379,129.78	104,298.60	274,831.18	72.5%
565 Welfare				
565 Welfare Services	0.00	0.00	0.00	100.0%
565 Welfare	0.00	0.00	0.00	100.0%
567 Alcohol & Drug Treatment				
567 Alcohol & Drug Treatment/WW County	3,000.00	942.46	2,057.54	68.6%
567 Alcohol & Drug Treatment	3,000.00	942.46	2,057.54	68.6%
572 Library / Community Events				
572 Library Services	0.00	0.00	0.00	100.0%
572 Library / Community Events	0.00	0.00	0.00	100.0%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 8

001 Current Expense Fund Months: 01 To: 06

Expenditures	Amt Budgeted	Expenditures	Remaining	
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573 Spectator & Community Events

001 Spectator & Community Events	32,445.00	11,184.09	21,260.91	65.5%
003 Farmer's Market	480.00	389.82	90.18	18.8%
573 Spectator & Community Events	32,925.00	11,573.91	21,351.09	64.8%
573 Spectator & Community Events	32,925.00	11,573.91	21,351.09	64.8%

576 Parks & Recreation

515 Legal	0.00	0.00	0.00	100.0%
575 Cultural & Recreational	10,000.00	10,000.00	0.00	0.0%
000	0.00	0.00	0.00	100.0%
001 Administration	26,816.95	13,499.97	13,316.98	49.7%
002 Recreational Services	130,385.73	64,187.27	66,198.46	50.8%
003 Recreational Materials/Equip.	40,000.00	15,000.00	25,000.00	62.5%
576 Parks & Recreation	197,202.68	92,687.24	104,515.44	53.0%
576 Parks & Recreation	207,202.68	102,687.24	104,515.44	50.4%

580 Non-Expenditures

589 Non-Expenditures	12,100.00	33,018.97	(20,918.97)	0.0%
580 Non-Expenditures	12,100.00	33,018.97	(20,918.97)	0.0%

596 Capital Expenditures

515 Legal	0.00	0.00	0.00	100.0%
596 Capital Expenditures	0.00	0.00	0.00	100.0%

Fund Expenditures:	7,325,924.04	3,554,161.17	3,771,762.87	51.5%
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Fund Excess/(Deficit):	(598,418.04)	309,707.96	
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 9

005 Current Expense Reserve Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	1,000.00	2,143.69	(1,143.69)	0.0%
025 Miscellaneous	1,000.00	2,143.69	(1,143.69)	0.0%
025 Miscellaneous	1,000.00	2,143.69	(1,143.69)	0.0%
070 Interfund Transfers				
070 Operating Transfers	100,000.00	100,000.00	0.00	0.0%
070 Interfund Transfers	100,000.00	100,000.00	0.00	0.0%
Fund Revenues:	101,000.00	102,143.69	(1,143.69)	0.0%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	8.24	(8.24)	0.0%
025 Miscellaneous	0.00	8.24	(8.24)	0.0%
025 Miscellaneous	0.00	8.24	(8.24)	0.0%
Fund Expenditures:	0.00	8.24	(8.24)	0.0%
Fund Excess/(Deficit):	101,000.00	102,135.45		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 10

012 Technology Reserve Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	3,000.00	2,687.67	312.33	10.4%
025 Miscellaneous	3,000.00	2,687.67	312.33	10.4%
070 Interfund Transfers				
070 Operating Transfers	94,000.00	47,000.00	47,000.00	50.0%
070 Interfund Transfers	94,000.00	47,000.00	47,000.00	50.0%
Fund Revenues:	97,000.00	49,687.67	47,312.33	48.8%
Expenditures	Amt Budgeted	Expenditures	Remaining	
518 Data Processing				
025 Miscellaneous	40.00	22.71	17.29	43.2%
518 Data Processing Services	146,545.00	84,256.71	62,288.29	42.5%
518 Data Processing	146,585.00	84,279.42	62,305.58	42.5%
Fund Expenditures:	146,585.00	84,279.42	62,305.58	42.5%
Fund Excess/(Deficit):	(49,585.00)	(34,591.75)		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 11

061 Employee Benefit Reserve Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	3,000.00	2,717.11	282.89	9.4%
025 Miscellaneous	3,000.00	2,717.11	282.89	9.4%
070 Interfund Transfers				
070 Operating Transfers	75,000.00	0.00	75,000.00	100.0%
070 Interfund Transfers	75,000.00	0.00	75,000.00	100.0%
Fund Revenues:	78,000.00	2,717.11	75,282.89	96.5%
Expenditures	Amt Budgeted	Expenditures	Remaining	
516 Human Resources				
517 Employee Benefit Program	112,000.00	5,015.00	106,985.00	95.5%
562 Employee Benefit Reserve	65.00	10.41	54.59	84.0%
516 Human Resources	112,065.00	5,025.41	107,039.59	95.5%
Fund Expenditures:	112,065.00	5,025.41	107,039.59	95.5%
Fund Excess/(Deficit):	(34,065.00)	(2,308.30)		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 12

100 Street Fund Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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002 Taxes

002 Taxes	0.00	0.00	0.00	100.0%
002 Taxes	0.00	0.00	0.00	100.0%

003 Permits & Licenses

003 Licenses & Permits	8,000.00	2,625.00	5,375.00	67.2%
003 Permits & Licenses	8,000.00	2,625.00	5,375.00	67.2%

006 Charges For Goods & Services

001 Charges For Goods & Services	0.00	0.00	0.00	100.0%
006 Engineering	0.00	8,516.40	(8,516.40)	0.0%
006 Charges For Goods & Services	0.00	8,516.40	(8,516.40)	0.0%

025 Miscellaneous

001 Interest & Other Earnings	2,000.00	2,343.82	(343.82)	0.0%
005 Other Miscellaneous Revenue	0.00	(14.40)	14.40	100.0%
011 Project Plans & Specs Payments	0.00	0.00	0.00	100.0%
025 Miscellaneous	2,000.00	2,329.42	(329.42)	0.0%

070 Interfund Transfers

070 Operating Transfers	400,000.00	300,000.00	100,000.00	25.0%
070 Interfund Transfers	400,000.00	300,000.00	100,000.00	25.0%

100 Grants

101 Indirect Federal Grants	0.00	0.00	0.00	100.0%
001 State Grants	0.00	0.00	0.00	100.0%
005 Fire Department Grants	0.00	0.00	0.00	100.0%
105 State Grants	0.00	0.00	0.00	100.0%

106 State Shared Revenues

107 State Entitlements	218,100.00	91,117.72	126,982.28	58.2%
106 State Shared Revenues	218,100.00	91,117.72	126,982.28	58.2%

542 Street Department

019 Physical Environment	0.00	360.32	(360.32)	0.0%
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 13

100 Street Fund			Months: 01 To: 06	
Revenues	Amt Budgeted	Revenues	Remaining	
542 Street Department	0.00	360.32	(360.32)	0.0%
Fund Revenues:	628,100.00	404,948.86	223,151.14	35.5%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	25.00	8.03	16.97	67.9%
025 Miscellaneous	25.00	8.03	16.97	67.9%
025 Miscellaneous	25.00	8.03	16.97	67.9%
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%
532 Public Works & Engineering				
532	0.00	528.57	(528.57)	0.0%
532 Public Works & Engineering	0.00	528.57	(528.57)	0.0%
542 Street Department				
515 Legal	0.00	0.00	0.00	100.0%
004 Traveled Way	186,432.10	66,285.03	120,147.07	64.4%
005 Street Lighting	45,000.00	20,204.43	24,795.57	55.1%
006 Traffic Control Devices	99,404.05	28,724.52	70,679.53	71.1%
007 Snow & Ice Removal	35,319.47	12,464.98	22,854.49	64.7%
008 Street Cleaning	0.00	0.00	0.00	100.0%
009 Roadside	55,075.11	20,971.22	34,103.89	61.9%
011 Interfund Transfers	7,000.00	3,500.00	3,500.00	50.0%
012 Capital Projects	0.00	0.00	0.00	100.0%
542 Road & Street Maintenance	428,230.73	152,150.18	276,080.55	64.5%
001 Administration	56,020.17	23,202.90	32,817.27	58.6%
002 General Services	19,000.00	24,000.00	(5,000.00)	0.0%
004 Training	1,000.00	1,258.81	(258.81)	0.0%
543 Road & Street General Admin.	76,020.17	48,461.71	27,558.46	36.3%
542 Street Department	504,250.90	200,611.89	303,639.01	60.2%
544 Engineering				
544 Engineering	114,698.71	70,361.56	44,337.15	38.7%
544 Engineering	114,698.71	70,361.56	44,337.15	38.7%
Fund Expenditures:	618,974.61	271,510.05	347,464.56	56.1%

2020 BUDGET POSITION

City Of College Place

Time: 10:15:45 Date: 07/16/2020

MCAG #: 0766

Page: 14

100 Street Fund

Months: 01 To: 06

Fund Excess/(Deficit):	9,125.39	133,438.81
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 15

120 Criminal Justice Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	250.00	166.42	83.58	33.4%
025 Miscellaneous	250.00	166.42	83.58	33.4%
025 Miscellaneous	250.00	166.42	83.58	33.4%
100 Grants				
100 Direct Federal Grants	0.00	0.00	0.00	100.0%
100 Grants	0.00	0.00	0.00	100.0%
106 State Shared Revenues				
107 State Entitlements	14,000.00	5,991.50	8,008.50	57.2%
106 State Shared Revenues	14,000.00	5,991.50	8,008.50	57.2%
Fund Revenues:	14,250.00	6,157.92	8,092.08	56.8%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	0.63	(0.63)	0.0%
025 Miscellaneous	0.00	0.63	(0.63)	0.0%
025 Miscellaneous	0.00	0.63	(0.63)	0.0%
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%
100 Grants				
105 State Grants	0.00	0.00	0.00	100.0%
100 Grants	0.00	0.00	0.00	100.0%
521 Police Operations				
003 Patrol	0.00	0.00	0.00	100.0%
004 School Resource Officer	13,461.21	6,312.25	7,148.96	53.1%
009 Criminal Justice	0.00	0.00	0.00	100.0%
521 Law Enforcement	13,461.21	6,312.25	7,148.96	53.1%
521 Police Operations	13,461.21	6,312.25	7,148.96	53.1%
Fund Expenditures:	13,461.21	6,312.88	7,148.33	53.1%

2020 BUDGET POSITION

City Of College Place

Time: 10:15:45 Date: 07/16/2020

MCAG #: 0766

Page: 16

120 Criminal Justice Fund

Months: 01 To: 06

Fund Excess/(Deficit):	788.79	(154.96)
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 17

121 Forfeited Proceeds Fund		Months: 01 To: 06		
Revenues	Amt Budgeted	Revenues	Remaining	
012 Fines & Forfeits				
012 Court Fines And Forfeitures	500.00	0.00	500.00	100.0%
012 Fines & Forfeits	500.00	0.00	500.00	100.0%
025 Miscellaneous				
001 Interest & Other Earnings	0.00	13.12	(13.12)	0.0%
025 Miscellaneous	0.00	13.12	(13.12)	0.0%
035 Other Miscellaneous	25.00	8.59	16.41	65.6%
025 Miscellaneous	25.00	21.71	3.29	13.2%
100 Grants				
100 Direct Federal Grants	0.00	0.00	0.00	100.0%
100 Grants	0.00	0.00	0.00	100.0%
Fund Revenues:	525.00	21.71	503.29	95.9%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	0.10	(0.10)	0.0%
025 Miscellaneous	0.00	0.10	(0.10)	0.0%
025 Miscellaneous	0.00	0.10	(0.10)	0.0%
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%
521 Police Operations				
521 Law Enforcement	0.00	0.00	0.00	100.0%
521 Police Operations	0.00	0.00	0.00	100.0%
Fund Expenditures:	0.00	0.10	(0.10)	0.0%
Fund Excess/(Deficit):	525.00	21.61		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 18

130 Hotel/Motel Tax

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
002 Taxes				
002 Taxes	14,000.00	5,247.30	8,752.70	62.5%
002 Taxes	14,000.00	5,247.30	8,752.70	62.5%
025 Miscellaneous				
025 Miscellaneous	0.00	152.18	(152.18)	0.0%
035 Other Miscellaneous	100.00	100.76	(0.76)	0.0%
025 Miscellaneous	100.00	252.94	(152.94)	0.0%
Fund Revenues:	14,100.00	5,500.24	8,599.76	61.0%
Expenditures	Amt Budgeted	Expenditures	Remaining	
557 Tourism				
557 Economic Development	9,600.00	3,567.76	6,032.24	62.8%
557 Tourism	9,600.00	3,567.76	6,032.24	62.8%
Fund Expenditures:	9,600.00	3,567.76	6,032.24	62.8%
Fund Excess/(Deficit):	4,500.00	1,932.48		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 19

201 ULTGO Bond Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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025 Miscellaneous

001 Interest & Other Earnings	5.00	0.79	4.21	84.2%
025 Miscellaneous	5.00	0.79	4.21	84.2%
025 Miscellaneous	5.00	0.79	4.21	84.2%

070 Interfund Transfers

070 Operating Transfers	487,950.00	98,935.26	389,014.74	79.7%
070 Interfund Transfers	487,950.00	98,935.26	389,014.74	79.7%

390 Loan Proceeds

092 Loan Receipts	0.00	0.00	0.00	100.0%
390 Loan Proceeds	0.00	0.00	0.00	100.0%

Fund Revenues:	487,955.00	98,936.05	389,018.95	79.7%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
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025 Miscellaneous

000	0.00	0.39	(0.39)	0.0%
025 Miscellaneous	0.00	0.39	(0.39)	0.0%
025 Miscellaneous	0.00	0.39	(0.39)	0.0%

590 Long Term Debt Payment/Interes

000	487,950.00	96,475.00	391,475.00	80.2%
001 Long Term Debt Redemption	0.00	0.00	0.00	100.0%
002 Interest & Other Debt Costs	0.00	0.00	0.00	100.0%
591 Interest & Debt Service	487,950.00	96,475.00	391,475.00	80.2%
590 Long Term Debt Payment/Interes	487,950.00	96,475.00	391,475.00	80.2%

Fund Expenditures:	487,950.00	96,475.39	391,474.61	80.2%
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Fund Excess/(Deficit):	5.00	2,460.66	
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 20

202 LTGO Bond Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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025 Miscellaneous

001 Interest & Other Earnings	10.00	1.53	8.47	84.7%
025 Miscellaneous	10.00	1.53	8.47	84.7%
025 Miscellaneous	10.00	1.53	8.47	84.7%

070 Interfund Transfers

070 Operating Transfers	50,225.00	50,225.00	0.00	0.0%
070 Interfund Transfers	50,225.00	50,225.00	0.00	0.0%

Fund Revenues:	50,235.00	50,226.53	8.47	0.0%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
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025 Miscellaneous

000	0.00	0.35	(0.35)	0.0%
025 Miscellaneous	0.00	0.35	(0.35)	0.0%
025 Miscellaneous	0.00	0.35	(0.35)	0.0%

070 Interfund Transfers

070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%

590 Long Term Debt Payment/Interes

001 Long Term Debt Redemption	44,876.00	44,875.82	0.18	0.0%
002 Interest & Other Debt Costs	5,359.00	5,358.17	0.83	0.0%
591 Interest & Debt Service	50,235.00	50,233.99	1.01	0.0%
590 Long Term Debt Payment/Interes	50,235.00	50,233.99	1.01	0.0%

Fund Expenditures:	50,235.00	50,234.34	0.66	0.0%
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Fund Excess/(Deficit):	0.00	(7.81)	
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 21

235 Commercial Drive Bond Debt Service Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	750.00	436.16	313.84	41.8%
025 Miscellaneous	750.00	436.16	313.84	41.8%
070 Interfund Transfers				
070 Operating Transfers	139,735.00	139,735.00	0.00	0.0%
070 Interfund Transfers	139,735.00	139,735.00	0.00	0.0%
370 Capital Contributions				
370 Capital Contributions	0.00	0.00	0.00	100.0%
370 Capital Contributions	0.00	0.00	0.00	100.0%
Fund Revenues:	140,485.00	140,171.16	313.84	0.2%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
514 Finance & Administration	0.00	2.79	(2.79)	0.0%
025 Miscellaneous	0.00	2.79	(2.79)	0.0%
590 Long Term Debt Payment/Interes				
001 Long Term Debt Redemption	112,358.00	112,372.67	(14.67)	0.0%
002 Interest & Other Debt Costs	28,127.00	28,111.06	15.94	0.1%
591 Interest & Debt Service	140,485.00	140,483.73	1.27	0.0%
590 Long Term Debt Payment/Interes	140,485.00	140,483.73	1.27	0.0%
Fund Expenditures:	140,485.00	140,486.52	(1.52)	0.0%
Fund Excess/(Deficit):	0.00	(315.36)		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 22

301 Street Capital Contribution Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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025 Miscellaneous

025 Miscellaneous	20.00	2.96	17.04	85.2%
025 Miscellaneous	20.00	2.96	17.04	85.2%

070 Interfund Transfers

070 Operating Transfers	0.00	100,000.00	(100,000.00)	0.0%
070 Interfund Transfers	0.00	100,000.00	(100,000.00)	0.0%

370 Capital Contributions

370 Capital Contributions	22,000.00	0.00	22,000.00	100.0%
370 Capital Contributions	22,000.00	0.00	22,000.00	100.0%

Fund Revenues:	22,020.00	100,002.96	(77,982.96)	0.0%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
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070 Interfund Transfers

070 Operating Transfers	21,925.34	111,925.34	(90,000.00)	0.0%
070 Interfund Transfers	21,925.34	111,925.34	(90,000.00)	0.0%

542 Street Department

542 Road & Street Maintenance	0.00	0.00	0.00	100.0%
542 Street Department	0.00	0.00	0.00	100.0%

Fund Expenditures:	21,925.34	111,925.34	(90,000.00)	0.0%
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Fund Excess/(Deficit):	94.66	(11,922.38)	
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 23

305 Capital Improvement Fund (REET)

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
002 Taxes				
002 Taxes	130,000.00	75,494.21	54,505.79	41.9%
002 Taxes	130,000.00	75,494.21	54,505.79	41.9%
025 Miscellaneous				
001 Interest & Other Earnings	1,500.00	3,149.08	(1,649.08)	0.0%
025 Miscellaneous	1,500.00	3,149.08	(1,649.08)	0.0%
025 Miscellaneous	1,500.00	3,149.08	(1,649.08)	0.0%
Fund Revenues:	131,500.00	78,643.29	52,856.71	40.2%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	13.77	(13.77)	0.0%
025 Miscellaneous	0.00	13.77	(13.77)	0.0%
025 Miscellaneous	0.00	13.77	(13.77)	0.0%
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%
542 Street Department				
542 Road & Street Maintenance	41,000.00	50,751.76	(9,751.76)	0.0%
542 Street Department	41,000.00	50,751.76	(9,751.76)	0.0%
596 Capital Expenditures				
000	0.00	0.00	0.00	100.0%
005 Planning & Design	0.00	0.00	0.00	100.0%
594 Capital Improvements	0.00	0.00	0.00	100.0%
596 Capital Expenditures	0.00	0.00	0.00	100.0%
Fund Expenditures:	41,000.00	50,765.53	(9,765.53)	0.0%
Fund Excess/(Deficit):	90,500.00	27,877.76		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 24

306 Capital Improvement Fund (REET 2)

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
002 Taxes				
002 Taxes	130,000.00	69,882.45	60,117.55	46.2%
002 Taxes	130,000.00	69,882.45	60,117.55	46.2%
025 Miscellaneous				
001 Interest & Other Earnings	2,000.00	4,729.72	(2,729.72)	0.0%
005 Other Miscellaneous Revenue	0.00	0.00	0.00	100.0%
025 Miscellaneous	2,000.00	4,729.72	(2,729.72)	0.0%
025 Miscellaneous	2,000.00	4,729.72	(2,729.72)	0.0%
030 Contributions / Donations Priv				
030 Contr & Donations Priv Sources	0.00	0.00	0.00	100.0%
030 Contributions / Donations Priv	0.00	0.00	0.00	100.0%
100 Grants				
105 State Grants	0.00	0.00	0.00	100.0%
100 Grants	0.00	0.00	0.00	100.0%
Fund Revenues:	132,000.00	74,612.17	57,387.83	43.5%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	17.66	(17.66)	0.0%
025 Miscellaneous	0.00	17.66	(17.66)	0.0%
025 Miscellaneous	0.00	17.66	(17.66)	0.0%
596 Capital Expenditures				
594 Capital Improvements	431,500.00	0.00	431,500.00	100.0%
596 Capital Expenditures	431,500.00	0.00	431,500.00	100.0%
Fund Expenditures:	431,500.00	17.66	431,482.34	100.0%
Fund Excess/(Deficit):	(299,500.00)	74,594.51		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 25

309 CDBG Projects Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
100 Grants				
101 Indirect Federal Grants	464,530.00	0.00	464,530.00	100.0%
100 Grants	464,530.00	0.00	464,530.00	100.0%
Fund Revenues:	464,530.00	0.00	464,530.00	100.0%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
542 Street Department				
542 Road & Street Maintenance	464,530.00	0.00	464,530.00	100.0%
542 Street Department	464,530.00	0.00	464,530.00	100.0%
Fund Expenditures:	464,530.00	0.00	464,530.00	100.0%
Fund Excess/(Deficit):	0.00	0.00		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 26

311 Street Improvement Fund Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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025 Miscellaneous

001 Interest & Other Earnings	3,000.00	1,341.30	1,658.70	55.3%
025 Miscellaneous	3,000.00	1,341.30	1,658.70	55.3%
025 Miscellaneous	3,000.00	1,341.30	1,658.70	55.3%

070 Interfund Transfers

070 Operating Transfers	10,000.00	100,000.00	(90,000.00)	0.0%
070 Interfund Transfers	10,000.00	100,000.00	(90,000.00)	0.0%

100 Grants

001 Indirect Federal Grants	0.00	0.00	0.00	100.0%
002 Police Department Grants	0.00	4,491.00	(4,491.00)	0.0%
101 Indirect Federal Grants	0.00	4,491.00	(4,491.00)	0.0%
102 Grants - Private Sources	2,000.00	0.00	2,000.00	100.0%
105 State Grants	1,304,503.00	667,030.00	637,473.00	48.9%
100 Grants	1,306,503.00	671,521.00	634,982.00	48.6%

Fund Revenues:	1,319,503.00	772,862.30	546,640.70	41.4%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
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025 Miscellaneous

000	25.00	3.86	21.14	84.6%
025 Miscellaneous	25.00	3.86	21.14	84.6%
025 Miscellaneous	25.00	3.86	21.14	84.6%

070 Interfund Transfers

070 Operating Transfers	200,000.00	0.00	200,000.00	100.0%
070 Interfund Transfers	200,000.00	0.00	200,000.00	100.0%

542 Street Department

006 Traffic Control Devices	0.00	0.00	0.00	100.0%
009 Roadside	0.00	0.00	0.00	100.0%
010 Engineering	0.00	55,832.10	(55,832.10)	0.0%
012 Capital Projects	1,347,703.00	535,766.37	811,936.63	60.2%
542 Road & Street Maintenance	1,347,703.00	591,598.47	756,104.53	56.1%
542 Street Department	1,347,703.00	591,598.47	756,104.53	56.1%

Fund Expenditures:	1,547,728.00	591,602.33	956,125.67	61.8%
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 27

311 Street Improvement Fund Months: 01 To: 06

Fund Excess/(Deficit):	(228,225.00)	181,259.97
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 28

315 Facility Maintenance Reserve Fund (CE)

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	1,000.00	797.78	202.22	20.2%
025 Miscellaneous	1,000.00	797.78	202.22	20.2%
025 Miscellaneous	1,000.00	797.78	202.22	20.2%
070 Interfund Transfers				
070 Operating Transfers	295,100.00	150,000.00	145,100.00	49.2%
070 Interfund Transfers	295,100.00	150,000.00	145,100.00	49.2%
100 Grants				
102 Grants - Private Sources	48,832.00	0.00	48,832.00	100.0%
105 State Grants	0.00	0.00	0.00	100.0%
100 Grants	48,832.00	0.00	48,832.00	100.0%
Fund Revenues:	344,932.00	150,797.78	194,134.22	56.3%
Expenditures	Amt Budgeted	Expenditures	Remaining	
019 Physical Environment				
048 Maintenance	0.00	0.00	0.00	100.0%
594 Capital Improvements	0.00	0.00	0.00	100.0%
019 Physical Environment	0.00	0.00	0.00	100.0%
025 Miscellaneous				
000	100.00	2.53	97.47	97.5%
025 Miscellaneous	100.00	2.53	97.47	97.5%
025 Miscellaneous	100.00	2.53	97.47	97.5%
524 Building / Facilities / ISM				
519 Other General Gov Services	282,331.00	77,040.22	205,290.78	72.7%
524 Building / Facilities / ISM	282,331.00	77,040.22	205,290.78	72.7%
Fund Expenditures:	282,431.00	77,042.75	205,388.25	72.7%
Fund Excess/(Deficit):	62,501.00	73,755.03		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 29

320 Equipment Reserve Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	4,000.00	4,302.45	(302.45)	0.0%
025 Miscellaneous	4,000.00	4,302.45	(302.45)	0.0%
070 Interfund Transfers				
070 Operating Transfers	250,100.00	125,050.00	125,050.00	50.0%
070 Interfund Transfers	250,100.00	125,050.00	125,050.00	50.0%
Fund Revenues:	254,100.00	129,352.45	124,747.55	49.1%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
514 Finance & Administration	0.00	17.85	(17.85)	0.0%
025 Miscellaneous	0.00	17.85	(17.85)	0.0%
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%
521 Police Operations				
521 Law Enforcement	63,500.00	0.00	63,500.00	100.0%
521 Police Operations	63,500.00	0.00	63,500.00	100.0%
522 Fire Department				
001 Administration	0.00	0.00	0.00	100.0%
010 Mobilization Program	150,000.00	87,836.20	62,163.80	41.4%
522 Fire Control	150,000.00	87,836.20	62,163.80	41.4%
526 Emergency Medical Services	0.00	0.00	0.00	100.0%
522 Fire Department	150,000.00	87,836.20	62,163.80	41.4%
542 Street Department				
542 Road & Street Maintenance	157,000.00	99,835.45	57,164.55	36.4%
550 General Services	65,000.00	68,969.97	(3,969.97)	0.0%
542 Street Department	222,000.00	168,805.42	53,194.58	24.0%
Fund Expenditures:	435,500.00	256,659.47	178,840.53	41.1%
Fund Excess/(Deficit):	(181,400.00)	(127,307.02)		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 30

330 Economic Development Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	50.00	671.57	(621.57)	0.0%
025 Miscellaneous	50.00	671.57	(621.57)	0.0%
025 Miscellaneous	50.00	671.57	(621.57)	0.0%
070 Interfund Transfers				
070 Operating Transfers	211,925.34	11,925.34	200,000.00	94.4%
070 Interfund Transfers	211,925.34	11,925.34	200,000.00	94.4%
Fund Revenues:	211,975.34	12,596.91	199,378.43	94.1%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%
542 Street Department				
010 Engineering	0.00	0.00	0.00	100.0%
012 Capital Projects	611,925.34	0.00	611,925.34	100.0%
542 Road & Street Maintenance	611,925.34	0.00	611,925.34	100.0%
542 Street Department	611,925.34	0.00	611,925.34	100.0%
Fund Expenditures:	611,925.34	0.00	611,925.34	100.0%
Fund Excess/(Deficit):	(399,950.00)	12,596.91		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 31

340 Economic Development Reserve Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
Fund Revenues:	0.00	0.00	0.00	100.0%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
590 Long Term Debt Payment/Interes				
591 Interest & Debt Service	0.00	0.00	0.00	100.0%
590 Long Term Debt Payment/Interes	0.00	0.00	0.00	100.0%
Fund Expenditures:	0.00	0.00	0.00	100.0%
Fund Excess/(Deficit):	0.00	0.00		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 32

400 Water Fund Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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003 Permits & Licenses

003 Licenses & Permits	0.00	0.00	0.00	100.0%
003 Permits & Licenses	0.00	0.00	0.00	100.0%

006 Charges For Goods & Services

001 Charges For Goods & Services	55,000.00	2,983.62	52,016.38	94.6%
004 Fines / Penalties / Charges	4,594.00	2,669.64	1,924.36	41.9%
009 Water	1,651,676.00	681,817.81	969,858.19	58.7%
006 Charges For Goods & Services	1,711,270.00	687,471.07	1,023,798.93	59.8%
006 Charges For Goods & Services	1,711,270.00	687,471.07	1,023,798.93	59.8%

012 Fines & Forfeits

006 Charges For Goods & Services	20,000.00	6,040.27	13,959.73	69.8%
012 Fines & Forfeits	20,000.00	6,040.27	13,959.73	69.8%

025 Miscellaneous

001 Interest & Other Earnings	7,000.00	9,790.43	(2,790.43)	0.0%
002 Rents & Leases	19,044.00	10,950.30	8,093.70	42.5%
005 Other Miscellaneous Revenue	0.00	12,142.20	(12,142.20)	0.0%
025 Miscellaneous	26,044.00	32,882.93	(6,838.93)	0.0%
025 Miscellaneous	26,044.00	32,882.93	(6,838.93)	0.0%

070 Interfund Transfers

070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%

370 Capital Contributions

370 Capital Contributions	0.00	0.00	0.00	100.0%
370 Capital Contributions	0.00	0.00	0.00	100.0%

380 Non-Revenues

080 Non-Revenues	0.00	500.00	(500.00)	0.0%
380 Non-Revenues	0.00	500.00	(500.00)	0.0%

534 Water Department

019 Physical Environment	0.00	0.00	0.00	100.0%
003 Maintenance	0.00	4,509.41	(4,509.41)	0.0%
534 Water Utilities	0.00	4,509.41	(4,509.41)	0.0%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 33

400 Water Fund			Months: 01 To: 06	
Revenues	Amt Budgeted	Revenues	Remaining	
534 Water Department	0.00	4,509.41	(4,509.41)	0.0%
Fund Revenues:	1,757,314.00	731,403.68	1,025,910.32	58.4%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	26.95	(26.95)	0.0%
025 Miscellaneous	0.00	26.95	(26.95)	0.0%
025 Miscellaneous	0.00	26.95	(26.95)	0.0%
070 Interfund Transfers				
070 Operating Transfers	445,000.00	222,500.00	222,500.00	50.0%
070 Interfund Transfers	445,000.00	222,500.00	222,500.00	50.0%
100 Grants				
101 Indirect Federal Grants	0.00	0.00	0.00	100.0%
100 Grants	0.00	0.00	0.00	100.0%
534 Water Department				
515 Legal	0.00	0.00	0.00	100.0%
000	0.00	0.00	0.00	100.0%
001 Administration / General	594,972.35	304,510.24	290,462.11	48.8%
002 Administrative/Planning	22,405.45	11,096.74	11,308.71	50.5%
003 Maintenance	553,981.32	250,932.54	303,048.78	54.7%
004 Operations / General	194,559.16	80,661.93	113,897.23	58.5%
005 Capital Expenditures	0.00	0.00	0.00	100.0%
009 Finance	160,834.07	90,295.08	70,538.99	43.9%
534 Water Utilities	1,526,752.35	737,496.53	789,255.82	51.7%
534 Water Department	1,526,752.35	737,496.53	789,255.82	51.7%
580 Non-Expenditures				
589 Non-Expenditures	0.00	2,000.00	(2,000.00)	0.0%
580 Non-Expenditures	0.00	2,000.00	(2,000.00)	0.0%
597 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
597 Interfund Transfers	0.00	0.00	0.00	100.0%
Fund Expenditures:	1,971,752.35	962,023.48	1,009,728.87	51.2%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 34

400 Water Fund

Months: 01 To: 06

Fund Excess/(Deficit):	(214,438.35)	(230,619.80)
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 35

401 Wastewater Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
003 Permits & Licenses				
003 Licenses & Permits	0.00	0.00	0.00	100.0%
003 Permits & Licenses	0.00	0.00	0.00	100.0%
006 Charges For Goods & Services				
001 Charges For Goods & Services	0.00	0.00	0.00	100.0%
010 Wastewater	2,352,000.00	1,275,918.93	1,076,081.07	45.8%
006 Charges For Goods & Services	2,352,000.00	1,275,918.93	1,076,081.07	45.8%
006 Charges For Goods & Services	2,352,000.00	1,275,918.93	1,076,081.07	45.8%
012 Fines & Forfeits				
006 Charges For Goods & Services	10,000.00	2,276.32	7,723.68	77.2%
012 Fines & Forfeits	10,000.00	2,276.32	7,723.68	77.2%
019 Physical Environment				
019 Physical Environment	0.00	260.50	(260.50)	0.0%
019 Physical Environment	0.00	260.50	(260.50)	0.0%
025 Miscellaneous				
001 Interest & Other Earnings	14,000.00	19,645.82	(5,645.82)	0.0%
002 Rents & Leases	0.00	0.00	0.00	100.0%
005 Other Miscellaneous Revenue	0.00	41,738.48	(41,738.48)	0.0%
025 Miscellaneous	14,000.00	61,384.30	(47,384.30)	0.0%
025 Miscellaneous	14,000.00	61,384.30	(47,384.30)	0.0%
070 Interfund Transfers				
000	300,000.00	0.00	300,000.00	100.0%
070 Operating Transfers	300,000.00	0.00	300,000.00	100.0%
070 Interfund Transfers	300,000.00	0.00	300,000.00	100.0%
100 Grants				
105 State Grants	0.00	0.00	0.00	100.0%
100 Grants	0.00	0.00	0.00	100.0%
107 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	0.00	0.00	0.00	100.0%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 36

401 Wastewater Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining
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370 Capital Contributions

370 Capital Contributions	0.00	0.00	0.00	100.0%
370 Capital Contributions	0.00	0.00	0.00	100.0%

535 Wastewater Department

019 Physical Environment	0.00	0.00	0.00	100.0%
535 Wastewater Department	0.00	0.00	0.00	100.0%

Fund Revenues:	2,676,000.00	1,339,840.05	1,336,159.95	49.9%
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Expenditures	Amt Budgeted	Expenditures	Remaining
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025 Miscellaneous

000	120.00	74.53	45.47	37.9%
025 Miscellaneous	120.00	74.53	45.47	37.9%
025 Miscellaneous	120.00	74.53	45.47	37.9%

070 Interfund Transfers

000	300,000.00	0.00	300,000.00	100.0%
050 Maintenance	63,000.00	31,500.00	31,500.00	50.0%
080 Operations/General	63,000.00	31,500.00	31,500.00	50.0%
070 Operating Transfers	426,000.00	63,000.00	363,000.00	85.2%
070 Interfund Transfers	426,000.00	63,000.00	363,000.00	85.2%

535 Wastewater Department

515 Legal	1,500.00	0.00	1,500.00	100.0%
001 Administration / General	1,712,212.95	822,223.95	889,989.00	52.0%
002 Administration / Planning	22,405.45	11,110.78	11,294.67	50.4%
003 Maintenance	121,616.00	43,739.50	77,876.50	64.0%
004 Operations / General	73,912.00	44,308.87	29,603.13	40.1%
005 Operations / Testing	0.00	0.00	0.00	100.0%
012 Finance	169,527.93	94,199.10	75,328.83	44.4%
535 Wastewater Utilities	2,099,674.33	1,015,582.20	1,084,092.13	51.6%
535 Wastewater Department	2,101,174.33	1,015,582.20	1,085,592.13	51.7%

597 Interfund Transfers

070 Operating Transfers	0.00	0.00	0.00	100.0%
597 Interfund Transfers	0.00	0.00	0.00	100.0%

Fund Expenditures:	2,527,294.33	1,078,656.73	1,448,637.60	57.3%
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2020 BUDGET POSITION

City Of College Place

Time: 10:15:45 Date: 07/16/2020

MCAG #: 0766

Page: 37

401 Wastewater Fund

Months: 01 To: 06

Fund Excess/(Deficit):	148,705.67	261,183.32
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 38

402 Stormwater Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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006 Charges For Goods & Services

006 Charges For Goods & Services	540,000.00	294,842.86	245,157.14	45.4%
025 Miscellaneous	0.00	0.00	0.00	100.0%
006 Charges For Goods & Services	540,000.00	294,842.86	245,157.14	45.4%

012 Fines & Forfeits

006 Charges For Goods & Services	0.00	997.59	(997.59)	0.0%
012 Fines & Forfeits	0.00	997.59	(997.59)	0.0%

019 Physical Environment

019 Physical Environment	0.00	280.00	(280.00)	0.0%
019 Physical Environment	0.00	280.00	(280.00)	0.0%

025 Miscellaneous

001 Interest & Other Earnings	500.00	2,906.20	(2,406.20)	0.0%
025 Miscellaneous	500.00	2,906.20	(2,406.20)	0.0%
025 Miscellaneous	500.00	2,906.20	(2,406.20)	0.0%

070 Interfund Transfers

070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%

100 Grants

105 State Grants	90,000.00	42,307.51	47,692.49	53.0%
100 Grants	90,000.00	42,307.51	47,692.49	53.0%

Fund Revenues:	630,500.00	341,334.16	289,165.84	45.9%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
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025 Miscellaneous

000	0.00	0.40	(0.40)	0.0%
025 Miscellaneous	0.00	0.40	(0.40)	0.0%
025 Miscellaneous	0.00	0.40	(0.40)	0.0%

531 Stormwater

515 Legal	0.00	0.00	0.00	100.0%
001 Administration / General	65,991.24	40,949.64	25,041.60	37.9%
002 Administration / Engineering	46,449.38	35,839.28	10,610.10	22.8%
003 Maintenance	93,884.09	49,144.84	44,739.25	47.7%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 39

402 Stormwater Fund

Months: 01 To: 06

Expenditures	Amt Budgeted	Expenditures	Remaining	
531 Stormwater				
004 Operations / General	193,500.00	95,500.00	98,000.00	50.6%
005 Finance	69,756.64	47,370.35	22,386.29	32.1%
531 Stormwater	469,581.35	268,804.11	200,777.24	42.8%
531 Stormwater	469,581.35	268,804.11	200,777.24	42.8%
Fund Expenditures:	469,581.35	268,804.51	200,776.84	42.8%
Fund Excess/(Deficit):	160,918.65	72,529.65		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 40

403 Stormwater Capital Reserve Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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025 Miscellaneous

001 Interest & Other Earnings	1,000.00	639.16	360.84	36.1%
025 Miscellaneous	1,000.00	639.16	360.84	36.1%
025 Miscellaneous	1,000.00	639.16	360.84	36.1%

070 Interfund Transfers

000	0.00	0.00	0.00	100.0%
080 Operations/General	191,000.00	95,500.00	95,500.00	50.0%
070 Operating Transfers	191,000.00	95,500.00	95,500.00	50.0%
070 Interfund Transfers	191,000.00	95,500.00	95,500.00	50.0%

100 Grants

100 Direct Federal Grants	0.00	0.00	0.00	100.0%
105 State Grants	350,000.00	199,230.44	150,769.56	43.1%
100 Grants	350,000.00	199,230.44	150,769.56	43.1%

370 Capital Contributions

370 Capital Contributions	0.00	0.00	0.00	100.0%
370 Capital Contributions	0.00	0.00	0.00	100.0%

390 Loan Proceeds

092 Loan Receipts	0.00	0.00	0.00	100.0%
110 Federal Loans	0.00	0.00	0.00	100.0%
390 Loan Proceeds	0.00	0.00	0.00	100.0%

Fund Revenues:	542,000.00	295,369.60	246,630.40	45.5%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
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025 Miscellaneous

000	0.00	4.61	(4.61)	0.0%
025 Miscellaneous	0.00	4.61	(4.61)	0.0%
025 Miscellaneous	0.00	4.61	(4.61)	0.0%

531 Stormwater

000	0.00	0.00	0.00	100.0%
006 Capital Projects	505,000.00	8,281.93	496,718.07	98.4%
531 Stormwater	505,000.00	8,281.93	496,718.07	98.4%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 41

403 Stormwater Capital Reserve Fund

Months: 01 To: 06

Expenditures	Amt Budgeted	Expenditures	Remaining	
531 Stormwater	505,000.00	8,281.93	496,718.07	98.4%
590 Long Term Debt Payment/Interes				
001 Long Term Debt Redemption	42,112.26	42,112.26	0.00	0.0%
002 Interest & Other Debt Costs	6,589.01	6,589.01	0.00	0.0%
591 Interest & Debt Service	48,701.27	48,701.27	0.00	0.0%
590 Long Term Debt Payment/Interes	48,701.27	48,701.27	0.00	0.0%
Fund Expenditures:	553,701.27	56,987.81	496,713.46	89.7%
Fund Excess/(Deficit):	(11,701.27)	238,381.79		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 42

410 Water Capital Reserve Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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003 Permits & Licenses

003 Licenses & Permits	826,000.00	18,000.00	808,000.00	97.8%
003 Permits & Licenses	826,000.00	18,000.00	808,000.00	97.8%

025 Miscellaneous

000	75,000.00	4,844.28	70,155.72	93.5%
001 Interest & Other Earnings	0.00	780.64	(780.64)	0.0%
005 Other Miscellaneous Revenue	0.00	76,684.80	(76,684.80)	0.0%
025 Miscellaneous	75,000.00	82,309.72	(7,309.72)	0.0%
026 Rentals & Leases	91,626.00	0.00	91,626.00	100.0%
025 Miscellaneous	166,626.00	82,309.72	84,316.28	50.6%

070 Interfund Transfers

070 Operating Transfers	445,000.00	222,500.00	222,500.00	50.0%
070 Interfund Transfers	445,000.00	222,500.00	222,500.00	50.0%

100 Grants

102 Grants - Private Sources	440,000.00	0.00	440,000.00	100.0%
105 State Grants	90,988.00	0.00	90,988.00	100.0%
100 Grants	530,988.00	0.00	530,988.00	100.0%

107 Loan Proceeds

092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	0.00	0.00	0.00	100.0%

370 Capital Contributions

370 Capital Contributions	0.00	1,495.82	(1,495.82)	0.0%
370 Capital Contributions	0.00	1,495.82	(1,495.82)	0.0%

390 Loan Proceeds

110 Federal Loans	1,752,995.00	0.00	1,752,995.00	100.0%
390 Loan Proceeds	1,752,995.00	0.00	1,752,995.00	100.0%

Fund Revenues:	3,721,609.00	324,305.54	3,397,303.46	91.3%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
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025 Miscellaneous

000	280.00	32.97	247.03	88.2%
025 Miscellaneous	280.00	32.97	247.03	88.2%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 43

410 Water Capital Reserve Fund

Months: 01 To: 06

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous	280.00	32.97	247.03	88.2%
070 Interfund Transfers				
070 Operating Transfers	0.00	400,000.00	(400,000.00)	0.0%
070 Interfund Transfers	0.00	400,000.00	(400,000.00)	0.0%
534 Water Department				
000	0.00	0.00	0.00	100.0%
001 Administration / General	3,537,353.00	623,602.72	2,913,750.28	82.4%
534 Water Utilities	3,537,353.00	623,602.72	2,913,750.28	82.4%
534 Water Department	3,537,353.00	623,602.72	2,913,750.28	82.4%
590 Long Term Debt Payment/Interes				
591 Interest & Debt Service	0.00	0.00	0.00	100.0%
590 Long Term Debt Payment/Interes	0.00	0.00	0.00	100.0%
Fund Expenditures:	3,537,633.00	1,023,635.69	2,513,997.31	71.1%
Fund Excess/(Deficit):	183,976.00	(699,330.15)		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 44

411 Wastewater Capital Reserve Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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003 Permits & Licenses

003 Licenses & Permits	966,000.00	21,500.00	944,500.00	97.8%
003 Permits & Licenses	966,000.00	21,500.00	944,500.00	97.8%

025 Miscellaneous

000	10,000.00	2,124.45	7,875.55	78.8%
001 Interest & Other Earnings	0.00	5,320.85	(5,320.85)	0.0%
005 Other Miscellaneous Revenue	0.00	2,801.91	(2,801.91)	0.0%
025 Miscellaneous	10,000.00	10,247.21	(247.21)	0.0%

070 Interfund Transfers

070 Operating Transfers	580,686.00	63,000.00	517,686.00	89.2%
070 Interfund Transfers	580,686.00	63,000.00	517,686.00	89.2%

100 Grants

103 Intergovernmental Local Grants	0.00	0.00	0.00	100.0%
105 State Grants	80,000.00	0.00	80,000.00	100.0%
100 Grants	80,000.00	0.00	80,000.00	100.0%

107 Loan Proceeds

092 Loan Receipts	5,500,000.00	0.00	5,500,000.00	100.0%
111 State Loans	2,500,000.00	0.00	2,500,000.00	100.0%
107 Loan Proceeds	8,000,000.00	0.00	8,000,000.00	100.0%

370 Capital Contributions

370 Capital Contributions	0.00	0.00	0.00	100.0%
370 Capital Contributions	0.00	0.00	0.00	100.0%

535 Wastewater Department

090 Disposition Of Fixed Assets	0.00	0.00	0.00	100.0%
535 Wastewater Department	0.00	0.00	0.00	100.0%

Fund Revenues:	9,636,686.00	94,747.21	9,541,938.79	99.0%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
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025 Miscellaneous

000	55,000.00	33.55	54,966.45	99.9%
025 Miscellaneous	55,000.00	33.55	54,966.45	99.9%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 45

411 Wastewater Capital Reserve Fund

Months: 01 To: 06

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous	55,000.00	33.55	54,966.45	99.9%

535 Wastewater Department

003 Maintenance	280,000.00	18,861.05	261,138.95	93.3%
005 Operations / Testing	0.00	0.00	0.00	100.0%
007 Interest Payment	0.00	0.00	0.00	100.0%
008 Capitalized Expenditures	8,080,000.00	331,156.59	7,748,843.41	95.9%
009 Operating Transfers	0.00	0.00	0.00	100.0%
535 Wastewater Utilities	8,360,000.00	350,017.64	8,009,982.36	95.8%

535 Wastewater Department	8,360,000.00	350,017.64	8,009,982.36	95.8%
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Fund Expenditures:	8,415,000.00	350,051.19	8,064,948.81	95.8%
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Fund Excess/(Deficit):	1,221,686.00	(255,303.98)
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 46

412 Wastewater Debt Service Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
006 Charges For Goods & Services				
006 Charges For Goods & Services	810,470.00	272,513.58	537,956.42	66.4%
006 Charges For Goods & Services	810,470.00	272,513.58	537,956.42	66.4%
025 Miscellaneous				
025 Miscellaneous	3,000.00	1,764.92	1,235.08	41.2%
025 Miscellaneous	3,000.00	1,764.92	1,235.08	41.2%
107 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	0.00	0.00	0.00	100.0%
Fund Revenues:	813,470.00	274,278.50	539,191.50	66.3%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
025 Miscellaneous	25.00	8.35	16.65	66.6%
025 Miscellaneous	25.00	8.35	16.65	66.6%
070 Interfund Transfers				
070 Operating Transfers	552,394.00	0.00	552,394.00	100.0%
070 Interfund Transfers	552,394.00	0.00	552,394.00	100.0%
590 Long Term Debt Payment/Interes				
001 Long Term Debt Redemption	342,275.18	129,584.10	212,691.08	62.1%
002 Interest & Other Debt Costs	137,399.25	0.00	137,399.25	100.0%
591 Interest & Debt Service	479,674.43	129,584.10	350,090.33	73.0%
590 Long Term Debt Payment/Interes	479,674.43	129,584.10	350,090.33	73.0%
Fund Expenditures:	1,032,093.43	129,592.45	902,500.98	87.4%
Fund Excess/(Deficit):	(218,623.43)	144,686.05		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 47

413 Water Capital Improvement Reserve Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
006 Charges For Goods & Services				
006 Charges For Goods & Services	890,000.00	444,377.71	445,622.29	50.1%
006 Charges For Goods & Services	890,000.00	444,377.71	445,622.29	50.1%
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%
100 Grants				
101 Indirect Federal Grants	2,097,716.00	0.00	2,097,716.00	100.0%
100 Grants	2,097,716.00	0.00	2,097,716.00	100.0%
590 Long Term Debt Payment/Interes				
000	11,000.00	4,013.18	6,986.82	63.5%
591 Interest & Debt Service	11,000.00	4,013.18	6,986.82	63.5%
590 Long Term Debt Payment/Interes	11,000.00	4,013.18	6,986.82	63.5%
Fund Revenues:	2,998,716.00	448,390.89	2,550,325.11	85.0%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
025 Miscellaneous	35.00	26.26	8.74	25.0%
025 Miscellaneous	35.00	26.26	8.74	25.0%
070 Interfund Transfers				
070 Operating Transfers	338,400.00	0.00	338,400.00	100.0%
070 Interfund Transfers	338,400.00	0.00	338,400.00	100.0%
590 Long Term Debt Payment/Interes				
001 Long Term Debt Redemption	664,920.13	422,549.72	242,370.41	36.5%
002 Interest & Other Debt Costs	77,994.00	16,481.46	61,512.54	78.9%
591 Interest & Debt Service	742,914.13	439,031.18	303,882.95	40.9%
590 Long Term Debt Payment/Interes	742,914.13	439,031.18	303,882.95	40.9%
Fund Expenditures:	1,081,349.13	439,057.44	642,291.69	59.4%
Fund Excess/(Deficit):	1,917,366.87	9,333.45		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 48

425 Water Revenue Bond Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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025 Miscellaneous

001 Interest & Other Earnings	1,500.00	139.87	1,360.13	90.7%
025 Miscellaneous	1,500.00	139.87	1,360.13	90.7%
025 Miscellaneous	1,500.00	139.87	1,360.13	90.7%

070 Interfund Transfers

070 Operating Transfers	338,400.00	0.00	338,400.00	100.0%
070 Interfund Transfers	338,400.00	0.00	338,400.00	100.0%

Fund Revenues:	339,900.00	139.87	339,760.13	100.0%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
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025 Miscellaneous

000	0.00	0.90	(0.90)	0.0%
025 Miscellaneous	0.00	0.90	(0.90)	0.0%
025 Miscellaneous	0.00	0.90	(0.90)	0.0%

070 Interfund Transfers

070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%

590 Long Term Debt Payment/Interes

001 Long Term Debt Redemption	225,000.00	0.00	225,000.00	100.0%
002 Interest & Other Debt Costs	113,400.00	0.00	113,400.00	100.0%
591 Interest & Debt Service	338,400.00	0.00	338,400.00	100.0%
590 Long Term Debt Payment/Interes	338,400.00	0.00	338,400.00	100.0%

Fund Expenditures:	338,400.00	0.90	338,399.10	100.0%
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Fund Excess/(Deficit):	1,500.00	138.97	
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2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 49

426 Water Bond Reserve Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	1,500.00	1,318.73	181.27	12.1%
025 Miscellaneous	1,500.00	1,318.73	181.27	12.1%
025 Miscellaneous	1,500.00	1,318.73	181.27	12.1%
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%
107 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	0.00	0.00	0.00	100.0%
Fund Revenues:	1,500.00	1,318.73	181.27	12.1%
Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	8.42	(8.42)	0.0%
025 Miscellaneous	0.00	8.42	(8.42)	0.0%
025 Miscellaneous	0.00	8.42	(8.42)	0.0%
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%
Fund Expenditures:	0.00	8.42	(8.42)	0.0%
Fund Excess/(Deficit):	1,500.00	1,310.31		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 50

431 Water System Construction Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
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025 Miscellaneous

001 Interest & Other Earnings	1,500.00	6,275.52	(4,775.52)	0.0%
009 PWTF Loan Related	0.00	0.00	0.00	100.0%
025 Miscellaneous	1,500.00	6,275.52	(4,775.52)	0.0%
025 Miscellaneous	1,500.00	6,275.52	(4,775.52)	0.0%

070 Interfund Transfers

070 Operating Transfers	0.00	400,000.00	(400,000.00)	0.0%
070 Interfund Transfers	0.00	400,000.00	(400,000.00)	0.0%

100 Grants

105 State Grants	0.00	0.00	0.00	100.0%
100 Grants	0.00	0.00	0.00	100.0%

107 Loan Proceeds

111 State Loans	1,867,431.00	668,324.82	1,199,106.18	64.2%
107 Loan Proceeds	1,867,431.00	668,324.82	1,199,106.18	64.2%

390 Loan Proceeds

111 State Loans	0.00	0.00	0.00	100.0%
390 Loan Proceeds	0.00	0.00	0.00	100.0%

Fund Revenues:	1,868,931.00	1,074,600.34	794,330.66	42.5%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
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025 Miscellaneous

000	20.00	22.09	(2.09)	0.0%
025 Miscellaneous	20.00	22.09	(2.09)	0.0%
025 Miscellaneous	20.00	22.09	(2.09)	0.0%

070 Interfund Transfers

070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%

534 Water Department

000	0.00	668,324.82	(668,324.82)	0.0%
001 Administration / General	2,675,494.00	668,290.75	2,007,203.25	75.0%
005 Capital Expenditures	0.00	0.00	0.00	100.0%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020

Page: 51

431 Water System Construction Fund

Months: 01 To: 06

Expenditures	Amt Budgeted	Expenditures	Remaining	
534 Water Utilities				
534 Water Utilities	2,675,494.00	1,336,615.57	1,338,878.43	50.0%
534 Water Department	2,675,494.00	1,336,615.57	1,338,878.43	50.0%
Fund Expenditures:	2,675,514.00	1,336,637.66	1,338,876.34	50.0%
Fund Excess/(Deficit):	(806,583.00)	(262,037.32)		

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 52

500 Equipment Rental & Replacement

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	3,000.00	2,219.24	780.76	26.0%
005 Other Miscellaneous Revenue	0.00	0.00	0.00	100.0%
025 Miscellaneous	3,000.00	2,219.24	780.76	26.0%
025 Miscellaneous	3,000.00	2,219.24	780.76	26.0%

070 Interfund Transfers

070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	0.00	0.00	0.00	100.0%

107 Loan Proceeds

092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	0.00	0.00	0.00	100.0%

548 Equipment Rental & Replacement

020 Economic Environment	0.00	0.00	0.00	100.0%
070 Operating Transfers	385,821.00	137,857.63	247,963.37	64.3%
548 Equipment Rental & Replacement	385,821.00	137,857.63	247,963.37	64.3%
Fund Revenues:	388,821.00	140,076.87	248,744.13	64.0%

Expenditures	Amt Budgeted	Expenditures	Remaining	
522 Fire Department				
002 Fire Suppression	0.00	0.00	0.00	100.0%
010 Mobilization Program	500.00	0.00	500.00	100.0%
522 Fire Control	500.00	0.00	500.00	100.0%
522 Fire Department	500.00	0.00	500.00	100.0%

548 Equipment Rental & Replacement

515 Legal	0.00	0.00	0.00	100.0%
000	0.00	0.00	0.00	100.0%
001 Administration/Overhead Costs	77,455.95	56,828.83	20,627.12	26.6%
002 Operations / General	302,978.63	87,001.87	215,976.76	71.3%
548 Equipment Rental & Replacement	380,434.58	143,830.70	236,603.88	62.2%
548 Equipment Rental & Replacement	380,434.58	143,830.70	236,603.88	62.2%
Fund Expenditures:	380,934.58	143,830.70	237,103.88	62.2%

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 53

500 Equipment Rental & Replacement Months: 01 To: 06

Fund Excess/(Deficit): 7,886.42 (3,753.83)

2020 BUDGET POSITION

City Of College Place
MCAG #: 0766

Time: 10:15:45 Date: 07/16/2020
Page: 54

625 Flexible Benefits Plan Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
380 Non-Revenues				
060 Agency & Other Type Deposits	20,000.00	6,937.71	13,062.29	65.3%
380 Non-Revenues	20,000.00	6,937.71	13,062.29	65.3%
Fund Revenues:	20,000.00	6,937.71	13,062.29	65.3%
Expenditures	Amt Budgeted	Expenditures	Remaining	
516 Human Resources				
589 Non-Expenditures	20,000.00	8,188.84	11,811.16	59.1%
516 Human Resources	20,000.00	8,188.84	11,811.16	59.1%
Fund Expenditures:	20,000.00	8,188.84	11,811.16	59.1%
Fund Excess/(Deficit):	0.00	(1,251.13)		

2020 BUDGET POSITION TOTALS

City Of College Place
MCAG #: 0766

Months: 01 To: 06

Time: 10:15:45 Date: 07/16/2020

Page: 55

Fund	Revenue Budgeted	Received		Expense Budgeted	Spent	
001 Current Expense Fund	6,727,506.00	3,863,869.13	42.6%	7,325,924.04	3,554,161.17	51%
005 Current Expense Reserve Fund	101,000.00	102,143.69	0.0%	0.00	8.24	0%
012 Technology Reserve Fund	97,000.00	49,687.67	48.8%	146,585.00	84,279.42	43%
061 Employee Benefit Reserve Fund	78,000.00	2,717.11	96.5%	112,065.00	5,025.41	96%
100 Street Fund	628,100.00	404,948.86	35.5%	618,974.61	271,510.05	56%
120 Criminal Justice Fund	14,250.00	6,157.92	56.8%	13,461.21	6,312.88	53%
121 Forfeited Proceeds Fund	525.00	21.71	95.9%	0.00	0.10	0%
130 Hotel/Motel Tax	14,100.00	5,500.24	61.0%	9,600.00	3,567.76	63%
201 ULTGO Bond Fund	487,955.00	98,936.05	79.7%	487,950.00	96,475.39	80%
202 LTGO Bond Fund	50,235.00	50,226.53	0.0%	50,235.00	50,234.34	0%
235 Commercial Drive Bond Debt Se	140,485.00	140,171.16	0.2%	140,485.00	140,486.52	0%
301 Street Capital Contribution Fund	22,020.00	100,002.96	0.0%	21,925.34	111,925.34	0%
305 Capital Improvement Fund (REE	131,500.00	78,643.29	40.2%	41,000.00	50,765.53	0%
306 Capital Improvement Fund (REE	132,000.00	74,612.17	43.5%	431,500.00	17.66	100%
309 CDBG Projects Fund	464,530.00	0.00	100.0%	464,530.00	0.00	100%
311 Street Improvement Fund	1,319,503.00	772,862.30	41.4%	1,547,728.00	591,602.33	62%
315 Facility Maintenance Reserve Fu	344,932.00	150,797.78	56.3%	282,431.00	77,042.75	73%
320 Equipment Reserve Fund	254,100.00	129,352.45	49.1%	435,500.00	256,659.47	41%
330 Economic Development Fund	211,975.34	12,596.91	94.1%	611,925.34	0.00	100%
340 Economic Development Reserve	0.00	0.00	100.0%	0.00	0.00	100%
400 Water Fund	1,757,314.00	731,403.68	58.4%	1,971,752.35	962,023.48	51%
401 Wastewater Fund	2,676,000.00	1,339,840.05	49.9%	2,527,294.33	1,078,656.73	57%
402 Stormwater Fund	630,500.00	341,334.16	45.9%	469,581.35	268,804.51	43%
403 Stormwater Capital Reserve Func	542,000.00	295,369.60	45.5%	553,701.27	56,987.81	90%
410 Water Capital Reserve Fund	3,721,609.00	324,305.54	91.3%	3,537,633.00	1,023,635.69	71%
411 Wastewater Capital Reserve Func	9,636,686.00	94,747.21	99.0%	8,415,000.00	350,051.19	96%
412 Wastewater Debt Service Fund	813,470.00	274,278.50	66.3%	1,032,093.43	129,592.45	87%
413 Water Capital Improvement Rese	2,998,716.00	448,390.89	85.0%	1,081,349.13	439,057.44	59%
425 Water Revenue Bond Fund	339,900.00	139.87	100.0%	338,400.00	0.90	100%
426 Water Bond Reserve Fund	1,500.00	1,318.73	12.1%	0.00	8.42	0%
431 Water System Construction Fund	1,868,931.00	1,074,600.34	42.5%	2,675,514.00	1,336,637.66	50%
500 Equipment Rental & Replacemen	388,821.00	140,076.87	64.0%	380,934.58	143,830.70	62%
625 Flexible Benefits Plan Fund	20,000.00	6,937.71	65.3%	20,000.00	8,188.84	59%
	36,615,163.34	11,115,991.08	69.6%	35,745,072.98	11,097,550.18	69.0%

TOTALS FOR: Banner Bank Credit Cards

City Of College Place
MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 11:17:35 Date: 07/15/2020
Page: 1

Accts Pay # Date	Vendor	Amount	Memo
74197 06/30/2020	7404 Banner Bank Credit Cards	2,055.95	5994-FD
001 - 522 10 35 00 Sm Tools & Minor Equip	Amazon.com	429.37	Stand Up Desk Converter For Dual Monitors- D. Winter
001 - 522 26 31 80 Operating Supplies - EM	Sensoronics	88.03	Pulse Oximeters (2)
001 - 522 26 31 80 Operating Supplies - EM	Amazon.com	86.91	Disposable Plastic Seat Covers (500)
001 - 522 26 31 80 Operating Supplies - EM	Amazon.com	392.32	Surgical Masks (300)
001 - 522 26 31 80 Operating Supplies - EM	Amazon.com	353.14	Polyethylene Gowns (150)
001 - 522 26 31 80 Operating Supplies - EM	Amazon.com	11.13	Magid Glove & Safety Econowear Lite N Kool Shoe Covers (50)
001 - 522 26 31 80 Operating Supplies - EM	Amazon.com	249.90	Forehead Thermometer (5)
001 - 522 30 43 00 Travel	Clarette's Restaurant	16.70	Travel Meal: Inspector Breakfast- J. Boose
001 - 522 50 31 00 Operating Supplies - Faci	Wal-Mart Stores, Inc	48.56	Supplies: 15qt Latch Tote (2); 6 Gal Jug (2)
001 - 522 50 31 00 Operating Supplies - Faci	Wal-Mart Stores, Inc	23.61	Spray Bottle (2); Germicidal Bleach (2)
001 - 522 50 31 00 Operating Supplies - Faci	Wal-Mart Stores, Inc	17.35	Carb Cleaner
001 - 522 50 31 00 Operating Supplies - Faci	Wal-Mart Stores, Inc	211.99	Water .5l (49)
001 - 522 50 31 00 Operating Supplies - Faci	Wal-Mart Stores, Inc	110.25	Hand Sanitizer (6); Hand Soap (6); Prep Pad (3); Storage Box; 6 Gal Jug; Trash Bags (2bx);Duster (3)
001 - 524 20 43 00 Travel	Clarette's Restaurant	16.69	Travel Meal: Inspector Breakfast- S. Hall
74202 06/30/2020	7404 Banner Bank Credit Cards	-81.72	6162-FAC
001 - 514 30 49 00 Miscellaneous	Zoom	341.89	Addtl Zoom Webinar License 6/9/2020-3/22/2021
001 - 518 20 31 00 Operating Supplies - Faci	BuildASign.com	150.36	Blk Sandwich Board Sign (2)
001 - 521 19 31 00 Operating Supplies - Sup	BuildASign.com	75.19	Blk Sandwich Board Sign
001 - 573 90 41 00 Professional Services - C	Swank Motion Pictures, Inc	-975.00	CREDIT: Movies For MIP Events
012 - 594 18 64 03 Software / Software Upd:	Adobe Systems, Inc.	195.53	Adobe Acrobat DC 1yr Renewal
012 - 594 18 64 03 Software / Software Upd:	Adobe Systems, Inc.	130.31	Adobe Photography Plan- 1yr Renewal
74195 06/30/2020	7404 Banner Bank Credit Cards	311.35	9040-PD
001 - 521 22 20 01 Benefits Uniforms Patrol	Atlas Supply Seattle	275.00	Vest Carrier; Patches-E. Adams
001 - 521 40 31 00 Operating Supplies - Trai	Home Depot Credit Services	36.35	Supplies For Range Signs- Posts, Screws, Washers
74188 06/30/2020	7404 Banner Bank Credit Cards	823.85	9343-CH
001 - 518 10 49 01 Training / Class Registra	WAPELRA	22.00	Webinar: Behind Masks: Decisions, Effects & Concession-Bargaining During A Pandemic-S. Doering
001 - 518 20 31 00 Operating Supplies - Faci	Wal-Mart Stores, Inc	21.97	Front Window Supplies
001 - 518 20 31 00 Operating Supplies - Faci	Amazon.com	13.86	Replacement Trigger Switch 2pk
402 - 531 10 49 00 Miscellaneous - Stormwa	Dropbox.com	23.50	Dropbox Renewal (5/29/20-5/29/2021)- R. Gordon
400 - 534 10 31 00 Operating Supplies - Adr	Wal-Mart Stores, Inc	17.13	Vacuum Bags (2)
400 - 534 27 49 00 Water Utilities - Miscella	Dropbox.com	13.06	Dropbox Renewal (5/29/20-5/29/2021)- R. Gordon
400 - 534 50 35 00 Sm Tools/Equipment	Amazon.com	207.16	Seymour AU-S6 Iwan Auger (2)
401 - 535 20 49 00 Miscellaneous	Dropbox.com	6.53	Dropbox Renewal (5/29/20-5/29/2021)- R. Gordon
100 - 544 20 49 00 Miscellaneous - Engineer	Dropbox.com	45.68	Dropbox Renewal (5/29/20-5/29/2021)- R. Gordon
001 - 558 60 49 00 Miscellaneous	Dropbox.com	41.78	Dropbox Renewal (5/29/20-5/29/2021)- R. Gordon

TOTALS FOR: Banner Bank Credit Cards

City Of College Place
MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 11:17:35 Date: 07/15/2020
Page: 2

Accts Pay #	Date	Vendor	Amount	Memo
001 - 573 90 31 00	Operating Supplies - Con	Big 5 Sporting Goods	32.66	Social Distancing Cones
001 - 573 90 31 00	Operating Supplies - Con	Hobby Lobby	37.45	Supplies For CPFM: Chalkboard Sign, Chalk Pens, Pipes For Bag Holder
001 - 573 90 31 00	Operating Supplies - Con	Hobby Lobby	3.26	Supplies For CPFM: Plate Stand For Bags
001 - 573 90 31 00	Operating Supplies - Con	Megapixel Signs & Design, Inc.	81.68	CPFM- Information Booth Banner
001 - 573 90 31 00	Operating Supplies - Con	Home Depot Credit Services	1.90	PVC Tee- CPFM
001 - 573 90 31 00	Operating Supplies - Con	Home Depot Credit Services	101.32	CPFM- Hand Truck; PVC (7); PVC Cement/Primer Combo
001 - 573 90 31 00	Operating Supplies - Con	Wal-Mart Stores, Inc	15.09	Supplies For CPFM- 32 Qt Sterlite Totes (2)
001 - 573 90 31 00	Operating Supplies - Con	L&G Ranch Supply Inc. - Acct # 270	87.10	Materials For Farmer's Market
001 - 573 90 31 00	Operating Supplies - Con	Wal-Mart Stores, Inc	40.18	Spacer Table
001 - 573 90 31 00	Operating Supplies - Con	Wal-Mart Stores, Inc	10.54	Binder Pouch (10)
74190 06/30/2020	7404 Banner Bank Credit Cards		238.80	9384-CH
001 - 573 90 49 00	Miscellaneous	Canva	238.80	Canva- C. Holm & L. Neissl
74191 06/30/2020	7404 Banner Bank Credit Cards		307.40	9400-CH
001 - 518 10 31 02	Operating Supplies - HR	FSA/HSA Store	293.46	Infrared Forehead Thermometer (3)
001 - 518 20 31 00	Operating Supplies - Faci	Wal-Mart Stores, Inc	13.94	Heavy Duty Scrub Sponge 3pk; Spray Bottle (3)
74192 06/30/2020	7404 Banner Bank Credit Cards		746.37	9418-CH
001 - 514 30 49 01	Registrations/Fees - Trai	Cvent.com	35.00	Webinar: PRA Deep Dive- Personnel & Employment Records- L. Neissl
001 - 573 90 31 00	Operating Supplies - Con	Home Depot Credit Services	77.09	CPFM Supplies To Build Hand Sanitizing Stations
001 - 573 90 31 00	Operating Supplies - Con	Wal-Mart Stores, Inc	11.05	CPFM- Bleach And 9V Batteries
001 - 573 90 31 00	Operating Supplies - Con	Wal-Mart Stores, Inc	41.01	CPFM- Shower Curtain (2); Tape; Shower Curtain Rings (2); Shower Rods(2)
001 - 573 90 31 00	Operating Supplies - Con	Amazon.com	390.96	CPFM- A-Frame Sidewalk Curb Sign (4)
001 - 573 90 31 00	Operating Supplies - Con	Amazon.com	191.26	Portable Neck Fan (2); Clip On Fans (4)
74193 06/30/2020	7404 Banner Bank Credit Cards		293.48	9467-PD
001 - 521 21 31 00	Operating Supplies - Inve	Amazon.com	63.29	Otterbox Tablet Case
001 - 521 21 42 00	Communication Invest.	Postmaster	10.20	First Class 2-Day Cert/Ret Receipt Pkg
001 - 521 21 42 00	Communication Invest.	Postmaster	7.40	First Class Cert/Ret Receipt Envelope
001 - 521 22 31 00	Operating Supplies - Patr	24hourwristbands.com	162.60	Embossed Wristbands (500)
001 - 521 22 31 00	Operating Supplies - Patr	Amazon.com	49.99	Webcam & Microphone
74194 06/30/2020	7404 Banner Bank Credit Cards		336.34	9475-PD
001 - 521 40 43 00	Travel Training	Shrees Truck Stop #2	28.10	Travel Fuel: Pickup Stuff From BLEA- E. Adams
001 - 521 40 43 00	Travel Training	Chevron Corporation	22.66	Travel Fuel: Pickup Stuff From BLEA- E. Adams
001 - 521 40 43 00	Travel Training	Fred M Fuel	29.75	Travel Fuel: Pickup Stuff From BLEA- E. Adams
001 - 521 40 43 00	Travel Training	Burger King	10.83	Travel Fuel: Pickup Stuff From BLEA- E. Adams

TOTALS FOR: Banner Bank Credit Cards

City Of College Place

MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 11:17:35 Date: 07/15/2020

Page: 3

Accts Pay #	Date	Vendor	Amount	Memo
001 - 521 70 31 00	Operating Supplies - Trai	Positive Concepts/ATPI	245.00	Sector Printer Paper (1cs)
74196 06/30/2020	7404	Banner Bank Credit Cards	187.32	9965-FD
001 - 522 45 31 00	Operating Supplies - Trai	Home Depot Credit Services	143.43	7/16 4x8 OSB (13)
001 - 522 50 31 00	Operating Supplies - Fac	Wal-Mart Stores, Inc	43.89	Supplies: Lysol (2); Trashbags; Jump Rope; Pres Butter (3)
Total:			5,219.14	

TOTALS FOR: Home Depot Credit Services

City Of College Place
MCAG #: 0766

Time: 11:17:51 Date: 07/15/2020
Page: 1

06/01/2020 To: 06/30/2020

Accts Pay #	Date	Vendor	Amount	Memo
74065	06/10/2020	5629 Home Depot Credit Services	1,140.26	Home Depot
400 - 534	50 35 00	Sm Tools/Equipment	1,140.26	Honda 2200 Watt Generator
74066	06/10/2020	5629 Home Depot Credit Services	45.56	Home Depot
400 - 534	80 31 00	Operating Supplies - Gen	45.56	WD-40; 5/16 Slotted 6" Demo Screwdriver
74067	06/10/2020	5629 Home Depot Credit Services	18.89	Home Depot
400 - 534	80 31 00	Operating Supplies - Gen	18.89	ABS-PVC Transition Cement; Pigskin Glove
74068	06/10/2020	5629 Home Depot Credit Services	61.01	Home Depot
400 - 534	80 31 00	Operating Supplies - Gen	61.01	2"x10' Galvanized Pipe- Well #2
74069	06/10/2020	5629 Home Depot Credit Services	5.44	Home Depot
100 - 542	70 31 00	Operating Supplies - Roa	5.44	Nitrile Dipped Gloves (5pk)
74070	06/10/2020	5629 Home Depot Credit Services	23.83	Home Depot
100 - 542	30 31 00	Operating Supplies - Tra	23.83	20 Pk Fabric Pegs- Makiah Ct 10' Rock Strip
74071	06/10/2020	5629 Home Depot Credit Services	15.70	Home Depot
400 - 534	80 31 00	Operating Supplies - Gen	15.70	Pine-Sol; Drill Bits
74072	06/10/2020	5629 Home Depot Credit Services	108.63	Home Depot
500 - 548	68 31 00	Operating Supplies - Gen	108.63	Shop Supplies: 12V Battery (2)
74073	06/10/2020	5629 Home Depot Credit Services	1.13	Home Depot
500 - 548	68 31 00	Operating Supplies - Gen	1.13	4" Oct Cover - Mechanic Shop
74074	06/10/2020	5629 Home Depot Credit Services	82.53	Home Depot
001 - 573	90 31 00	Operating Supplies - Con	82.53	Braid 1/2"x100' Polypro Roll (4)- Farmers Market
74075	06/10/2020	5629 Home Depot Credit Services	34.57	Home Depot
410 - 594	34 64 41	Water Utility Equipment	34.57	2x6- 10ft Prim Douglas Fir (4)
74076	06/10/2020	5629 Home Depot Credit Services	60.29	Home Depot
410 - 594	34 64 41	Water Utility Equipment	60.29	2x6-8ft Douglas Fir(4); 2x4-96" Whitewood Stud (2); Nuts; Washers; Fender Washer; Carriage Bolts
74077	06/10/2020	5629 Home Depot Credit Services	123.91	Home Depot

TOTALS FOR: Home Depot Credit Services

City Of College Place
MCAG #: 0766

06/01/2020 To: 06/30/2020

Time: 11:17:51 Date: 07/15/2020
Page: 2

Accts Pay #	Date	Vendor	Amount	Memo
001 - 573 90 31 00	Operating Supplies - Con		123.91	Hand Sanitizer And Supplies To Build Handwashing Stations- Farmers Market
74078 06/10/2020	5629 Home Depot Credit Services		30.22	Home Depot
100 - 542 70 31 00	Operating Supplies - Roa		30.22	Bluegrass Sod 10 SqFt Roll (4)
74079 06/10/2020	5629 Home Depot Credit Services		32.59	Home Depot
100 - 542 70 31 00	Operating Supplies - Roa		32.59	B&D 120W Power Inverter
74080 06/10/2020	5629 Home Depot Credit Services		30.22	Home Depot
100 - 542 70 31 00	Operating Supplies - Roa		30.22	Bluegrass Sod 10 SqFt Roll (4)
74095 06/10/2020	5629 Home Depot Credit Services		80.30	Home Depot
001 - 573 90 31 00	Operating Supplies - Con		80.30	Supplies To Build Handwashing/Sanitizing Stations
Total:			1,895.08	

TOTALS FOR: Napa Of Walla Walla

City Of College Place
MCAG #: 0766

Time: 11:18:00 Date: 07/15/2020
Page: 1

06/01/2020 To: 06/30/2020

Accts Pay #	Date	Vendor	Amount	Memo
74063	06/10/2020	194 Napa Of Walla Walla	-94.11	CREDIT/RETURN
500 - 548 68 31 00	Operating Supplies - Gen		-94.11	CREDIT/RETURN: Core Deposit (purchased Inv 988268 5/21/20)
74057	06/10/2020	194 Napa Of Walla Walla	680.63	Headache Rack For New Ram 2500 Pickup
320 - 594 50 64 32	Vehicles/Equip CE		680.63	Headache Rack For New Ram 2500 Pickup
74053	06/10/2020	194 Napa Of Walla Walla	226.71	Parts
500 - 548 68 31 00	Operating Supplies - Gen		226.71	Severe Service Shock (2); Freight
74054	06/10/2020	194 Napa Of Walla Walla	237.95	Parts
500 - 548 68 31 00	Operating Supplies - Gen		237.95	Battery (2)
74055	06/10/2020	194 Napa Of Walla Walla	340.94	Parts
500 - 548 68 31 00	Operating Supplies - Gen		340.94	Hub Bearing Kit (2)
74058	06/10/2020	194 Napa Of Walla Walla	16.10	Part
500 - 548 68 31 00	Operating Supplies - Gen		16.10	Maxi Fuse Holder
74060	06/10/2020	194 Napa Of Walla Walla	338.84	Part
500 - 548 68 31 00	Operating Supplies - Gen		338.84	Reman Starter; Core Deposit
74061	06/10/2020	194 Napa Of Walla Walla	15.63	Part
500 - 548 68 31 00	Operating Supplies - Gen		15.63	Air Filter
74062	06/10/2020	194 Napa Of Walla Walla	340.94	Parts
500 - 548 68 31 00	Operating Supplies - Gen		340.94	Hub Bearing Unit (2)
74064	06/10/2020	194 Napa Of Walla Walla	14.96	Parts
500 - 548 68 31 00	Operating Supplies - Gen		14.96	Cable (2)
74056	06/10/2020	194 Napa Of Walla Walla	45.73	Shop Tool
500 - 548 68 31 00	Operating Supplies - Gen		45.73	Shop Tool: Coil Spring Compressor
74059	06/10/2020	194 Napa Of Walla Walla	0.00	Warranty Part
500 - 548 68 31 00	Operating Supplies - Gen		0.00	Warranty Part: New Starter

Total: 2,164.32

TOTALS FOR: Quill Corporation

City Of College Place
MCAG #: 0766

Time: 11:18:23 Date: 07/15/2020
Page: 1

06/01/2020 To: 06/30/2020

Accts Pay #	Date	Vendor	Amount	Memo
74183	06/25/2020	218 Quill Corporation	54.34	Office Supplies
001 - 513	10 31 01	Office Supplies - Executi	7.16	City Hall General Office Supplies- Thermal Laminating Pouches
001 - 514	23 31 01	Office Supplies - Budget	9.60	City Hall General Office Supplies- Thermal Laminating Pouches
001 - 514	30 31 01	Office Supplies - Record	3.08	City Hall General Office Supplies- Thermal Laminating Pouches
001 - 518	10 31 01	Office Supplies - HR Ad	6.19	City Hall General Office Supplies- Thermal Laminating Pouches
402 - 531	27 31 01	Stormwater Utilities - Of	0.54	City Hall General Office Supplies- Thermal Laminating Pouches
400 - 534	10 31 01	Office Supplies - Admini	2.65	City Hall General Office Supplies- Thermal Laminating Pouches
400 - 534	27 31 01	Water Utilities - Office S	10.69	City Hall General Office Supplies- Thermal Laminating Pouches
401 - 535	10 31 01	Office Supplies - Admini	2.02	City Hall General Office Supplies- Thermal Laminating Pouches
401 - 535	27 31 01	Sewer Utilities - Office S	11.95	City Hall General Office Supplies- Thermal Laminating Pouches
100 - 543	10 31 01	Office Supplies - Admini	0.46	City Hall General Office Supplies- Thermal Laminating Pouches
74184	06/25/2020	218 Quill Corporation	3.75	Office Supplies
001 - 514	23 31 01	Office Supplies - Budget	2.18	Accounts Payable Office Supplies- Pen
400 - 534	27 31 01	Water Utilities - Office S	0.90	Accounts Payable Office Supplies- Pen
401 - 535	27 31 01	Sewer Utilities - Office S	0.67	Accounts Payable Office Supplies- Pen
74185	06/25/2020	218 Quill Corporation	167.91	Office Supplies
001 - 513	10 31 01	Office Supplies - Executi	9.60	City Hall General Office Supplies-Envelopes;Pop Up Notes; Postit Flags
001 - 514	23 31 01	Office Supplies - Budget	12.88	City Hall General Office Supplies-Envelopes;Pop Up Notes; Postit Flags
001 - 514	30 31 01	Office Supplies - Record	4.13	City Hall General Office Supplies-Envelopes;Pop Up Notes; Postit Flags
001 - 518	10 31 01	Office Supplies - HR Ad	8.31	City Hall General Office Supplies-Envelopes;Pop Up Notes; Postit Flags
001 - 518	10 31 01	Office Supplies - HR Ad	17.80	HR Office Supplies- Binder (2); Tab Dividers (4)
001 - 524	20 31 01	Office Supplies - Bldg. In	11.58	Community Development Admin Assistant Office Supplies
402 - 531	10 31 01	Office Supplies - Stormw	2.57	Community Development Admin Assistant Office Supplies
402 - 531	27 31 01	Stormwater Utilities - Of	0.73	City Hall General Office Supplies-Envelopes;Pop Up Notes; Postit Flags
400 - 534	10 31 01	Office Supplies - Admini	3.56	City Hall General Office Supplies-Envelopes;Pop Up Notes; Postit Flags
400 - 534	10 31 01	Office Supplies - Admini	4.82	Community Development Admin Assistant Office Supplies
400 - 534	10 31 01	Office Supplies - Admini	3.72	HR Office Supplies- Binder (2); Tab Dividers (4)
400 - 534	27 31 01	Water Utilities - Office S	14.34	City Hall General Office Supplies-Envelopes;Pop Up Notes; Postit Flags
400 - 534	27 31 01	Water Utilities - Office S	1.90	Utility Clerk Office Supplies -Finger Tips
400 - 534	50 31 00	Operating Supplies - Mai	27.06	Supplies- D. Anderson- Laser Labels
400 - 534	80 31 00	Operating Supplies - Gen	5.54	Supplies- D. Anderson- Laser Labels
401 - 535	10 31 01	Office Supplies - Admini	2.71	City Hall General Office Supplies-Envelopes;Pop Up Notes; Postit Flags

TOTALS FOR: Quill Corporation

City Of College Place
MCAG #: 0766

Time: 11:18:23 Date: 07/15/2020
Page: 2

06/01/2020 To: 06/30/2020

Accts Pay #	Date	Vendor	Amount	Memo
401 - 535 10 31 01	Office Supplies - Admini		2.25	Community Development Admin Assistant Office Supplies
401 - 535 10 31 01	Office Supplies - Admini		1.64	HR Office Supplies- Binder (2); Tab Dividers (4)
401 - 535 27 31 01	Sewer Utilities - Office S		16.04	City Hall General Office Supplies-Envelopes;Pop Up Notes; Postit Flags
401 - 535 27 31 01	Sewer Utilities - Office S		2.33	Utility Clerk Office Supplies -Finger Tips
100 - 543 10 31 01	Office Supplies - Admini		0.60	City Hall General Office Supplies-Envelopes;Pop Up Notes; Postit Flags
100 - 543 10 31 01	Office Supplies - Admini		1.61	Community Development Admin Assistant Office Supplies
100 - 543 10 31 01	Office Supplies - Admini		2.13	HR Office Supplies- Binder (2); Tab Dividers (4)
500 - 548 70 31 01	Office Supplies - ER&R		0.96	Community Development Admin Assistant Office Supplies
500 - 548 70 31 01	Office Supplies - ER&R		0.73	HR Office Supplies- Binder (2); Tab Dividers (4)
001 - 558 60 31 01	Office Supplies - Plannin		8.37	Community Development Admin Assistant Office Supplies
74186 06/25/2020	218 Quill Corporation		635.56	Office Supplies
001 - 513 10 31 01	Office Supplies - Executi		3.87	City Hall General Office Supplies- Ruled Notepads; Wall Clock For Breakroom
001 - 514 23 31 01	Office Supplies - Budgeti		5.20	City Hall General Office Supplies- Ruled Notepads; Wall Clock For Breakroom
001 - 514 30 31 01	Office Supplies - Recordi		1.67	City Hall General Office Supplies- Ruled Notepads; Wall Clock For Breakroom
001 - 518 10 31 01	Office Supplies - HR Adl		3.35	City Hall General Office Supplies- Ruled Notepads; Wall Clock For Breakroom
402 - 531 27 31 01	Stormwater Utilities - Of		0.29	City Hall General Office Supplies- Ruled Notepads; Wall Clock For Breakroom
400 - 534 10 31 01	Office Supplies - Admini		8.49	PW Office Supplies-Dry Erase Markers; 5x8 Notepads 12pk
400 - 534 10 31 01	Office Supplies - Admini		1.44	City Hall General Office Supplies- Ruled Notepads; Wall Clock For Breakroom
400 - 534 27 31 01	Water Utilities - Office S		5.79	City Hall General Office Supplies- Ruled Notepads; Wall Clock For Breakroom
401 - 535 10 31 01	Office Supplies - Admini		3.05	PW Office Supplies-Dry Erase Markers; 5x8 Notepads 12pk
401 - 535 10 31 01	Office Supplies - Admini		1.09	City Hall General Office Supplies- Ruled Notepads; Wall Clock For Breakroom
401 - 535 27 31 01	Sewer Utilities - Office S		6.47	City Hall General Office Supplies- Ruled Notepads; Wall Clock For Breakroom
100 - 543 10 31 01	Office Supplies - Admini		5.44	PW Office Supplies-Dry Erase Markers; 5x8 Notepads 12pk
100 - 543 10 31 01	Office Supplies - Admini		0.25	City Hall General Office Supplies- Ruled Notepads; Wall Clock For Breakroom
500 - 548 68 31 00	Operating Supplies - Gen		47.41	Supplies- Brother Labels (2)
500 - 548 70 31 01	Office Supplies - ER&R		2.39	PW Office Supplies-Dry Erase Markers; 5x8 Notepads 12pk
001 - 573 90 44 01	Advertising		536.96	Plotter Ink For CPFM COVID Signage
001 - 576 81 31 01	Office Supplies - Parks A		2.40	PW Office Supplies-Dry Erase Markers; 5x8 Notepads 12pk
74169 06/25/2020	218 Quill Corporation		255.43	Supplies

TOTALS FOR: Quill Corporation

City Of College Place
MCAG #: 0766

Time: 11:18:23 Date: 07/15/2020
Page: 3

06/01/2020 To: 06/30/2020

Accts Pay #	Date	Vendor	Amount	Memo
402 - 531 50 31 00	Operating Supplies - Stor		28.10	Office Supplies- PW- Magenta Toner
400 - 534 50 31 00	Operating Supplies - Mai		130.27	Office Supplies- PW- Magenta Toner
100 - 542 30 31 00	Operating Supplies - Trav		66.41	Office Supplies- PW- Magenta Toner
001 - 576 81 31 01	Office Supplies - Parks A		30.65	Office Supplies- PW- Magenta Toner
74170 06/25/2020	218 Quill Corporation		260.95	Supplies- PD
001 - 521 19 31 00	Operating Supplies - Sup		52.14	Face Masks (1bx)
001 - 521 19 31 00	Operating Supplies - Sup		208.81	Coffee;Trash Bags 100ct; Paper Towels (2 Ct)
74181 06/25/2020	218 Quill Corporation		173.90	Supplies
001 - 518 10 31 02	Operating Supplies - HR		86.95	Forehead Thermometer
001 - 573 90 31 00	Operating Supplies - Con		86.95	Forehead Thermometer
74182 06/25/2020	218 Quill Corporation		794.63	Supplies
001 - 513 10 31 01	Office Supplies - Executi		8.58	City Hall General Office Supplies- Hand Sanitizer (4)
001 - 513 10 31 01	Office Supplies - Executi		11.73	City Hall General Office Supplies- Rubberbands; Paper (2cs)
001 - 514 23 31 01	Office Supplies - Budget		11.52	City Hall General Office Supplies- Hand Sanitizer (4)
001 - 514 23 31 01	Office Supplies - Budget		15.74	City Hall General Office Supplies- Rubberbands; Paper (2cs)
001 - 514 30 31 01	Office Supplies - Record		3.70	City Hall General Office Supplies- Hand Sanitizer (4)
001 - 514 30 31 01	Office Supplies - Record		5.05	City Hall General Office Supplies- Rubberbands; Paper (2cs)
001 - 518 10 31 01	Office Supplies - HR Adi		7.43	City Hall General Office Supplies- Hand Sanitizer (4)
001 - 518 10 31 01	Office Supplies - HR Adi		10.16	City Hall General Office Supplies- Rubberbands; Paper (2cs)
402 - 531 27 31 01	Stormwater Utilities - Of		0.65	City Hall General Office Supplies- Hand Sanitizer (4)
402 - 531 27 31 01	Stormwater Utilities - Of		0.89	City Hall General Office Supplies- Rubberbands; Paper (2cs)
402 - 531 50 31 00	Operating Supplies - Stor		56.20	Supplies- PW- Cyan And Yellow Toner
400 - 534 10 31 01	Office Supplies - Admini		3.18	City Hall General Office Supplies- Hand Sanitizer (4)
400 - 534 10 31 01	Office Supplies - Admini		4.35	City Hall General Office Supplies- Rubberbands; Paper (2cs)
400 - 534 27 31 01	Water Utilities - Office S		12.82	City Hall General Office Supplies- Hand Sanitizer (4)
400 - 534 27 31 01	Water Utilities - Office S		17.52	City Hall General Office Supplies- Rubberbands; Paper (2cs)
400 - 534 50 31 00	Operating Supplies - Mai		260.54	Supplies- PW- Cyan And Yellow Toner
401 - 535 10 31 01	Office Supplies - Admini		2.42	City Hall General Office Supplies- Hand Sanitizer (4)
401 - 535 10 31 01	Office Supplies - Admini		3.31	City Hall General Office Supplies- Rubberbands; Paper (2cs)
401 - 535 27 31 01	Sewer Utilities - Office S		14.34	City Hall General Office Supplies- Hand Sanitizer (4)
401 - 535 27 31 01	Sewer Utilities - Office S		19.60	City Hall General Office Supplies- Rubberbands; Paper (2cs)
100 - 542 30 31 00	Operating Supplies - Trav		132.83	Supplies- PW- Cyan And Yellow Toner
100 - 543 10 31 01	Office Supplies - Admini		0.54	City Hall General Office Supplies- Hand Sanitizer (4)
100 - 543 10 31 01	Office Supplies - Admini		0.74	City Hall General Office Supplies- Rubberbands; Paper (2cs)
001 - 573 90 31 00	Operating Supplies - Con		13.99	Farmers Market Operating Supplies-Velcro For Towel Holders
001 - 573 90 31 00	Operating Supplies - Con		115.50	Farmers Market Operating Supplies-Folders;Trashcan Liners; Thermal Rolls (1ctn)
001 - 576 81 31 01	Office Supplies - Parks A		61.30	Supplies- PW- Cyan And Yellow Toner

City of College Place, Washington
ORDINANCE NO. 20-014

**AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON
TO IMPROVE COMMUNITY SAFETY AND DETER THE DISCHARGE OF A FIREARM
WITHIN THE CITY LIMITS WITHOUT SPECIAL AUTHORITY FROM THE CHIEF OF POLICE**

Whereas, the City of College Place is a non-charter code city entitled to the privileges and provisions of RCW 35A; and

Whereas, RCW 35A.11.020 allows non-charter code cities to adopt and enforce ordinances pertaining to local affairs;

Now therefore, the City Council of the City of College Place does hereby Ordain as follows:

Section 1: Create Ordinance No. 20-014, Discharging guns or other firearms prohibited – Exception; No person except a duly authorized law enforcement officer or person specifically authorized by the College Place Police Chief shall discharge any gun, or other firearm within the limits of the city. In the event the College Place City Police Chief grants such special authorization to a person, the College Place City Police Chief may impose any requirements on the person that the College Place City Police Chief may deem to be in the best interests of the city. (Violation of this section is a misdemeanor).

Section 2: Clerical Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 3: Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4: Effective Date. This ordinance shall take effect and be in full force five days after its passage and publication as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 28th day of July, 2020.

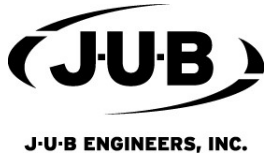
Norma Hernandez, Mayor

Attest:

Lisa R. Neissl, City Clerk

Approved as to form:

Rea Culwell, City Attorney
WSBA 37889



**J-U-B ENGINEERS, Inc.
AGREEMENT FOR PROFESSIONAL SERVICES**

Authorization for Additional Services

CLIENT: City of College Place

Project Name: WWTP Design - Fiscal Sustainability Plan

J-U-B Project Number: 30-20-053

1. *Additional Services.* The following additional items of work on the project referenced above have been or will be provided by J-U-B ENGINEERS, Inc. (J-U-B). These Additional Services are a supplement to the scope of services contained in J-U-B's existing Agreement for Professional Services for this Project, dated 9-10-19. All other TERMS AND CONDITIONS of said Agreement remain in full force and effect.

The City of College Place entered into an agreement with J-U-B to perform design phase services for the WWTP upgrades. This work is being performed as an amendment to that contract dated September 10, 2019.

One of the Ecology funding requirements for the WWTP design is the development of a Fiscal Sustainability Plan. The scope of work for developing the Fiscal Sustainability Plan is outlined in Attachment 1.

2. *Verbal Authorization by CLIENT, if Applicable.* J-U-B was verbally authorized by the CLIENT to provide these Additional Services by:

<u>Name</u>	<u>Date</u>
-------------	-------------

3. *Payment for Additional Services.* Unless otherwise noted below, J-U-B will provide these Additional Services on a time and materials basis, using J-U-B's standard billing rates or, if applicable, the billing rates established in the initial Agreement for Professional Services.

Other Basis for Payment:

Per Attachment 1

4. *Schedule of Services.* Due to the Additional Services, the Schedule of Services to be performed under the original Agreement for Professional Services is modified as follows:

Per Attachment 1

Dated this 28th day of July, 2020,

CLIENT

J-U-B ENGINEERS, Inc.

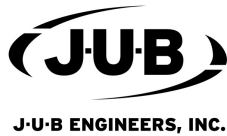
By: _____
Project Representative or Authorized Signatory for
CLIENT

By: _____
Project Representative or Authorized Signatory for J-U-B

Print or Type Name and Title

Alex Fazzari, Area Manager

Print or Type Name and Title



**J-U-B ENGINEERS, Inc.
AGREEMENT FOR PROFESSIONAL SERVICES**

Attachment 1 – Scope of Services, Basis of Fee, and Schedule

PROJECT NAME: Fiscal Sustainability Plan

CLIENT: City of College Place

J-U-B PROJECT NUMBER: 30-20-053

ATTACHMENT TO:

☒ **AUTHORIZATION FOR ADDITIONAL SERVICES DATED: 7/28/2020**

The referenced Agreement for Professional Services executed between J-U-B ENGINEERS, Inc. (J-U-B) and the CLIENT is amended and supplemented to include the following provisions regarding the Scope of Services, Basis of Fee, and/or Schedule:

PART 1 - PROJECT UNDERSTANDING

J-U-B's understanding of this project's history and CLIENT's general intent and scope of the project are described as follows:

The project objective is to document, evaluate and prioritize sanitary sewer collection system rehabilitation and replacement work in a systematic manner which can be implemented based on available City funds and funding options. This project will help identify top priority projects and will help bundle similar projects in close proximity together to help reduce costs. J-U-B will develop a Fiscal Sustainability Plan that meets sound engineering principles and industry standards.

The sanitary sewer system GIS shapefiles will be updated based upon record drawings and information provided by the City. A portion of the GIS shapefile update may be performed as part of a separate effort (TAG grant). The updated GIS asset information will be used to determine a prioritization score for each pipe. The likelihood of failure and consequence of failure of each pipe will be combined with engineering judgement criteria developed in collaboration with Public Works engineering staff, to develop overall priority ratings. These priority ratings will be used to develop a 10-year Capital Improvement Plan (CIP).

PART 2 - SCOPE OF SERVICES BY J-U-B

J-U-B's Services under this Agreement are limited to the following tasks. Any other items necessary to plan and implement the project, including but not limited to those specifically listed in PART 3, are the responsibility of CLIENT.

A. Task 001: Project Management

1. Set up project into J-U-B's financial and record keeping systems for document retention and project controls.
2. Coordinate quality assurance / quality control (QA/QC) processes.
3. Communicate and coordinate J-U-B team activities with kickoff and progress meetings as required.
4. Communicate and coordinate subconsultant activities under J-U-B, if necessary.
5. Regularly monitor project status, budget and schedule.
6. During periods of project activity, provide a regular report to CLIENT on project status, budget and schedule.
7. Provide a monthly invoice including budget status.
8. Provide ongoing document handling and filing.

B. Task 002: QC Reviews

1. Conduct internal reviews at appropriate phases for quality control and assurance.

C. Task 003: Data Collection and Review

1. Existing Data Collection and Review

- a. J-U-B will coordinate with City staff, to evaluate the available data from City provided GIS shapefiles and the iWorQ data. J-U-B will enter supplementary data based upon City-provided record drawings and meetings with City Staff. The goal is the development of the following data in the sanitary sewer GIS shapefile:

- Unique MH ID numbers
- Unique pipe ID numbers
- Rim elevations
- Pipe length
- Pipe diameter
- Pipe material
- Pipe/MH date of installation
- Pipes that have been rehabilitated with CIPP
- Subjective condition assessment based on City input (good, bad, unknown)
- Pipes suspected to have significant infiltration
- Known overflow events at any manholes and dates of overflows
- Pipes that require regular routine maintenance
- Pipes with known root intrusion problems
- Last known dates of CCTV
- Last know dates of jetting

A portion of the work outlined in this task may be completed by the City and/or may be completed as part of a separate grant (TAG grant). Therefore, any available budget in this task may be utilized to collect survey data on manhole rim and invert elevations. As directed by the City, J-U-B will coordinate with City staff to identify key areas within the study boundary that may need surveyed invert elevations and J-U-B will coordinate with their survey team to gather invert elevations of identified areas.

b. Assumptions:

- i. Sewer GIS shapefiles will be updated as part of the iWorQ project and may also be further updated as part of the TAG grant.
- ii. If the iWorQ product is complete and/or the TAG grant is awarded, a portion of the available budget may be utilized to gather surveyed rim and invert elevations – as determined by City.
- iii. Supplemental data will be based on City-provided record drawings, and interviews with City Staff.

c. Deliverables:

- i. All data collected, compiled, and entered remains the sole property of the City and will be delivered as editable GIS shapefiles.

2. Staff Interview Meeting

- a. J-U-B will conduct an interview with key City Staff (GIS, collections/operations, Public Works) to review the data and discuss any gaps in the data – including any currently undocumented knowledge. J-U-B will provide a list of data gaps and questions in advance of the meeting to provide the City an opportunity to assemble information.

b. Assumptions:

- i. One coordination meeting

c. Deliverables:

- i. Meeting Agenda
- ii. Meeting Notes

D. Task 004: Sewer Collection Facilities Evaluation, Prioritization, and CIP Development

1. Preliminary Criteria Determination
 - a. J-U-B will develop preliminary criteria and methodologies to determine likelihood of failure rating and consequence of failure rating for each pipe that the City owns and operates. These ratings will be combined to provide an overall priority rating. Criteria categories are anticipated to include pipe material, size, location, etc, that may be modified at the workshop. These criteria will be discussed with the City and finalized during the workshop.
 - b. Assumptions:
 - i. J-U-B will conduct one workshop with City Staff to review the preliminary criteria.
 - c. Deliverables:
 - i. Preliminary Exhibits reflecting criteria scoring for discussion purposes at the workshop described in this task.
2. Likelihood of Failure and Consequence of Failure Analysis
 - a. J-U-B will utilize the data collected for each criterion determined in conjunction with the City at the Criteria Workshop for each pipe (if available) within the study area limits and designate a generalized condition rating and risk rating. J-U-B will combine the likelihood of failure rating and the consequence of failure rating using the methodology established during the Criteria Determination Workshop to determine an overall priority level for each pipe in the study area. It is anticipated that 5 priority levels will be established.
 - b. Assumptions:
 - i. Hydraulic capacity will not be taken into consideration.
 - c. Deliverables:
 - i. Exhibits showing Likelihood of Failure, Consequence of Failure, and prioritization score to be included in the Fiscal Sustainability Plan.
3. Construction Method Determination
 - a. J-U-B will provide preliminary construction method recommendations for each pipe in the study area. Pipe will be given a preliminary construction method designation of open trench or trenchless based on the location, access, noted maintenance concerns, etc.
 - b. Assumptions:
 - i. Preliminary construction method recommendations are based on historical data provided to J-U-B by the City, in combination with pipe size, location, etc.
 - c. Deliverables:
 - i. Exhibits showing determined construction method to be included in the Fiscal Sustainability Plan.
4. CIP Development
 - a. J-U-B will establish a preliminary 10-year Capital Improvement Projects (CIP) list based on the prioritization analysis. J-U-B will develop cost opinions of each identified project based on historical bid prices of comparable projects and industry knowledge. An implementation plan will be developed by J-U-B taking into consideration City budget, road restoration projects, water projects, and project timeline. J-U-B will incorporate and make adjustments to the CIP based on feedback from the City at the CIP Development Workshops.
 - b. Assumptions:
 - i. The City will provide ten year plans for roadway, storm, and/or water rehabilitation projects to coordinate phasing of sewer CIP.
 - ii. Up to two workshops will be conducted with City Staff to develop the CIP.
 - c. Deliverables:

- i. Exhibits defining sewer collections CIP projects to be included in the Fiscal Sustainability Plan.
- ii. Cost Opinions of sewer collections CIP projects to be included in the Fiscal Sustainability Plan.

E. Task 005: Fiscal Sustainability Plan

1. Draft Fiscal Sustainability Plan
 - a. J-U-B will provide a draft Fiscal Sustainability Plan detailing rating criteria, prioritization methodology, and the identified Capital Improvement Projects. Additional information will include:
 - i. Prioritization Score Maps
 - ii. CIP Maps and Timelines
 - iii. CIP Cost Estimates
 - iv. Draft SOP for program maintenance and future updates
 - b. Assumptions:
 - i. None.
 - c. Deliverables:
 - i. One (1) .pdf copy of Fiscal Sustainability Plan
2. Workshop – Fiscal Sustainability Plan
 - a. J-U-B will present the results to City Staff from Public Works and Operations and Maintenance. The draft Fiscal Sustainability Plan will be reviewed and modifications to the report for the City-wide prioritization will be discussed.
 - b. Assumptions:
 - i. One Fiscal Sustainability Plan Workshop
 - c. Deliverables:
 - i. Meeting Agenda
 - ii. Meeting Notes
3. Final Fiscal Sustainability Plan
 - a. J-U-B will incorporate comments from the Fiscal Sustainability Plan Workshop to produce the final Fiscal Sustainability Plan.
 - b. Assumptions:
 - i. None.
 - c. Deliverables:
 - i. One (1) .pdf copy of Final Fiscal Sustainability Plan
 - ii. Three (3) hard copies of the Final Fiscal Sustainability Plan
 - iii. Fiscal Sustainability Plan in Word format for future editing by City.
 - iv. Maps will be provided in shapefile format for future editing by City.
4. City GIS Update
 - a. J-U-B will provide a File Geodatabase to the City with rating scores and priority levels. J-U-B will assist the City with the transfer of data back to the City for City updating.
 - b. Assumptions:
 - i. File Geodatabase will only include selected model outputs in coordination with the City.
 - c. Deliverables:
 - i. File Geodatabase with rating scores

PART 3 - CLIENT-PROVIDED WORK AND ADDITIONAL SERVICES

- A. **CLIENT-Provided Work** - CLIENT is responsible for completing, or authorizing others to complete, all tasks not specifically included above in PART 2 that may be required for the project including, but not limited to:
1. Provide current GIS information including parcels, contour, sewer, city limits, UGA boundary, and aerial images.
 2. Examine all alternatives, studies, reports, sketches, drawings, specifications, proposals, and other documents presented by J-U-B.
 3. Recognize and acknowledge the J-U-B's services do not include the following services:
 - a. Master planning for sewer and unsewered areas within the City Limits and Urban Growth Boundary
 - b. Hydraulic capacity analysis or recommendations
 - c. Manhole condition analysis. In lieu of a manhole condition analysis, project costs will be based on the assumption that manholes adjacent to open trench projects will be replaced and manholes adjacent to CIPP projects will be rehabilitated.
- B. **Additional Services** - CLIENT reserves the right to add future tasks for subsequent phases or related work to the scope of services upon mutual agreement of scope, additional fees, and schedule. These future tasks, to be added by amendment at a later date as Additional Services, may include:
1. Development of a hydraulic model for the collection system.
 2. Funding Assistance

PART 4 - BASIS OF FEE AND SCHEDULE OF SERVICES

- A. CLIENT shall pay J-U-B for the identified Services in PART 2 as follows:
1. For Time and Materials fees:
 - a. For all services performed on the project, Client shall pay J-U-B an amount equal to the cumulative hours charged to the Project by each class of J-U-B's personnel times J-U-B's standard billing rates.
 - b. Client shall pay J-U-B for Reimbursable Expenses times a multiplier of 1.1
 - c. Client shall pay J-U-B for J-U-B's Consultants' charges times a multiplier of 1.1.
 2. J-U-B may alter the distribution of compensation between individual tasks to be consistent with services actually rendered while not exceeding the total project amount.
- B. **Period of Service:** If the period of service for the task identified above is extended beyond 12 months, the compensation amount for J-U-B's services may be appropriately adjusted to account for salary adjustments and extended duration of project management and administrative services.
- C. CLIENT acknowledges that J-U-B will not be responsible for impacts to the schedule by actions of others over which J-U-B has no control.
- D. The following table summarizes the fees and anticipated schedule for the services identified in PART 2.

Task Number	Task Name	Fee Type	Amount	Anticipated Schedule
001	Project Management	Time and Materials (Estimated Amount Shown)	\$7,600	Concurrent with work progress
002	QC Reviews	Time and Materials (Estimated Amount Shown)	\$5,400	Concurrent with work progress

003	Data Collection and Review	Time and Materials (Estimated Amount Shown)	\$38,900	1 month after receipt of updated GIS shapefiles from TAG grant deliverables
004	Collection Facilities Evaluation, Prioritization, and Sewer Collections CIP Development	Time and Materials (Estimated Amount Shown)	\$44,300	Draft for CLIENT review 3 months after completion of Task 003
005	Fiscal Sustainability Plan	Time and Materials (Estimated Amount Shown)	\$23,500	2 months after completion of Task 004
Total:			\$119,700	

NOTE on Coronavirus and Schedule: J-U-B/TLG/GMI is committed to meeting your project schedule commitments as delineated above. As our response to the COVID-19 pandemic, J-U-B/TLG/GMI is engaging in safety procedures in help to protect clients, staff, their families, and the public. Our staff or offices may be subject to quarantine or other interruptions. Since COVID-19 impacts are beyond J-U-B/TLG/GMI's control, we are not responsible for the force majeure impacts to delivery timelines, or subsequent project delays and related claims, costs, or damages. Should circumstances related to the COVID-19 issue arise with J-U-B/TLG/GMI staff or in a J-U-B/TLG/GMI office that will impact our delivery schedule, we will notify you of the circumstances and mutually agree to a schedule adjustment.

Exhibit(s):

- None.

For internal J-U-B use only:

PROJECT LOCATION (STATE): Washington

TYPE OF WORK: City

R&D: Yes

GROUP: Water/Wastewater

PROJECT DESCRIPTION(S):

1. Sewer/Wastewater Collection/Treatment/Disposal (S04)
2. GIS/Asset Management (G04)



INVESTING IN WASHINGTON'S ECONOMIC FUTURE

Community Economic Revitalization Board

1011 Plum St SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-3151

July 16, 2020

Mr. Mike Rizzitiello
City Administrator
City of College Place
625 South College Avenue
College Place, WA 99324

Dear Mr. Rizzitiello,

Congratulations! The Community Economic Revitalization Board (CERB) has awarded funding to your planning project. Enclosed is a list of pre-contract conditions which must be satisfied no later than **November 19, 2020**, in order to execute a final contract with CERB.

Once the conditions have been met, a final contract will be developed by CERB prior to disbursement of funds. Please note that no project costs incurred prior to the Initial Offer of Financial Aid date will be reimbursed by CERB. After contract execution, a signed copy will be forwarded for the City of College Place's records. The execution date of the final contract will be based on the date of the CERB Chair's final signature. A sample of the contract document is enclosed for your records.

I will be your primary contact during this contracting process. If you have any questions, please don't hesitate to contact me at (360) 725-3169, or Barbara.Smith@commerce.wa.gov.

Sincerely,

Barbara Smith
CERB Program Assistant

Enclosures:

- Attachment A – Pre Contract Conditions
- Initial Offer of Financial Aid (IOFA) (2)
- Planning study minimum requirements
- Sample Contract

CERB Pre-Contract Requirements

Initial Offer of Financial Aid

If you wish to accept CERB's offer, please sign and return **two** original copies of the enclosed **Initial Offer of Financial Aid by August 31, 2020**. A copy of the executed Initial Offer will be forwarded for the City's records.

If the terms and conditions of this offer are not acceptable, you may request in writing that CERB reconsider, amend or modify its offer.

Pre-Contract Requirements

Please complete the conditions below and submit the appropriate documentation to CERB.

If all conditions are not completed by **November 19, 2020**, you have the option to request an extension from the Board. If the Board does not approve an extension of the initial offer, the offer will expire. Please see the enclosed policy on extension requests for details.

1. Finalized scope of work.
2. Evidence that consultant services have been selected to complete the study
3. Evidence that the \$16,667 cash match is in place, from the following or alternate sources:
 - a. City of College Place \$16,667 cash

Please note that CERB requires feasibility studies/planning documents to be completed within 24 months of the executed contract date.

Washington State
Community Economic Revitalization Board

Initial Offer of Financial Aid

City of College Place
Federal Tax Number: 91-6001412
Offer Date: July 16, 2020

The Community Economic Revitalization Board (CERB) is authorized by chapter 43.160 RCW to provide funds to political subdivisions to assist in financing the cost of certain public facilities. This Initial Offer of Financial Aid is contingent upon the availability of CERB funds. CERB hereby offers to make funds available to the **City of College Place**, hereafter referred to as the "Contractor," in order to aid in financing the cost of the **City-Owned Flex Light-Industrial Building Planning Study**, as described in the application (hereafter collectively referred to as the "Project").

Funds provided shall be in the form of a **grant** in the maximum principal amount of **\$50,000**, which must have a local **cash** match in the amount of at least **\$16,667**. Local cash match amounts and sources are identified as:

\$16,667 City of College Place Cash

This offer is subject to completion of pre-contract conditions, as described in Attachment A.

A final contract shall be developed by CERB prior to disbursement of funds. No project costs incurred prior to date of this offer will be reimbursed by CERB. In the event a final contract is not executed, no CERB funds will be disbursed.

If accepted, this Initial Offer of Financial Aid must be signed and returned to CERB by **August 31, 2020**.

ACCEPTANCE

FOR CERB

Randy Hayden, Chair
Community Economic Revitalization Board

Date: _____

FOR THE CONTRACTOR

Signature

Print Name: _____

Title: _____

Date: _____



Planning Study Minimum Requirements (MUST be completed during the study)

The planning study must contain the following **minimum requirements**:

- a. A product market analysis linked to economic development.
- b. A market strategy containing action elements linked to timelines.
- c. Identification of targeted industries.
- d. Identification of the group responsible for implementing the marketing strategy. Describe the group's capacity to complete the responsibility.
- e. The site's appropriateness by addressing, at minimum, appropriate zoning, affect to the state or local transportation system, environmental restrictions, cultural resource review, and the site's overall adequacy to support the anticipated development upon project completion.
- f. A location analysis of other adequately served vacant industrial land.
- g. Total funding for the public facilities improvements is secured or will be secured within a given time frame.
- h. An analysis of how the project will assist local economic diversification efforts.
- i. Indicate the specific issues that will be addressed.
- j. List one or more economic outcomes that you expect from the proposed CERB project.
- k. Describe the specific, quantifiable measures of the outcome(s) that will indicate success. Describe in measurable terms what you expect to be able to show as progress toward the outcome for each year before the whole outcome has been achieved.
- l. Describe what data you will collect to determine whether the outcome is being achieved.
- m. Describe the data collection procedure including when data will be collected, from whom and by whom.
- n. The estimated median hourly wage of the jobs created when development occurs.
- o. If the project is determined to be feasible, the following information must be provided within the final report:
 - 1. Total estimated jobs created (in FTEs).
 - 2. Describe benefits offered to employees.
 - 3. Describe the median hourly wage of the new jobs in relation to the median hourly county wage.
 - 4. The county three-year unemployment rate in relation to the state rate.
 - 5. County population change in the last five years.
 - 6. The estimated jobs created represent what percentage of the county's labor force.
 - 7. The estimated jobs created represent what percentage of the county's unemployed workers.
 - 8. Estimated new annual state and local revenue generated by the private business.
 - 9. Estimated private investment generated by project.

City of College Place, Washington
RESOLUTION NO. 20-031

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON
REGARDING ACCEPTANCE OF COMMUNITY ECONOMIC REVITALIZATION BOARD (CERB)
INITIAL OFFER OF FINANCIAL AID FOR THE CITY-OWNED FLEX LIGHT-INDUSTRIAL BUILDING
PLANNING STUDY.**

Whereas, the City of College Place is a non-charter code city governed by the rules and regulations of RCW 35A; and

Whereas, the City submitted a grant/loan application into the State Community Economic Revitalization Board for the partial funding for the City-Owned Flex Light-Industrial Building Planning Study; and

Whereas, the City received correspondence in July that requested funding for the projects was awarded; and

Whereas, a grant/loan initial offer of financial aid contract was issued to the City on July 16, 2020 by the State of Washington Community Economic Revitalization Board.

Now therefore, be it Resolved that the City Council of the City of College Place does hereby

1. Accept the initial offer of financial aid Contract with the State of Washington Community Economic Revitalization Board (CERB) for the City-Owned Flex Light-Industrial Building Planning Study in the form of a grant amount of \$50,000, with a local cash match in the amount of at least \$16,667 and permit the Mayor or City Administrator to execute the grant contract.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 28th day of July, 2020.

Attest:

Norma L. Hernández, Mayor

Lisa R. Neissl, CMC
City Clerk

July 23, 2020

City of College Place
625 South College Avenue
College Place, Washington 99324

ATTN: Paul Hartwig, Public Works Director

RE: 10th Street Improvements Project – Bids Results

Dear Paul:

This letter describes the bid results from July 23, 2020 for the 10th Street Improvements Project.

Bid Results from July 23, 2020

Bids for the project were received and opened at College Place City Hall on July 23, 2020 at 11:00 a.m. The City received four bids from the following bidders:

1. Don Jackson Excavation, LLC
2. Humbert Asphalt, Inc.
3. P.O.W. Contracting, Inc.
4. C&E Trenching, LLC

All bids were opened and read. After the bid opening, the bids were reviewed again, and the Bidder Responsibility Criteria pursuant to the Revised Code of Washington 39.04.010 was examined with respect to the lowest bidder (see attached).

After the bid opening, we entered the bid prices into a Microsoft Excel spreadsheet to check the price extensions and verify that the total bid amounts read matched the amounts written on each bid. No errors were found in any of the bids. A copy of the Bid Tabulation, which shows the bidders' prices and costs for each individual bid item, is attached.

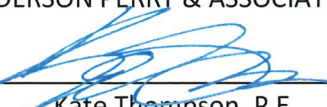
The bid totals ranged from \$201,920.00 to \$249,991.00. The Engineer's Estimate was \$196,900.00. The apparent low bidder is Don Jackson Excavation, LLC. Their bid was \$5,020 higher than the Engineer's Estimate.

Summary

From our review of the bids, we recommend the City of College Place consider awarding the 10th Street Improvements Project to Don Jackson Excavation, LLC, contingent upon approval from the City's Attorney.

Please contact me if you have any questions.

ANDERSON PERRY & ASSOCIATES, INC.

By 
Kate Thompson, P.E.

KT/aw

Attachments

cc: File No. 663-140-02, w/attach

S:\Docs\College Place\663-140 10th St Improvements\Bid Results Letter.docx

BID TABULATION
10th Street Improvements Project

Bid Opening: July 23, 2020, 11:00 a.m.				<i>Engineer's Estimate</i>		<i>Don Jackson Excavation, LLC (1/4)</i>		<i>Humbert Asphalt, Inc. (2/4)</i>	
<i>Item</i>	<i>Description</i>	<i>Unit</i>	<i>Quantity</i>	<i>Unit Price</i>	<i>Total</i>	<i>Unit Price</i>	<i>Total</i>	<i>Unit Price</i>	<i>Total</i>
1	Mobilization	LS	All Req'd	\$20,000.00	\$20,000.00	\$15,000.00	\$15,000.00	\$10,000.00	\$10,000.00
2	SPCC Plan	LS	All Req'd	1,000.00	1,000.00	100.00	100.00	2,500.00	2,500.00
3	Project Temporary Traffic Control	LS	All Req'd	5,000.00	5,000.00	5,500.00	5,500.00	2,000.00	2,000.00
4	Removal of Structures and Obstructions	LS	All Req'd	5,000.00	5,000.00	10,000.00	10,000.00	10,000.00	10,000.00
5	Removal of Cement Concrete Sidewalks and Driveways	SY	25	20.00	500.00	36.00	900.00	25.00	625.00
6	Removal of Cement Concrete Curb and Gutter	LF	80	5.00	400.00	10.00	800.00	10.00	800.00
7	Roadway Excavation, Incl. Haul	LS	All Req'd	5,000.00	5,000.00	9,500.00	9,500.00	15,000.00	15,000.00
8	Unsuitable Foundation Excavation, Incl. Haul	CY	500	60.00	30,000.00	20.00	10,000.00	40.00	20,000.00
9	Crushed Surfacing Top Course for Gravel Repair	CY	30	50.00	1,500.00	60.00	1,800.00	100.00	3,000.00
10	HMA Cl. 1/2-In. PG 64-28	TON	150	120.00	18,000.00	111.00	16,650.00	100.00	15,000.00
11	HMA for Pavement Repair Cl. 1/2-In. PG-64-28	SY	560	60.00	33,600.00	30.00	16,800.00	35.75	20,020.00
12	HMA for Preleveling for Cl. 3/8-In. PG 64-28	TON	75	50.00	3,750.00	120.00	9,000.00	125.00	9,375.00
13	Crack Sealing	FA	EST	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00
14	Controlled Density Fill	CY	2	100.00	200.00	500.00	1,000.00	500.00	1,000.00
15	Solid Wall PVC Storm Sewer Pipe, 8-In. Diam.	LF	65	30.00	1,950.00	66.00	4,290.00	50.00	3,250.00
16	Solid Wall PVC Storm Sewer Pipe, 12-In. Diam.	LF	410	50.00	20,500.00	60.00	24,600.00	30.00	12,300.00
17	Adjust Manhole	EA	4	500.00	2,000.00	700.00	2,800.00	800.00	3,200.00
18	Catch Basin, Type 1	EA	3	1,500.00	4,500.00	2,500.00	7,500.00	1,800.00	5,400.00
19	Infiltration Gallery, 8 Ft. by 35 Ft. by 10 Ft.	EA	1	10,000.00	10,000.00	22,500.00	22,500.00	12,000.00	12,000.00
20	Unmarked Utility Encounter	EA	5	500.00	2,500.00	200.00	1,000.00	500.00	2,500.00
21	Potholing All Connections and Known Utility Crossings (Storm)	LS	All Req'd	1,000.00	1,000.00	500.00	500.00	2,500.00	2,500.00
22	Additional Potholing (Storm)	HR	10	50.00	500.00	25.00	250.00	200.00	2,000.00
23	Trench Excavation Safety System (Storm)	LS	All Req'd	1,000.00	1,000.00	100.00	100.00	500.00	500.00
24	Erosion Control and Water Pollution Prevention	LS	All Req'd	2,000.00	2,000.00	100.00	100.00	2,500.00	2,500.00
25	Sod Installation	SY	70	15.00	1,050.00	27.00	1,890.00	25.00	1,750.00
26	Irrigation System Repair	FA	EST	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00
27	Quarry Spalls	CY	3	100.00	300.00	100.00	300.00	100.00	300.00
28	Cement Concrete Traffic Curb and Gutter	LF	650	15.00	9,750.00	30.00	19,500.00	35.00	22,750.00
29	Cement Concrete Driveway, 6-In. Thick	SY	25	60.00	1,500.00	152.00	3,800.00	80.00	2,000.00
30	Cement Concrete Sidewalk	SY	20	50.00	1,000.00	150.00	3,000.00	80.00	1,600.00
31	Cement Concrete Sidewalk Ramp	EA	2	1,500.00	3,000.00	1,500.00	3,000.00	2,500.00	5,000.00
32	Permanent Signing	LS	All Req'd	3,000.00	3,000.00	1,500.00	1,500.00	5,000.00	5,000.00
33	Paint Stop Line	LF	20	4.00	80.00	30.00	600.00	20.00	400.00
34	Paint Crosswalk	SF	80	4.00	320.00	8.00	640.00	10.00	800.00
35	Bollard Type 2	EA	2	500.00	1,000.00	500.00	1,000.00	1,500.00	3,000.00
BID TOTAL					\$196,900.00		\$201,920.00		\$204,070.00
Total Shown on Bid Schedule					N/A		\$201,920.00		\$204,070.00
Difference					N/A		\$0.00		\$0.00

BID TABULATION
10th Street Improvements Project

Bid Opening: July 23, 2020, 11:00 a.m.				<i>P.O.W. Contracting, Inc.</i> (3/4)		<i>C&E Trenching, LLC</i> (4/4)	
<i>Item</i>	<i>Description</i>	<i>Unit</i>	<i>Quantity</i>	<i>Unit Price</i>	<i>Total</i>	<i>Unit Price</i>	<i>Total</i>
1	Mobilization	LS	All Req'd	\$22,000.00	\$22,000.00	\$35,531.00	\$35,531.00
2	SPCC Plan	LS	All Req'd	500.00	500.00	323.00	323.00
3	Project Temporary Traffic Control	LS	All Req'd	8,000.00	8,000.00	12,212.00	12,212.00
4	Removal of Structures and Obstructions	LS	All Req'd	15,000.00	15,000.00	11,486.00	11,486.00
5	Removal of Cement Concrete Sidewalks and Driveways	SY	25	10.00	250.00	25.00	625.00
6	Removal of Cement Concrete Curb and Gutter	LF	80	10.00	800.00	3.95	316.00
7	Roadway Excavation, Incl. Haul	LS	All Req'd	14,000.00	14,000.00	9,294.00	9,294.00
8	Unsuitable Foundation Excavation, Incl. Haul	CY	500	55.00	27,500.00	23.27	11,635.00
9	Crushed Surfacing Top Course for Gravel Repair	CY	30	50.00	1,500.00	88.50	2,655.00
10	HMA Cl. 1/2-In. PG 64-28	TON	150	94.00	14,100.00	99.00	14,850.00
11	HMA for Pavement Repair Cl. 1/2-In. PG-64-28	SY	560	37.50	21,000.00	24.50	13,720.00
12	HMA for Preleveling for Cl. 3/8-In. PG 64-28	TON	75	104.00	7,800.00	261.80	19,635.00
13	Crack Sealing	FA	EST	5,000.00	5,000.00	5,000.00	5,000.00
14	Controlled Density Fill	CY	2	200.00	400.00	237.50	475.00
15	Solid Wall PVC Storm Sewer Pipe, 8-In. Diam.	LF	65	20.00	1,300.00	46.00	2,990.00
16	Solid Wall PVC Storm Sewer Pipe, 12-In. Diam.	LF	410	30.00	12,300.00	42.20	17,302.00
17	Adjust Manhole	EA	4	750.00	3,000.00	1,864.00	7,456.00
18	Catch Basin, Type 1	EA	3	2,500.00	7,500.00	2,626.00	7,878.00
19	Infiltration Gallery, 8 Ft. by 35 Ft. by 10 Ft.	EA	1	23,000.00	23,000.00	18,872.00	18,872.00
20	Unmarked Utility Encounter	EA	5	100.00	500.00	451.00	2,255.00
21	Potholing All Connections and Known Utility Crossings (Storm)	LS	All Req'd	2,000.00	2,000.00	4,509.00	4,509.00
22	Additional Potholing (Storm)	HR	10	75.00	750.00	451.00	4,510.00
23	Trench Excavation Safety System (Storm)	LS	All Req'd	1,500.00	1,500.00	4,946.00	4,946.00
24	Erosion Control and Water Pollution Prevention	LS	All Req'd	1,200.00	1,200.00	1,511.00	1,511.00
25	Sod Installation	SY	70	12.00	840.00	37.50	2,625.00
26	Irrigation System Repair	FA	EST	1,000.00	1,000.00	1,000.00	1,000.00
27	Quarry Spalls	CY	3	400.00	1,200.00	106.00	318.00
28	Cement Concrete Traffic Curb and Gutter	LF	650	35.00	22,750.00	36.50	23,725.00
29	Cement Concrete Driveway, 6-In. Thick	SY	25	90.00	2,250.00	117.48	2,937.00
30	Cement Concrete Sidewalk	SY	20	75.00	1,500.00	115.40	2,308.00
31	Cement Concrete Sidewalk Ramp	EA	2	1,750.00	3,500.00	1,088.00	2,176.00
32	Permanent Signing	LS	All Req'd	1,200.00	1,200.00	2,502.00	2,502.00
33	Paint Stop Line	LF	20	17.00	340.00	8.70	174.00
34	Paint Crosswalk	SF	80	5.00	400.00	5.50	440.00
35	Bollard Type 2	EA	2	600.00	1,200.00	900.00	1,800.00
BID TOTAL					\$227,080.00		\$249,991.00
Total Shown on Bid Schedule					\$227,080.00		\$249,991.00
Difference					\$0.00		\$0.00



AGREEMENT BETWEEN CLIENT AND ENGINEER FOR
PROFESSIONAL SERVICES

Job No. 663-146

PROJECT: DESITO COURT AND EARL LANE STORM RETROFIT

PART I. PARTIES AND DESCRIPTION OF WORK

THIS AGREEMENT is made on the 21st day of July 2020 between CITY OF COLLEGE PLACE, WASHINGTON (the CLIENT) and ANDERSON PERRY & ASSOCIATES, INC. (the ENGINEER). Now, therefore, the CLIENT and ENGINEER agree as follows:

PART II. ENGINEERING SERVICES

- A. The CLIENT hereby authorizes the ENGINEER, acting as an independent consultant, to perform the following services: Design engineering services as outlined in the attached Scope of Work (Exhibit A).
- B. The CLIENT will provide the following to the ENGINEER: Access to the project site, information on existing utilities, and design input.
- C. Additional Provisions: N/A

PART III. BASIS OF FEE AND BILLING SCHEDULE

In consideration for performing said services, the CLIENT agrees to compensate the ENGINEER as follows: Design engineering services shall be paid on a time and materials basis with a cost not to exceed \$42,640 without additional authorization from the CLIENT. See Exhibit B for estimated costs.

Billings will be submitted monthly based upon actual services performed. Accounts are due 30 days from the date of billing. A service charge of 12 percent interest per annum will be charged on all past due accounts. Interest to start 30 days from the date the billing is received. The ENGINEER may suspend work under this Agreement until the account is paid in full.

If collection is made by suit or otherwise, the CLIENT agrees to pay interest until the account is paid, plus pay all collection costs, including a reasonable attorney's fee.

THE TERMS AND CONDITIONS ON THE REVERSE SIDE ARE PART OF THIS AGREEMENT.

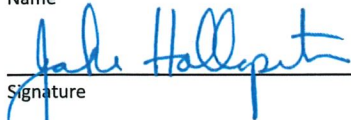
This Agreement executed on the day and year first above written.

ENGINEER
ANDERSON PERRY & ASSOCIATES, INC.

CLIENT
CITY OF COLLEGE PLACE, WASHINGTON

Jake Hollopeter, P.E.

Name



Signature

Vice President

Title

Name

Signature

Title

ANDERSON PERRY & ASSOCIATES, INC.

PART IV. TERMS AND CONDITIONS

GENERAL

Should litigation or arbitration occur between the two parties relating to the provisions of this Agreement, all litigation or arbitration expenses, collection expense, witness fees, court costs, and attorneys' fees incurred by the prevailing party shall be paid by the non-prevailing party to the prevailing party.

Neither party shall hold the other responsible for damages or delay in performance caused by acts of God, strikes, lockouts, accidents, or other events beyond the control of the other or the other's employees and agents.

In the event any provisions of this Agreement shall be held to be invalid and unenforceable, the remaining provisions shall be valid and binding upon the parties. One or more waivers by either party of any provisions, term, condition, or covenant shall not be construed by the other party as a waiver of a subsequent breach of the same by the other party.

The ENGINEER intends to render his services under this Agreement in accordance with generally accepted professional practices for the intended use of the project and makes no warranty either expressed or implied.

The CLIENT guarantees full and free access for the ENGINEER to enter upon all properties required for the performance of the ENGINEER's services under this Agreement.

The ENGINEER shall not be responsible for acts of omissions of any party or parties involved in the services covered by this Agreement other than their own or for the failure of any contractor or subcontractor to construct any item in accordance with recommendations issued by the ENGINEER.

Any opinion of the estimated construction cost prepared by the ENGINEER represents their judgment as a design professional and is supplied for the general guidance of the CLIENT, since the ENGINEER has no control over the cost of labor and material, or over competitive bidding or market conditions, the ENGINEER does not guarantee the accuracy of such opinions as compared to Contractor bids or actual cost to the CLIENT.

EXTENT OF AGREEMENT

This Agreement represents the entire and integrated agreement between the CLIENT and the ENGINEER and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by written instrument signed by both the CLIENT and the ENGINEER.

AUTHORIZATION TO PROCEED

Approval of this agreement by the CLIENT and the ENGINEER will serve as written authorization for the ENGINEER to proceed with the services called for in this Agreement.

OWNERSHIP OF DOCUMENTS

All drawing, specifications, and other work product of the ENGINEER are property of the ENGINEER whether the project is completed or not. Reuse of any of the instruments of service of the ENGINEER by the CLIENT on extensions of this project or on any other project without the written permission of the ENGINEER shall be at the CLIENT's risk and the CLIENT agrees to defend, indemnify, and hold harmless the ENGINEER from all claims, damages, and expenses including attorneys' fees arising out of such unauthorized reuse of the ENGINEER's instruments of service by the CLIENT OR BY OTHERS ACTING THROUGH THE CLIENT.

TERMINATION

This Agreement may be terminated by either party by seven days written notice in the event of substantial failure to perform in accordance with the terms of this Agreement by the other party through no fault of the terminating party or by mutual consent. If this Agreement is terminated, the ENGINEER shall be paid for services performed to the termination notice date, including reimbursable expenses due.

GOVERNING LAW

Unless otherwise specified within this Agreement, this Agreement shall be governed by the law of the principal place of business of the ENGINEER.

INSURANCE

The ENGINEER shall acquire and maintain statutory workmen's compensation insurance coverage, employer's liability, and comprehensive general liability insurance coverage. The CLIENT shall acquire and maintain appropriate property, comprehensive general liability, and other appropriate insurance that will protect the CLIENT's interest on the project.

INDEMNITY

The CLIENT will require that any contractor or subcontractor performing work in connection with drawings produced under this Agreement to hold harmless, indemnify and defend, the CLIENT and the ENGINEER, their consultants, and each of their officers, agents, and employees from any and all liability claims, losses, or damage arising out of or alleged to arise from the contractor's (or subcontractor's) negligence in the performance of the work described in the construction contract documents, but not including liability that may be due to the sole negligence of the CLIENT, the ENGINEER, their consultants or their officers, agents, and employees.

LIMITATION OF LIABILITY

The CLIENT agrees to limit the ENGINEER's liability to the CLIENT and to all construction contractors and their subcontractors on the project, if any, due to the ENGINEER's professional negligent acts, errors, or omissions, such that the total aggregate liability of the ENGINEER to those named shall not exceed Fifty Thousand (\$50,000.00) Dollars or the ENGINEER's total fee for services rendered on this project, whichever is greater.

EEO PROVISIONS

The ENGINEER shall comply with all applicable provisions of the Regulations of the U.S. Department of Commerce (Part 8 of Subtitle 15 of the Code of Federal Regulations) issued pursuant to the Civil Rights Act of 1964, in regard to non-discrimination in employment because of race, religion, color, sex, or national origin. The ENGINEER shall comply with Executive Order 11246 (41 CFR 60-1.4), Section 503 of the Rehabilitation Act of 1973 (41 CFR 60-741.5(a)), Section 402 of the Vietnam Era Veterans Readjustment Act of 1974 (41 CFR 60-250.5(a)), the Jobs for Veterans Act of 2003 (41 CFR 60-300.5(a)), and, the organizing and collective bargaining Clauses of Executive Order 13496 (29 CFR 471). The ENGINEER shall comply with applicable federal, state, and local laws, rules, and regulations concerning Equal Employment Opportunity.

EXHIBIT A
CITY OF COLLEGE PLACE, WASHINGTON
DESITO COURT AND EARL LANE STORM RETROFIT
DESIGN ENGINEERING SERVICES

SCOPE OF WORK

TASK DESCRIPTION AND BACKGROUND

This project generally includes the tasks required to provide design engineering services for the City of College Place's (CLIENT) Desito Court and Earl Lane Storm Retrofit project, which generally includes storm drainage system and pavement repairs. Specific project elements include topographical mapping, a Stormwater Pre-Design Report, stormwater, street, curb and gutter, sidewalks, and quality assurance/quality control (QA/QC) review.

In general, the design services will include the following key components and deliverables:

- Geotechnical Investigation
- Stormwater Pre-Design Report
- Topographic Mapping Compatible with AutoCAD Civil 3D 2020 or Later
- 30 Percent Design Submittal with Cost Estimate
- 75 Percent Design Submittal with Specifications and Cost Estimate
- 100 Percent Design Submittal with Specifications and Cost Estimate
- Final Plans, Specifications, and Estimate (PS&E)
- Assist in Bidding and Award
- Supplemental if Requested – historical and cultural resource investigation and documentation; State Environmental Policy Act (SEPA) documentation; Critical Areas Report; right-of-way determination; construction administration including on-site observation, cultural resource monitoring, and construction staking; or other services as requested.

DUTIES AND RESPONSIBILITIES OF ANDERSON PERRY & ASSOCIATES, INC. (ENGINEER)

TASK 1 - PROJECT ADMINISTRATION

The ENGINEER will oversee project tasks and coordinate with CLIENT representatives to manage the project's scope, schedule, and budget.

1.1 Contract Administration, Invoicing, and Progress Reports

1. Prepare and submit monthly invoices. Each invoice will include the date period covered by the invoice, the number of hours worked during the billing period with billing rates shown, expenses and associated markups, the total cost for labor and expenses, subconsultant fees including markups, and a total amount summarizing labor, expenses, and subconsultant fees.
2. Prepare a brief Project Status Report to accompany the monthly invoices. The Project Status Report will include the date period covered by the report, a brief summary of the work performed during the billing period, a notice to the CLIENT raising any issues or concerns

that could require a contract amendment/supplement, a brief summary of completed and/or upcoming project milestones, and any CLIENT action items needed for project delivery. The ENGINEER will monitor the budget status and take actions to correct undesirable budget trends involving the CLIENT if the scope is impacted.

3. Project management. General coordination with the CLIENT, subconsultants, other consultants, and stakeholders as well as ongoing monitoring of tasks and resources.
4. Maintain all contract-required documentation. Provide copies of project files and records to the CLIENT for audits and public information requests. All final documents will be provided in electronic format as requested.

Deliverables

- ☐ Monthly Invoices and Project Status Reports
- ☐ Project Documentation

1.2 Meetings

Various meetings will likely require the ENGINEER to prepare information, participate, and document outcomes. Subconsultant team members shall attend meetings related to their specific tasks as requested by the ENGINEER. The anticipated meetings are as follows:

1. Project kickoff meeting with CLIENT staff.
2. Internal bi-weekly ENGINEER design team meetings.
3. Meetings with CLIENT staff to discuss review comments from each submittal package.
4. As needed project meetings with CLIENT staff to discuss and resolve issues as they arise. These meetings will likely be a combination of phone conference calls and in-person meetings depending on the agenda.

TASK 2 - PRELIMINARY DESIGN AND PERMITTING

2.1 Stormwater Pre-Design Report

The ENGINEER will prepare an abbreviated Stormwater Pre-Design Report that meets the required core elements of the Stormwater Management Manual for Eastern Washington. Washington State Department of Ecology funding is not anticipated for this project; therefore, the Stormwater Pre-Design Report will be written to City of College Place standards. The report will contain stormwater calculations for all proposed stormwater improvements.

Deliverables

- ☐ Draft Stormwater Pre-Design Report
- ☐ Final Stormwater Pre-Design Report

TASK 3 - DATA COLLECTION

3.1 Topographic Mapping

The ENGINEER will provide the data needed to fully map the project area. Design surveying services will include three primary elements: Survey control, topographic mapping, and base mapping. Each element is generally described below.

1. **Survey Control** – Survey control will be placed throughout the project, and existing survey monumentation will be tied into the survey control. The field crew will bring the CLIENT's horizontal and vertical control onto the site utilizing RTK GPS surveying techniques, thus establishing primary control points along the route. A precise digital level loop will be run from a CLIENT benchmark and through all the primary control points. The project will conform horizontally and vertically to CLIENT GPS control based on the Washington State Coordinate System, South Zone, NAD 83, and vertically to NAVD 1988.
2. **Topographic Mapping (Design Survey)** – All relevant roadway topographic and utility features will be identified to the right-of-way and, where needed, approximately 25 feet beyond the right-of-way (as long as landowner permission is granted). Additionally, the mapping will extend approximately 50 feet in each direction at all public street intersections. This survey will contain adequate data to prepare a topographic model for the CLIENT's use in road and utility design. The underground utility notification center will be contacted prior to the field crew arrival, and all paint marks will be located. All overhead utilities and the invert elevations on all visible catch basins and manholes will be shown on the survey. For all storm and sanitary lines, the next manhole will also be located.
3. **Base Mapping** – The field data will be reduced and the design survey base map will be completed. A surface will be created and contours shown in the design survey. The right-of-way will be determined from existing records and found monumentation and will be shown on the design survey. A separate stand-alone design survey map will not be prepared.

The ENGINEER will conduct site visits and perform field and office verification of survey data represented in the project base map.

3.2 Geotechnical Explorations and Letter

The ENGINEER will conduct site explorations to gather information on the infiltration rates, and area groundwater levels. The CLIENT will provide traffic control, excavate test pits, and backfill and patch the holes. This data will be used when preparing the Geotechnical Letter. Specific work elements include coordinating with CLIENT staff and area utilities to select appropriate test pit locations and observing the test pits.

The project is estimated to include three test pits ranging in depth from 5 to 15 feet. Geotechnical soil sampling and field testing will be completed to determine the project's anticipated geotechnical soil conditions, inventories, and subsurface water depths.

The Geotechnical Letter will summarize the explorations and findings, outline the encountered subsurface conditions, and present the resulting geotechnical opinions and recommendations.

The ENGINEER will review field data and perform analyses to provide geotechnical recommendations for:

- Groundwater Depths
- Infiltration Rates

The ENGINEER will provide site plans, exploration logs, and any schematics necessary to illustrate the recommendations. The ENGINEER will provide one electronic (pdf) and one paper copy of the final memorandum

Assumption

The CLIENT will provide site access, traffic control, excavate test pits, backfill, and patch the holes, as needed.

Deliverable

- ☐ Final Geotechnical Letter

TASK 4 - DESIGN

4.1 Utility Coordination

The ENGINEER will research and identify existing utilities in the project area that may be affected. The ENGINEER will contact the utility companies, request verification of location data, and update utility information in the survey base map if necessary. The CLIENT will work with the utility providers to coordinate any required franchise utility installation or relocations in advance of the project and will provide the information to the ENGINEER for incorporation into the design drawings.

Assumptions

- The CLIENT will lead all efforts with utility providers to determine the required franchise utility relocations.
- The CLIENT will provide the ENGINEER with utility plans, GIS, and other supporting documents for the CLIENT utilities potentially affected by this project.
- Additional utility design location fees, if any, are not included in the ENGINEER's costs and will be paid by the CLIENT if required.

4.2 Stormwater Improvements

The ENGINEER will design stormwater improvements in accordance with the design criteria specified in the Stormwater Management Manual for Eastern Washington, the findings of the Stormwater Pre-Design Report, and the applicable CLIENT requirements.

Assumptions

- The CLIENT will provide the ENGINEER with available stormwater plans and records of the existing drainage facilities.
- One new infiltration gallery will be installed near Destitio Court. This gallery will have increased capacity to hold potential overflow from the two nearby existing infiltration trenches.
- One new infiltration gallery will be installed in Earl Lane near Whitman Drive.

- Infiltration galleries will be sized to accommodate the 100-year, 24-hour design storm per the City of College Place Stormwater Facility Standards.

4.3 Street Improvements

The ENGINEER will design the roadway repairs due to the installation of the new stormwater system in accordance with the applicable requirements specified in the American Association of State Highway and Transportation Officials Policy on Geometric Design of Highways and Streets, the Manual on Uniform Traffic Control Devices, CLIENT Standard Plans, and ADA requirements.

Traffic Control and Staging – The ENGINEER will develop traffic control plans to accommodate the project while minimizing impacts to residents. The ENGINEER will provide traffic control strategies and meet with the CLIENT to discuss options.

4.4 Construction Plans

The ENGINEER will prepare construction plan sheets for CLIENT review. The plans will evolve with each submittal. The following is the intended representation for the approximate design levels.

- The 30 percent plans will have limited detail information but will represent the project's intent. Once the 30 percent submittal is approved, significant changes in project scope or direction will require a contract amendment. One electronic (pdf) file and one 11x17 paper copy will be provided.
- The 75 percent submittal will include 75 percent design drawings, specifications (with current Washington State Department of Transportation (WSDOT) Amendments, General Special Provisions (GSPs), and required Special Provisions), and a cost estimate. One electronic (pdf) file and one 11x17 paper copy will be provided.
- The 100 percent submittal will incorporate CLIENT comments from the 75 percent design and include detailed information with all potential work call outs. The intent of the 100 percent submittal is to present accurate and complete information. One electronic (pdf) file and one 11x17 paper copy will be provided.
- The final submittal will incorporate any remaining CLIENT comments and be a bid-ready document stamped and signed by the responsible engineer.

Deliverables

- ☐ Final Plan Set
- ☐ Cover with Vicinity Map, Index, and General Notes Sheets
- ☐ Demolition Plans
- ☐ Roadway Section and Details
- ☐ Stormwater Plan/Profile Sheets
- ☐ Traffic Control Plans
- ☐ Miscellaneous Details
- ☐ Drainage Details
- ☐ Applicable Standard Plans

4.5 Specifications

The ENGINEER will develop the project specifications based on the latest approved WSDOT/American Public Works Association (APWA) Standard Specifications for Road, Bridge, and Municipal Construction along with GSPs and Amendments. CLIENT specifications and project-specific requirements will be incorporated as special provisions. One electronic (pdf) file and one paper copy will be provided during each review submittal.

Deliverables

- ☐ 75 Percent Specifications
- ☐ 100 Percent Specifications
- ☐ Final Bid Ready Documents

4.6 Engineer's Opinion of Probable Cost

The ENGINEER will develop an initial Opinion of Probable Costs based on preliminary design quantities. Estimates will be compared to historic bid records of CLIENT projects and WSDOT records. The quantities and unit bid costs will be updated as necessary with each submittal. As the project details evolve, the need for contingency will be reduced.

Deliverables

- ☐ Preliminary Opinion of Probable Cost 30 Percent Submittal (25 Percent Contingency)
- ☐ Preliminary Opinion of Probable Cost 75 Percent Submittal (20 Percent Contingency)
- ☐ Preliminary Opinion of Probable Cost 100 Percent Submittal (15 Percent Contingency)
- ☐ Final Engineer's Estimate Based on Final CLIENT Review (10 Percent Contingency)

4.7 Quality Assurance

The ENGINEER will provide QA/QC for all design work in accordance with the ENGINEER's QA/QC standards. The ENGINEER will provide senior level design and construction personnel to review plan submittals and provide technical support.

4.8 Bid Documents

The ENGINEER will develop bid documents based on the latest approved WSDOT/APWA Standard Specifications for Road, Bridge, and Municipal Construction along with GSPs and Amendments. CLIENT specifications and project-specific requirements will be incorporated as special provisions. Ten final paper copies will be provided for CLIENT distribution along with electronic (pdf and dwg) files. Final specifications will be provided in Microsoft Word format.

Deliverables

- ☐ Bidder's Packet
- ☐ Contract Documents
- ☐ Construction Plans

TASK 5 - BIDDING AND AWARD PHASE SERVICES

The ENGINEER will advertise the project and perform all construction administration services during the bidding and award phase. The ENGINEER will provide construction and design experts who worked on the project to be available to respond to Contractor questions during the bidding process. The ENGINEER will prepare and issue Addendums and provide assistance during bid review as requested by the CLIENT.

PROJECT ASSUMPTIONS

The following assumptions apply to this Scope of Work:

1. All preliminary and final plans will be produced on 11x17 sheets.
2. The project will be designed for construction under one PS&E bid contract.
3. The CLIENT will pay all permit and advertisement fees.
4. No coordination and/or design of third-party elements is included in this Scope of Work.
5. No community outreach or public involvement is included in this Scope of Work.
6. No right-of-way acquisition services are included in this Scope of Work.

ADDITIONAL SERVICES

This section of the agreement is for additional services not identified in the ENGINEER's Scope of Work. Potential additional scope the CLIENT may consider includes coordination and design of third-party elements; preparation of funding applications; SEPA documentation; Critical Areas Report; right-of-way determination; right-of-way acquisition services; cultural resource investigation; construction administration including on-site observation, cultural resources monitoring, and construction staking; or other services as requested.

EXHIBIT B
CITY OF COLLEGE PLACE, WASHINGTON
DESITO COURT AND EARL LANE STORM RETROFIT
DESIGN ENGINEERING SERVICES
HOURLY FEE SCHEDULE

Task Description	Anderson Perry & Associates, Inc.							
	Principal	Senior Engineer (I-II)	Staff Engineer	QA/QC Reviewer	Surveyor	Survey Crew	CAD	Task Total
	\$190	\$155	\$100	\$175	\$160	\$195	\$100	
TASK 1 - PROJECT ADMINISTRATION								
1.1 Contract Administration, Invoicing, and Progress Reports - Invoicing and Progress Reports - Overall Project Management - Maintain and Provide Project Documentation	4	12						
1.2 Meetings - Project Kickoff Meeting - Bi-Weekly Design Team Meetings - CLIENT Staff and Design Meetings	2	8	4					
TOTAL TASK 1	6	20	4	0	0	0	0	\$4,640
TASK 2 - Preliminary Design and Permitting								
2.1 Stormwater Pre-Design Report - Prepare Draft Stormwater Pre-Design Report - Finalize Report Incorporating Review Comments		8	24	2			4	
TOTAL TASK 2	0	8	24	2	0	0	4	\$4,390
TASK 3 - DATA COLLECTION								
3.1 Topographic Mapping - Survey Control - Topographic Mapping (Design Survey) - Base Mapping		4			8	12	10	
3.2 Geotechnical Explorations and Letter - Three Test Pits - Groundwater Depth Determination - Infiltration Rate Determination		4	16					
TOTAL TASK 3	0	8	16	0	8	12	10	\$7,460
TASK 4 - DESIGN								
4.1 Utility Coordination - Contact and Coordinate with Utility Companies to Verify Locations - Identify Conflicts and Determine Mitigation Measures		5			2			
4.2 Stormwater Improvements (See Tasks 4.4 - 4.6) - Stormwater Design								
4.3 Street Improvements (See Tasks 4.4 - 4.6) - Street Repairs - Traffic Control								
4.4 Construction Plans - Prepare 30 Percent Design Plans - Prepare 75 Percent Design Plans - Prepare Final Design Plans	2	60	20				40	
4.5 Specifications - Prepare 75 Percent Specifications - Prepare Final Specifications		8	16					
4.6 Engineer's Opinion of Probable Cost - Prepare 30 Percent Construction Cost Estimate - Prepare 75 Percent Construction Cost Estimate - Prepare Final Construction Cost Estimate	2	6						
4.7 Quality Assurance - Conduct QA/QC Review at 75 Percent - Conduct QA/QC Review of Final Bid Documents		3		6				
4.8 Bid Documents - Prepare Bid Documents (See Direct Costs)								
TOTAL TASK 4	4	82	36	6	2	0	40	\$22,440
TASK 5 - BIDDING AND AWARD PHASE SERVICES								
- Respond to Contractor Questions During Bid Process - Review Bid Results and Make Recommendations	2	16	0	2	0	0	0	
TOTAL TASK 5	2	16	0	2	0	0	0	\$3,210

Total Estimated AP Costs **\$42,140**

DIRECT COSTS

Mileage, Print Bid Documents (10 Sets), etc. **\$500**

TOTAL PROPOSED PROJECT BUDGET \$42,640



Southwest Wastewater Trunk Line Project

This project entails the construction of 7,000 linear feet of 8" to 18" diameter wastewater line from College Avenue corridor to the College Place Wastewater Treatment Plant at 430 Owens Rd. This project will also replace a wastewater lift station located underneath College Avenue/Lamperti Street, which conveys wastewater from the State Route 125 corridor ranging from Myra Rd to College Avenue that is currently undersized and has caused overflows. It will be replaced with a 1.6 million gallon a day (MGD) lift station on city-owned land on Teal Rd with backup generator, which will be sufficient for existing population and future growth. The project cost is estimated at around \$7 million dollars which is covered by a the Port .09 Economic Development Grant, State Department of Ecology Funds, State Community Economic Revitalization Board Funds, USDA Rural Development Wastewater Funds, and city utility

- Replaces outdated Lift Station #6
 - Constructed in 1960's.
 - Freeze protection issues.
 - Located forty feet from residences, twenty feet from garages.
 - Hard to access and maintain.
 - Three overflows have caused raw sewage to spill into Stone Creek and near neighboring homes.
- Project includes
 - 7,000 linear feet of gravity wastewater line ranging from 8 to 18 inches.
 - 1.6 MGD lift station with backup power generator for reliability.
 - Ample room for O&M activities.
 - Acquired land for lift station.
 - Fenced location for security.
 - Building to protect electrical equipment.
 - 1,500 linear foot of wastewater force main.
- Financing
 - Estimated construction cost of around \$7 million dollars.
 - Paid for by combination of Port .09 Economic Development Grant, State Department of Ecology Funds, State Community Economic Revitalization Board Funds, USDA Rural Development Wastewater Funds, and city utility ratepayers.
- Project Schedule
 - Final Engineering wrap up by Spring 2020.
 - Project ready for bid by Summer 2020.
 - Estimated construction completion by end of Summer 2021.

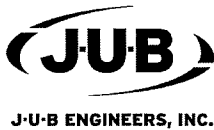
Project Map



Outdated Lift Station #6



Please direct questions and concerns to: Mr. Paul Hartwig – Public Works Director, College Place City Hall – 625 S. College Ave, Phone: (509)-394-8526, Email: phartwig@cpwa.us



**J-U-B ENGINEERS, Inc.
AGREEMENT FOR PROFESSIONAL SERVICES**

Attachment 1 – Scope of Services, Basis of Fee, and Schedule

PROJECT NAME: College Place – SW Sewer Collection System – Construction Phase

CLIENT: City of College Place

J-U-B PROJECT NUMBER: 30-19-027

ATTACHMENT TO:

☒ **AGREEMENT DATED: 7/28/2020**

The referenced Agreement for Professional Services executed between J-U-B ENGINEERS, Inc. (J-U-B) and the CLIENT is amended and supplemented to include the following provisions regarding the Scope of Services, Basis of Fee, and/or Schedule:

PART 1 - PROJECT UNDERSTANDING

J-U-B's understanding of this project's history and CLIENT's general intent and scope of the project are described as follows:

The City of College Place commissioned a conceptual sewer evaluation for approximately 1,500 acres in the southwest corner of the City in 2018. The evaluation identified potential alignments, sizes, and depths for a network of sewer trunks serving the drainage basin with diversion to one regional lift station. From this evaluation, the City identified the first phase of improvements to include design and construction of the regional lift station, forcemain, and a gravity sewer interceptor that will provide sewer service to areas anticipated for immediate growth. The City advertised a Request for Qualifications and selected J-U-B as most qualified to perform design and construction phase services for this project. The City intends to have this project designed in 2019 and constructed in 2020/2021.

J-U-B is working on completing the design. The plan is to advertise in late summer of 2020. Construction is expected to begin in fall of 2020 and take approximately one year to complete. This contract covers the services that J-U-B will perform during construction.

PART 2 - SCOPE OF SERVICES BY J-U-B

J-U-B's Services under this Agreement are limited to the following tasks. Any other items necessary to plan and implement the project, including but not limited to those specifically listed in PART 3, are the responsibility of CLIENT.

A. Task 4: Construction Phase Services

J-U-B will perform all Construction Administration and Observation services during the Construction Phase. The following tasks will be performed by J-U-B and supplemented by the attached ***Standard Exhibit A – Construction Phase Services.***

1. Subtask 1: Project Management

- a. J-U-B will oversee project tasks and coordinate with the City representatives to manage the scope, schedule, budget, and work plan. Invoices will be prepared and submitted to the City on a monthly basis and include a brief outline of work accomplished during the billing period.
- b. Deliverables:

- i. Monthly invoices and project status reports.
 - ii. General written and verbal correspondence.
- 2. Subtask 2: Construction Contract Administration
 - a. J-U-B will assist the City with administration of the construction contract with the contractor. The anticipated administrative tasks are as follows:
 - i. Maintain project records
 - ii. Verify initial paperwork is complete: Contract, Performance & Payment Bond, Acceptance of Notice of Award, and Acceptance of Notice to Proceed
 - iii. Check debarment of Prime Contractor and Sub-Contractors
 - iv. Tracking and issuance of Weekly Statement of Working Days
 - v. Prepare monthly pay requests; review and make recommendation
 - vi. Verify CPRs monthly to ensure payment is being made for work by those who have an approved intent on file
 - vii. Receive and review schedules provided by contractor
 - viii. Prepare letter of substantial completion and punch list; review and make recommendation
 - ix. Prepare letter for final inspection; review, and make recommendation
 - x. Verify required documents and submittals including affidavits, lien releases, and certified payrolls have been received prior to acceptance
 - xi. Make recommendation for project acceptance
 - xii. Prepare and submit Notice of Completion of Public Works Form
 - xiii. After acceptance, verify all releases have been received from: Department of Revenue, Department of Labor & Industries and Employment Securities
 - xiv. Make recommendation and prepare release of retainage
 - b. Deliverables:
 - i. Weekly statement of working days.
 - ii. Monthly Pay Request Recommendation
 - iii. Recommendation of Substantial Completion
 - iv. Final Punchlist
 - v. Recommendation for final payment
 - vi. Recommendation for Project Acceptance
 - vii. Release of Retainage
 - viii. Notice of Completion of Public Works form
- 3. Subtask 3: Pre-Construction Conference and Construction Progress Meetings
 - a. J-U-B will attend and provide assistance during the pre-construction and progress meetings.
 - b. Assumptions:
 - i. Up to twenty Progress Meetings.
 - c. Deliverables:
 - i. Meeting notes (electronic format).
- 4. Subtask 4: Submittals & RFIs
 - a. J-U-B will review project submittals and RFIs presented by the Contractor for general conformance with the Contract Documents.
 - b. Assumptions:

- i. Five (5) major equipment submittals are expected in addition to seventy (70) minor submittals and RFIs and fifty (50) AIS certifications.
 - c. Deliverables:
 - ii. Written comments on submittals and RFIs (electronic format)
- 5. Subtask 5: Clarifications and Interpretations, Field Orders, Change Orders, and Work Change Directives
 - a. J-U-B will provide assistance with Clarifications and Interpretations, Field Orders, Change Orders, and Work Change Directives as specifically requested by Client in accordance with **Standard Exhibit A – Construction Phase Services**.
- 6. Subtask 6: Periodic Site Visits
 - a. J-U-B will provide engineers familiar with the project to perform periodic site visits in accordance with **Standard Exhibit A – Construction Phase Services**.
 - b. Assumptions:
 - i. Up to ten (10) periodic site visits.
- 7. Subtask 7: Construction Observation
 - a. J-U-B will provide a resident project representative in accordance with the attached **Standard Exhibit A – Construction Phase Services**. Per IBC requirements, compaction and special inspections testing for structures will be performed by an independent third party to be contracted and paid for by Client directly. This scope does not include material testing and assumed the Client will pay for these services.
 - b. Assumptions:
 - i. It is estimated that the RPR will be onsite a total of 205 workdays with 12 hours per day of work – including travel time- for a total of 2,460 hours.
- 8. Subtask 8: Equipment Testing, Start-up, and Commissioning
 - a. J-U-B will perform a site visit during equipment start-up operations and testing to review items for general conformance to the project specifications.
 - b. Assumptions:
 - i. One site visit.
- 9. Subtask 9: Record Drawings
 - a. J-U-B will review record drawing information provided by others (contractor, Client, vendors/suppliers, etc.) and request additional information as considered necessary. Record surveying will not be completed. J-U-B will integrate record drawing information provided by others and Engineer's observations while on-site into a Record Drawing set. J-U-B will submit record drawings for Client's files (one copy) and submittal to WDOE (one copy).
 - b. Assumptions:
 - i. Hard copy submission will be on 11"x17" paper sheets
 - ii. Electronic copy submission will be in PDF format
 - c. Deliverables:
 - i. Record Drawings

PART 3 - CLIENT-PROVIDED WORK AND ADDITIONAL SERVICES

- A. **CLIENT-Provided Work** - CLIENT is responsible for completing, or authorizing others to complete, all tasks not specifically included above in PART 2 that may be required for the project including, but not limited to:
1. Access permission from private landowners – including access easements, construction easements, and permanent easements.
- B. **Additional Services** - CLIENT reserves the right to add future tasks for subsequent phases or related work to the scope of services upon mutual agreement of scope, additional fees, and schedule. These future tasks, to be added by amendment at a later date as Additional Services, may include:
1. Utility locates.
 2. Construction staking.
 3. Materials testing.
 4. Geotechnical evaluation.
 5. Dewatering and hydrogeological engineering services – it is anticipated that dewatering will be required for this project; however, a specific dewatering plan will not be developed. Rather, a performance based technical specification will be developed that will require the Contractor to design the dewatering system and disposal.
 6. PLC and HMI programming.
 7. Radio licensing agreements and amendments.
 8. Post-Construction Phase Services.
 9. Audit support.

PART 4 - BASIS OF FEE AND SCHEDULE OF SERVICES

- A. CLIENT shall pay J-U-B for the identified Services in PART 2 as follows:
1. For Time and Materials fees:
 - a. For all services performed on the project, Client shall pay J-U-B an amount equal to the cumulative hours charged to the Project by each class of J-U-B's personnel times J-U-B's standard billing rates.
 - b. Client shall pay J-U-B for Reimbursable Expenses times a multiplier of 1.0.
 - c. Client shall pay J-U-B for J-U-B's Consultants' charges times a multiplier of 1.1.
 2. J-U-B may alter the distribution of compensation between individual tasks to be consistent with services actually rendered while not exceeding the total project amount.
- B. Period of Service: If the period of service for the task identified above is extended beyond 12 months, the compensation amount for J-U-B's services may be appropriately adjusted to account for salary adjustments and extended duration of project management and administrative services.
- C. CLIENT acknowledges that the J-U-B will not be responsible for impacts to the schedule by actions of others over which J-U-B has no control.
- D. The following table summarizes the fees and anticipated schedule for the services identified in PART 2.

Task Number	Task Name	Fee Type	Amount	Anticipated Schedule
5	Construction Phase Services	Time and Materials (Estimated Amount Shown)	\$590,700	Concurrent with work progress
Total:			\$590,700	

Exhibit(s):

- Standard Exhibit A: Construction Phase Services

For internal J-U-B use only:

TYPE OF WORK: City

GROUP: Water/Wastewater

PROJECT DESCRIPTION(S):

1. Sewer/Wastewater Collection/Treatment/Disposal (S04)
2. Municipal/Utility Engineering (203)



J-U-B ENGINEERS, Inc.
AGREEMENT FOR PROFESSIONAL SERVICES

J-U-B ENGINEERS, INC.

Standard Exhibit A – Construction Phase Services

Client Name: City of College Place

Project: SW Sewer Collection System

The Agreement for Professional Services dated 7/28/2020 is amended and supplemented to include the following agreement of the parties with respect to Services during the construction phase of the Project.

For the purposes of this exhibit, 'Agreement for Professional Services' and 'the Agreement' shall refer to the document entitled 'Agreement for Professional Services,' executed between J-U-B and CLIENT to which this exhibit and any other exhibits have been attached.

For the purposes of this exhibit, the term 'Contract Documents,' shall be defined as documents that establish the rights and obligations of the parties engaged in construction and include the Construction Agreement between CLIENT and contractor, Addenda (which pertain to the Contract Documents), contractor's bid (including documentation accompanying the bid and any post-bid documentation submitted prior to the notice of award) when attached as an exhibit to the Construction Agreement, the notice to proceed, the bonds, appropriate certifications, the General Conditions, the Supplementary Conditions, the Specifications and the Drawings, together with all Written Amendments, Change Orders, Work Change Directives, Field Orders, and J-U-B's written interpretations and clarifications issued on or after the Effective Date of the Construction Agreement. Shop Drawings and the reports and drawings of subsurface and physical conditions are not Contract Documents.

For the purposes of this exhibit, the term 'Work,' shall be defined as the entire construction or the various separately identifiable parts thereof required to be provided by the construction contractor under the Contract Documents. Work includes and is the result of performing or providing all labor, services, and documentation necessary to produce such construction, and furnishing, installing, and incorporating all materials and equipment into such construction; all as required by the Contract Documents.

For the purposes of this exhibit, the term 'Site,' shall be defined as lands or areas indicated in the Contract Documents as being furnished by CLIENT upon which the Work is to be performed, including rights-of-way and easements for access thereto, and such other lands furnished by CLIENT which are designated for the use of contractor.

CONSTRUCTION PHASE SERVICES

J-U-B shall provide Construction Phase Services as agreed below. There is a "Yes" and "No" box to the left of each Service. If a box is marked "Yes", J-U-B agrees to perform the Service listed. If a box is marked "No", J-U-B undertakes no duty to perform the Service listed. If a duty or a condition of performance is listed below that is a responsibility of CLIENT, CLIENT's agreement to perform the same is assumed.

It is understood and agreed that J-U-B shall not, during the performance of Services, or as a result of observations of the Work in progress, supervise, direct, or have control over contractor(s) Work; nor shall J-U-B have authority over or responsibility for the means, methods, techniques, sequences or procedures of construction selected by contractor(s), for safety precautions and programs incident to the Work of the contractor(s) or for any failure of contractor(s) to comply with laws, rules, regulations, ordinances, codes or orders applicable to contractor(s) furnishing and performing their Work or providing any health and safety precautions required by any regulatory agencies. Accordingly, J-U-B does not guarantee or warrant the performance of the construction contracts by contractor(s) nor assume responsibility of contractor(s) failure to furnish and perform their Work in accordance with the Contract Documents.

The CLIENT agrees that the general contractor shall be solely responsible for jobsite safety, and warrants that this intent shall be carried out in the CLIENT's contract with the general contractor. The CLIENT also agrees that the CLIENT, J-U-B and J-U-B's subconsultants shall be indemnified by the general contractor in the event of general contractor's failure to assure jobsite safety and shall be named as additional insureds under the general contractor's policies of general liability insurance.

NOTE on Coronavirus: The contractor and contractor's COVID-19 Site Supervisor are responsible for full monitoring, compliance, and enforcement of the contractor's plan. J-U-B's review or other actions related to the contractor COVID-19 plan do not extend to the means, methods, techniques, sequences, or procedures of construction or to the safety precautions and programs incident thereto.

J-U-B does not have authority over or responsibility for safety precautions (including the COVID-19 plan and compliance) related to the work of the contractor(s), or for any failure of contractor(s) to comply with applicable laws, rules, regulations, ordinances, codes, or orders. CLIENT agrees to indemnify, defend, and hold J-U-B harmless from any claims, damages, or costs associated with Contractor's site safety, including their COVID-19 compliance program.

Construction Phase

After receiving written authorization from CLIENT to proceed with the construction phase, J-U-B may provide the following Services with respect to this part of the Project:

- ☒ Yes 1. *General Administration of the Contract Documents.* Consult with, advise, and assist CLIENT in J-U-B's role as CLIENT's representative. Relevant J-U-B communications with contractor shall be imputed to the CLIENT. Nothing contained in this Standard Exhibit A creates a duty in contract, tort, or otherwise to any third party; but, instead, the duties defined herein are performed solely for the benefit of the CLIENT. CLIENT shall agree to include this language in any such agreements it executes with contractor, subcontractors or suppliers.
- ☐ No
- ☒ Yes 2. *Pre-Construction Conference.* Participate in a pre-construction conference.
- ☐ No
3. *Visits to Site and Observation of Construction / Resident Project Representative (RPR) Services.* In connection with observations of the Work while it is in progress:
- ☒ Yes a. *Periodic Site Visits by J-U-B.* Make visits to the Site at intervals appropriate to the various stages of construction, as J-U-B deems necessary, to observe as an experienced and qualified design professional the progress and quality of the Work. Such visits and observations, if any, are not intended to be exhaustive or to extend to every aspect of the Work or to involve detailed inspections of the Work beyond the responsibilities specifically assigned to J-U-B in this Agreement, but rather are to be limited to spot checking, selective sampling, and similar methods of general observation of the Work based on J-U-B's exercise of professional judgment as assisted by the RPR, if any. Based on information obtained during such visits and observations, J-U-B will determine in general, for the benefit of CLIENT, if the Work is proceeding in accordance with the Contract Documents, and J-U-B shall keep CLIENT informed of the progress of the Work.
- ☐ No
- ☒ Yes b. *Resident Project Representative ("RPR").* When requested by CLIENT, provide the Services of a RPR at the Site to provide more extensive observation of the Work. Duties, responsibilities, and authority of the RPR, are as set forth in the section entitled Resident Project Representative, herein. Through more extensive observations of the Work and field checks of materials and equipment by RPR, J-U-B shall endeavor to provide further protection to the CLIENT against defects and deficiencies in the Work. The furnishing of such RPR's Services will not extend J-U-B's responsibilities or authority beyond the specific limits set forth elsewhere in this Agreement.
- ☐ No
- ☒ Yes 4. *Defective Work.* Recommend to CLIENT that the Work be disapproved and rejected while it is in progress if J-U-B believes that such Work does not conform generally to the Contract Documents or that the Work will prejudice the integrity of the design concept of the completed Project as a functioning whole as indicated in the Contract Documents.
- ☐ No
- ☒ Yes 5. *Clarifications and Interpretations; Field Orders.* Recommend to CLIENT necessary clarifications and interpretations of the Contract Documents as appropriate to the orderly completion of the Work. Such clarifications and interpretations will be consistent with the intent of and reasonably inferable from the Contract Documents. Based on J-U-B's recommendations, CLIENT may issue Field Orders authorizing minor variations from the requirements of the Contract Documents.
- ☐ No
- ☒ Yes 6. *Change Orders, and Work Change Directives.* Recommend to CLIENT Change Orders or Work Change Directives, as appropriate, and prepare required documents for CLIENT consideration. CLIENT may issue Change Orders or Work Change Directives authorizing variations from the requirements of the Contract Documents.
- ☐ No
- ☒ Yes 7. *Shop Drawings and Samples.* Review or take other appropriate action in respect to Shop Drawings, Samples, and other data that contractor is required to submit, but only for conformance with the design concept of the Project and compliance with the information given in the Contract Documents. Such reviews or other action shall not extend to means, methods, techniques, sequences, or procedures of construction or to safety precautions and programs incident thereto.
- ☐ No

J-U-B's review or other actions related to the contractor COVID-19 plan do not extend to the means, methods, techniques, sequences, or procedures of construction or to the safety precautions and programs incident thereto.

- ☒ Yes
☐ No
8. *Substitutes.* Consult with and advise CLIENT concerning, and determine the acceptability of, substitute materials and equipment proposed by contractor.
- ☒ Yes
☐ No
9. *Inspections and Tests.* Make recommendations to CLIENT concerning special inspections or tests of the Work, and the receipt and review of certificates of inspections, testing, and approvals required by laws and regulations and the Contract Documents (but only to determine generally that the results certified indicate compliance with the Contract Documents).
- ☒ Yes
☐ No
10. *Disagreements between CLIENT and Contractor.* Assist CLIENT in rendering formal written decisions on claims of CLIENT and contractor relating to the acceptability of the Work or the interpretation of the requirements of the Contract Documents pertaining to the execution and progress of the Work. In assisting in such decisions, J-U-B shall not be liable in connection with any decision rendered in good faith.
- ☒ Yes
☐ No
11. *Applications for Payment.* Based on J-U-B's on-site observations as an experienced and qualified design professional, and upon written request of CLIENT, review Applications for Payment and the accompanying supporting documentation. Assist CLIENT in determining the amounts owed to contractor and, if requested by CLIENT, recommend in writing to CLIENT that payments be made to contractor in such amounts. Such recommendations of payment will constitute a representation to CLIENT that, to the best of J-U-B's knowledge, information, and belief, the Work has progressed to the point indicated, the quality of such Work is generally in accordance with the Contract Documents (subject to an evaluation of the Work as a functioning whole prior to or upon Substantial Completion, and subject to any subsequent tests called for in the Contract Documents or to any other qualification stated in the recommendation), and the conditions precedent to contractor's being entitled to such payments appear to have been fulfilled insofar as it is J-U-B's responsibility to observe the Work. In the case of unit price Work, J-U-B's recommendation of payment will include final determinations of quantities and classifications of the Work (subject to any subsequent adjustments allowed by the Contract Documents). By recommending any payment and after reasonable inquiry, J-U-B shall not thereby be deemed to have represented that exhaustive, continuous, or detailed reviews or examinations have been made by J-U-B to check the quality or quantity of the Work as it is furnished and provided beyond the responsibilities specifically assigned to J-U-B in this Agreement and the Contract Documents. J-U-B's review of the Work for the purposes of recommending payments will not impose on J-U-B the responsibility to supervise, direct, or control such Work, or for the means, methods, techniques, sequences, or procedures of construction or safety precautions or programs incident thereto, or contractor's compliance with laws and regulations applicable to its furnishing and performing the Work. J-U-B's review will also not impose responsibility on J-U-B to make any examination to ascertain how or for what purposes contractor has used monies paid to contractor by CLIENT; to determine that title to any of the Work, including materials or equipment, has passed to CLIENT free and clear of any lien, claims, security interests, or encumbrances; or that there may not be other matters at issue between CLIENT and contractor that might affect the amount that should be paid.
- ☒ Yes
☐ No
12. *Contractor's Completion Documents.* Receive and review maintenance and operating instructions, schedules, guarantees, bonds and certificates of inspection, tests and approvals, Shop Drawings, Samples, other data approved, and the annotated record documents which are to be assembled by contractor in accordance with the Contract Documents (such review will only be to determine generally that their content complies with the requirements of, and in the case of certificates of inspection, tests, or approvals indicates compliance with, such Contract Documents); transmit them to CLIENT with written comments.
- ☒ Yes
☐ No
13. *Substantial Completion.* Promptly after notice from CLIENT that contractor considers the Work for this part of the Project is ready for its intended use, in company with CLIENT and contractor, conduct a site visit to determine if the Work is substantially complete. Provide recommendation to CLIENT relative to issuance of Certificate of Substantial Completion.
- ☒ Yes
☐ No
14. *Final Notice of Acceptability of the Work.* Assist CLIENT in conducting a final inspection to determine if the completed Work is acceptable so that J-U-B may recommend, in writing, that final payment be made to contractor.

- ☐ Yes 15. *Additional Tasks.* Perform or provide the following additional construction phase tasks or deliverables as delineated in Attachment 1 – Scope of Services and/or Schedule and/or Basis of Fee, which is included with the Agreement.
- ☒ No

General Limitation of Responsibilities. J-U-B shall not be responsible for the acts or omissions of any contractor or of any of their subcontractors, suppliers, or any other individual or entity performing or furnishing any of the Work. J-U-B shall not be responsible for failure of any contractor to perform or furnish the Work in accordance with the Contract Documents. CLIENT shall agree to include this language in any such agreements it executes with contractor, subcontractors or suppliers.

J-U-B's Construction Phase Services will be considered complete on the date of Final Notice of Acceptability of the Work.

Post-Construction Phase

After receiving authorization from CLIENT to proceed with the post-construction phase, J-U-B may:

- ☐ Yes 1. *Testing/Adjusting Systems.* Provide assistance in connection with the testing and adjusting of equipment or systems.
- ☒ No
- ☐ Yes 2. *Operate/Maintain Systems.* Assist CLIENT in coordinating training for CLIENT's staff to operate and maintain equipment and systems.
- ☒ No
- ☐ Yes 3. *Control Procedures.* Assist CLIENT in developing procedures for control of the operation and maintenance of, and recordkeeping for, equipment and systems.
- ☒ No
- ☐ Yes 4. *O&M Manual.* Assist CLIENT in preparing operating, maintenance, and staffing manuals.
- ☒ No
- ☐ Yes 5. *Defective Work.* Together with CLIENT, visit the Project to observe any apparent defects in the Work, assist CLIENT in consultations and discussions with contractor concerning correction of any such defects, and make recommendations as to replacement or correction of Defective Work, if present.
- ☒ No
- ☐ Yes 6. *Record Surveying.* Provide field surveying of readily accessible elements of the final completed construction to supplement the preparation of Record Drawings.
- ☒ No
- ☒ Yes 7. *Record Drawings.* Furnish a set of reproducible prints of Record Drawings showing significant changes made during the construction process, based on the annotated record documents for the Project furnished by the contractor.
- ☐ No
- ☐ Yes 8. *Warranty Inspection.* In company with CLIENT or CLIENT's representative, provide an inspection of the Project within one month before the end of the contractor correction period to ascertain whether any portion of the Work is subject to correction.
- ☒ No
- ☐ Yes 9. *Additional Tasks.* Perform or provide the following additional post-construction phase tasks or deliverables as listed in Attachment 1 - Scope of Services and/or Schedule and/or Basis of Fee, which is included with the Agreement.
- ☒ No

The Post-Construction Phase Services may commence during the construction phase and, if not otherwise modified by the mutual agreement of CLIENT and J-U-B, will terminate at the end of the correction period.

CONSTRUCTION PHASE ADDITIONAL SERVICES

If authorized by CLIENT and expressly agreed by J-U-B; or, if performed by J-U-B with the knowledge of the CLIENT after the signing of the Agreement for Professional Services, J-U-B shall furnish or obtain from others Additional Services of the types listed in this paragraph:

1. Services in connection with Work Change Directives and Change Orders to reflect changes requested by CLIENT if the resulting change in compensation for Construction Phase Services is not commensurate with the Services rendered; Services in making revisions to Drawings and Specifications occasioned by the acceptance of substitutions proposed by contractor and Services after the award of the contract; Services in evaluating and determining the acceptability of an unreasonable or excessive number of substitutions proposed by contractor; and Services resulting from significant delays, changes, or price increases occurring as a direct or indirect result of material equipment, or energy shortages.
2. Services involving out-of-town travel required of J-U-B other than visits to the Site or CLIENT's office.
3. Assistance in connection with bid protests, rebidding, or renegotiating the Construction Agreement.
4. Services in connection with any partial utilization of the Work by CLIENT prior to Substantial Completion.
5. Additional or extended Services during construction of the Work made necessary by (a) emergencies or acts of God endangering or delaying the Work, (b) the discovery of constituents of concern, (c) Work damaged by fire or other cause during construction, (d) a significant amount of defective Work, (e) acceleration of the progress schedule involving Services beyond normal working hours, and (f) default by contractor, including extensions of the construction period.
6. Evaluating an unreasonable number of claims submitted by contractor or others in connection with the Work.
7. Protracted or extensive assistance in refining and adjusting any equipment or system (such as initial startup, testing, adjusting, and balancing).
8. Services or consultations after completion of the construction phase, such as excessive inspections during any correction period and reporting observed discrepancies under guarantees called for in the Construction Agreement for the Work (except as agreed to under Construction Phase Services).
9. Preparing to serve or serving as a consultant or witness for CLIENT in any litigation, arbitration, or other legal or administrative proceeding involving the Project to which J-U-B has not been made a party.
10. Additional Services in connection with the Work, including Services which are to be furnished by CLIENT and Services not otherwise provided for in this Agreement.

RESIDENT PROJECT REPRESENTATIVE

If provided as part of Construction Phase Services, J-U-B shall furnish a Resident Project Representative ("RPR"), assistants, and other field staff to assist J-U-B in observing progress and quality of the Work. The RPR, assistants, and other field staff may provide full-time representation or may provide representation to a lesser degree.

Through such additional observations of the Work and field checks of materials and equipment by the RPR and assistants, J-U-B shall endeavor to provide further protection for CLIENT against defects and deficiencies in the Work. It is understood and agreed that J-U-B shall not, during the performance of Services, or as a result of observations of the Work in progress, supervise, direct, or have control over contractor(s)' Work; nor shall J-U-B have authority over or responsibility for the means, methods, techniques, sequences or procedures of construction selected by contractor(s), for safety precautions and programs incident to the Work of the contractor(s) or for any failure of contractor(s) to comply with laws, rules, regulations, ordinances, codes or orders applicable to contractor(s) furnishing and performing their Work or providing any health and safety precautions required by any regulatory agencies. Accordingly, J-U-B does not guarantee or warrant the performance of the construction contracts by contractor(s) nor assume responsibility of contractor(s)' failure to furnish and perform their Work in accordance with the Contract Documents.

The RPR's duties under this Agreement shall be strictly limited to the following:

1. *General.* RPR is J-U-B's agent at the Site, will act as directed by and under the supervision of J-U-B, and will confer with J-U-B regarding RPR's actions.
2. *Schedules.* Review the progress schedule, schedule of Shop Drawing and Sample submittals, and schedule of values prepared by contractor and consult with CLIENT concerning acceptability of such schedules.
3. *Conferences and Meetings.* When requested by CLIENT to do so, attend meetings with contractor, such as preconstruction conferences, progress meetings, job conferences, and other project-related meetings.
4. *Liaison.* Serve as J-U-B's liaison with CLIENT.

5. *Interpretation of Contract Documents.* Report to CLIENT when clarifications and interpretations of the Contract Documents are needed.
6. *Shop Drawings and Samples.* Receive and record date of receipt of reviewed Samples and Shop Drawings.
7. *Modifications.* Consider and evaluate contractor's suggestions for modifications to Drawings or Specifications and report, with RPR's recommendations, to CLIENT. Transmittal to contractor of written decisions as issued by J-U-B will be in writing.
8. *Review of Work and Rejection of Defective Work.*
 - a) Conduct on-site observations of the Work to assist J-U-B in determining if the Work is, in general, proceeding in accordance with the Contract Documents.
 - b) Report to CLIENT whenever RPR believes that any part of the Work in progress will not produce a completed Project that conforms generally to the Contract Documents or will prejudice the integrity of the design concept of the completed Project as a functioning whole as indicated in the Contract Documents; has been damaged; or does not meet the requirements of any inspection, test, or approval required to be made. Advise CLIENT of that part of the Work that RPR believes should be corrected, rejected, or uncovered for observation, or that requires special testing, inspection, or approval.
9. *Inspections, Tests, and System Startups.*
 - a) Advise CLIENT in advance of scheduled major inspections, tests, and system start-ups for important phases of the Work.
 - b) Verify that tests, equipment, and system start-ups and operating and maintenance training is conducted in the presence of appropriate personnel and that contractor maintain adequate records thereof.
 - c) Observe, record, and report to CLIENT appropriate details relative to the test procedures and system start-ups.
 - d) Accompany visiting inspectors representing public or other agencies having jurisdiction over the Work, record the results of these inspections, and report to CLIENT.
10. *Records.*
 - a) Maintain at the Site orderly files for correspondence, reports of job conferences, reproductions of original Contract Documents including all Change Orders, Field Orders, Work Change Directives, Addenda, additional Drawings issued subsequent to the execution of the Contract, J-U-B's clarifications and interpretations of the Contract Documents, progress reports, Shop Drawing and Sample submittals, and other Project-related documents.
 - b) Prepare a daily report or keep a diary or log book, recording contractor's and subcontractors' hours on the Site, weather conditions, data relative to questions of Change Orders, Field Orders, Work Change Directives, or changed conditions, Site visitors, daily activities, decisions, observations in general, and specific observations in more detail as in the case of observing test procedures; furnish copies of such records to CLIENT.
 - c) Maintain accurate, up-to-date lists of the names, addresses, e-mail addresses, and telephone numbers of all contractors, subcontractors, and major suppliers of materials and equipment.
 - d) Maintain records for use in preparing documentation of the Work.
 - e) Upon completion of the Work with respect to the Project, furnish a complete set of all RPR Project documentation to CLIENT.
11. *Reports.*
 - a) Furnish to CLIENT periodic reports as required of progress of the Work and of contractor's compliance with the progress schedule and schedule of Shop Drawing and Sample submittals.
 - b) Present to CLIENT proposed Change Orders, Work Change Directives, and Field Orders.
 - c) Furnish to CLIENT copies of all inspection, test, and system startup reports.
 - d) Report immediately to CLIENT the occurrence of any Site accidents, emergencies, acts of God endangering the Work, property damaged by fire or other causes, and the discovery or presence of any constituents of concern.
12. *Payment Request:* Review Applications for Payment for compliance with the established procedure for their submission and forward with recommendations to CLIENT, noting particularly the relationship of the payment requested to the schedule of values, Work completed, and materials and equipment delivered at the Site, but not incorporated in the Work.
13. *Certificates, Operation and Maintenance Manuals.* During the course of the Work, verify that materials and equipment certificates, operation and maintenance manuals, and other data required by the Specifications to be assembled and furnished

by contractor are applicable to the items actually installed and in accordance with the Contract Documents, and have these documents delivered to CLIENT for review.

14. *Completion.*

- a) Before issuing a Certificate of Substantial Completion, submit to CLIENT a list of observed items requiring completion or correction.
- b) Observe whether contractor has arranged for inspections required by laws and regulations, including but not limited to those to be performed by public agencies having jurisdiction over the Project.
- c) Participate in a final inspection in the company of CLIENT and contractor and prepare a final list of items to be completed or corrected with respect to the Work.
- d) Observe whether all items on final list have been completed or corrected and make recommendations to CLIENT concerning acceptance and issuance of CLIENT's Final Notice of Acceptability of the Work.

The RPR shall not:

1. Authorize any deviation from the Contract Documents or substitution of materials or equipment (including "or-equal" items).
2. Exceed limitations of J-U-B's authority as set forth in the Agreement for Professional Services .
3. Undertake any of the responsibilities of contractor, subcontractors, suppliers, or contractor's superintendent.
4. Advise on, issue directions relative to, or assume control over any aspect of the means, methods, techniques, sequences, or procedures of construction or of the Work, unless such advice or directions are specifically required by the Contract Documents.
5. Advise on, issue directions regarding, or assume control over safety practices, precautions, and programs in connection with the activities or operations of CLIENT or contractor.
6. Participate in specialized field or laboratory tests or inspections conducted by others, except as specifically authorized.
7. Accept Shop Drawing or Sample submittals from anyone other than J-U-B.
- 8.. Authorize CLIENT to occupy the Work in whole or in part.

CLIENT'S RESPONSIBILITIES

Except as otherwise provided herein or in the Agreement for Professional Services, CLIENT shall do the following in a timely manner so as not to delay the Services of J-U-B and shall bear all costs incident thereto:

1. Provide, as may be required for the Project, such legal services as CLIENT may require or J-U-B may reasonably request with regard to legal issues pertaining to the Project, including any that may be raised by contractor.
2. Attend the pre-bid conference, bid opening, pre-construction conferences, construction progress and other job-related meetings and Substantial Completion, final payment, and other inspections.
3. Give prompt written notice to J-U-B whenever CLIENT observes or otherwise becomes aware of any development that affects the scope or time of performance or furnishing of J-U-B's Services, or any defect or nonconformance in J-U-B's Services or in the Work of any contractor.
4. Render all final decisions related to: 1) changes or modifications to the terms of the construction contract, 2) acceptability of the Work, and 3) claims or Work stoppages.
5. Unless included in J-U-B Scope of Services, provide construction staking and materials testing services for the project.

The Client agrees to require all contractors of any tier to carry statutory Workers Compensation, Employers Liability Insurance and appropriate limits of Commercial General Liability Insurance (CGL). The Client further agrees to require all contractors to have their CGL policies endorsed to name the Client, the Consultant and its sub-consultants as Additional insureds, on a primary and noncontributory basis, and to provide Contractual Liability coverage sufficient to insure the hold harmless and indemnity obligations assumed by the contractors. The Client shall require all contractors to furnish to the Client and the Consultant certificates of insurance as evidence of the required insurance prior to commencing work and upon renewal of each policy during the entire period of construction. In addition, the Client shall require that all contractors will, to the fullest extent permitted by law, indemnify and hold harmless the Client, the Consultant and its sub-consultants from and against any damages, liabilities or costs, including reasonable attorneys' fees and defense costs, arising out of or in any way connected with the Project, including all claims by employees of the contractors.

INDEMNIFICATION

In addition to any other limits of indemnification agreed to between the Parties, CLIENT agrees to indemnify and hold harmless J-U-B, and the officers, directors, members, partners, employees, agents, consultants, and subcontractors of each and any of them from and against all claims, costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals and all court or arbitration or other dispute resolution costs) arising out of or relating to the performance of the Work. This is to include, but not to be limited to any such claim, cost, loss, or damage that is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property, including the loss of use resulting therefrom to the extent caused by any negligent act or omission of contractor, any subcontractor, any supplier, or any individual or entity directly or indirectly employed by any of them to perform any of the Work or anyone for whose acts any of them may be liable, as well as any general, special or other economic damages resultant from Work stoppages or delays that are caused in whole or part by J-U-B's exercise of the rights and duties as agreed herein (Construction Phase Services).

CLIENT agrees that CLIENT will cause to be executed any such agreements or contracts with contractors, subcontractors or suppliers to effectuate the intent of this part before any Work is commenced on the Project; if CLIENT negligently fails to do so, CLIENT agrees to fully indemnify J-U-B from any liability resulting therefrom, to include, but not to be limited to, all costs relating to tendering a defense to any such claims made.

J-U-B ENGINEERS, Inc. Confidential

Utility and Transportation Advisory Commission Meeting (Thursday, July 9, 2020)

Generated by Lisa Neissl on Thursday, July 9, 2020

1. Opening Items.

Procedural: 1.01 Call to Order

Commissioner Bennett called the meeting to order at 3:32 PM.

Information, Procedural: 1.02 Roll Call

Commissioners Present:

George Bennett

Scott Hanson

Byron Trop

Nadine Barragan Stecklein

Commissioners Absent:

Ray Geigle, Excused

Others Present:

City Engineer, Robert Gordon

Public Works Director, Paul Hartwig (left meeting at 5:20 PM)

Community Development Director, Jon Rickard (left meeting at 5:30 PM)

Consultant, Gary Norris

Consultant, Robert Shull

City Clerk, Lisa Neissl

2. Consent Agenda.

Action (Consent): 2.01 Approve Agenda for July 9, 2020

Action (Consent), Minutes: 2.02 Approve Minutes from February 13, 2020

Action (Consent): 2.03 Excuse Absence of Commissioner Geigle.

Action (Consent): 2.04 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Commissioners and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Commissioner.

Commissioner Stecklein made a motion to approve the consent agenda items. Second by Commissioner Trop and the motion passed 4-0.

3. Regular Agenda.

Information: 3.01 Discussion Protocol for Virtual Meetings -

Ms. Neissl reviewed the process to use on virtual meetings for raising hands for discussion.

Discussion, Information: 3.02 Commission Resignations/Appointments -

Ms. Neissl noted that there have been two resignations and appointments since the last meeting of this commission.

Action: 3.03 Election of Chair / Vice Chair

Discussion was held to determine if any members were willing and able to perform the duties of Chair and Vice Chair.

Commissioner Trop made a motion to appoint George Bennett as Chair of the commission. Second by Commissioner Stecklein and the motion passed 3-0.

Commissioner Trop made a motion to appoint Nadine Stecklein as Vice Chair of the commission. Second by Commissioner Bennett and the motion passed 4-0.

Action, Discussion: 3.04 College Avenue Traffic Assessment Study Review -

Mr. Gordon introduced Gary Norris of DN Traffic Consultants, and Robert (Bob) Shull of Eco Resource Management Systems who both worked on this study. He explained the various aspects of the College Avenue corridor that were reviewed in the study. He asked that the Commission listen to the

information and recommendations from the consultants and staff; and provide recommendations to Council regarding those recommendations.
Discussion ensued.

Following actions/requests were made regarding the study recommendations:

- A) College Avenue Traffic Patterns/Striping/Configuration - After discussion,
Commissioner Stecklein made a motion to recommend Council leave the left turn lanes as they are currently. Second by Commissioner Trop and the motion passed 4-0.
- B) College Avenue Sight Distance Triangle - After discussion,
The Commission requested additional information be brought back to answer some questions regarding this recommendation. This will be added to the agenda for the next meeting.
- C) College Avenue Speed Limit - After discussion,
Commissioner Bennett made a motion to recommend Council set the speed limit consistently at 25 mph from Rose St. to Cedar Bend. Second by Commissioner Trop and the motion passed 4-0.
- D) Bicycle Accommodations on College Avenue - After discussion,
Commissioner Bennett made a motion to recommend Council amend the Ordinance about bicycles on sidewalks to indicate that bicycles under certain conditions can use the sidewalk, and they must obey pedestrian rules. And the bike route on College Ave. be designated by signage or paint at staff's discretion at least every block that it is a bike route. Second by Commissioner Stecklein.
Discussion ensued.
Mr. Rickard requested additional clarification and specification on exactly what the ordinance amendment should be.
Discussion ensued.
Commissioner Bennett made a motion to amend the motion to specify bicycle traffic on the sidewalk less than 10 mph. With no second, Commissioner Bennett withdrew his amendment.
Commissioner Bennett made a motion to amend the motion to have staff draw up an ordinance amendment and bring it back to the commission for consideration. Second by Commissioner Stecklein and after additional discussion the amendment passed 4-0.
Vote on the amended motion: Recommendation on modification to the ordinance about bicycles that staff will bring back a proposed amendment at the next meeting of the UTAC. And recommending at this time for signage by either paint or sign, at Staff's discretion, to designate a bike route on College Avenue. - On vote the motion passed 4-0.
- E) Other Recommendations
- Post Office Crosswalk Improvements - Mr. Gordon noted that Council has already authorized staff to seek funding for this project.

Consensus was not to make a recommendation as Council is already moving on this.
 - Pedestrian detection at Hawk Signals -

After discussion, the consensus of the Commission was to table the issue unless the staff brings it back for a recommendation.
 - Bus stops at intersections - Discussion ensued.

Commissioner Stecklein made a motion to have city staff work with Valley Transit to evaluate each bus stop location on the College Avenue corridor regarding safety issues. Second by Commissioner Trop and the motion passed 4-0.

Action, Discussion: 3.05 3rd Street Parking Modification -

Mr. Gordon & Gary Norris of DN Traffic Consultants provided some information regarding a request to introduce back-in diagonal parking on 3rd street between College Ave and Ash Ave. They gave safety information related to options of one way traffic with parallel parking, back-in diagonal parking or front-in diagonal parking.

Note: Commissioner Bennett abstained from motions or voting on this item due to his position at the requesting agency. He did provide some insight to the reasoning behind the request.

Commissioner Trop made a motion to not change the traffic configuration due to the hazardous nature of back-in angled parking. Second by Commissioner Hanson.

Discussion ensued.

On vote, the motion passed 2-1 with one abstention. (For, Trop & Hanson; Against, Stecklein; Abstain, Bennett)

Discussion ensued.

Action, Discussion: 3.06 Cancellation of Regular UTAC Meeting scheduled for August 13th, 2020

Commissioner Trop made a motion to cancel the regularly scheduled meeting in August. Second by Commissioner Bennett and the motion passed 4-0.

The next meeting of the UTAC will be held on November 12, 2020.

4. Reports - None.

5. Closing Items.

Procedural: 5.01 Adjourn

With no additional business and no objection, the meeting adjourned at 6:08 PM.

Approved:

George Bennett

Attest:

Lisa Neissl – City Clerk

The foregoing minutes are the official record of the City Council meeting that occurred July 9, 2020. Further detail may be obtained by reviewing the actual audio recording made during this session.

2020

EXHIBIT 2

CITY OF COLLEGE PLACE

**COLLEGE AVENUE
TRAFFIC ASSESSMENT**



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CITY OF COLLEGE PLACE

FOR

COLLEGE AVENUE TRAFFIC ASSESSMENT

Summary Report

Prepared By

DN Traffic Consultants, Inc.
eRMSi, Inc
PO Box 547
Preston, Washington 98050-0547

March 13, 2020

TABLE OF CONTENTS

INTRODUCTION.....	2
PROJECT DESCRIPTION.....	2
STUDY AREA.....	2
APPROACH TO THE PROJECT.....	5
RESPONSE TO QUESTIONS.....	6
OTHER ISSUES.....	7
RECOMMENDED ACTIONS.....	8

TECHNICAL MEMORANDA

- TASK 2. - DATA COLLECTION
- TASK 3. - IS CURRENT TRAFFIC PATTERN OPTIMAL
- TASK 4. - SIGHT DISTANCE TRIANGLE ANALYSIS
- TASK 5. - SPEED LIMIT ANALYSIS
- TASK 6. - BICYCLE ROUTING EVALUATION

TECHNICAL APPENDIX

- 24 Hour ADT/Speed/Classification Counts
- AM and PM Peak Period Traffic Counts
- AM and PM Peak Hour Level of Service Analysis Worksheets
- Percent of Traffic Entering and Exiting the Corridor
- Bike Survey Form
- HAWK Proposal

INTRODUCTION

The City of College Place desires “a traffic assessment of the College Avenue corridor from Rose Street to Lamperti Street with emphasis on the section from SW/SE 4th Street to SW/SE 13th Streets”. This corridor was reconstructed in 2016 to address the City’s desire to implement a Complete Streets Policy as stated in the College Place Municipal Code (CPMC 12.14). The project resulted in a design which included one traffic lane in each direction with turn lanes at key intersections and public parking mid-block. The project also included 10-foot sidewalks and the designation as a bicycle route to promote active transportation along the corridor. A vicinity map is presented in Figure 1.

In addition, the City installed traffic signals at the following intersections:

- College Avenue/E. Whitman Drive
- College Avenue/SW/SE 12th Street
- College Avenue/Lamperti Street

Note: The College Avenue/SW/SE 4th intersection was under signal control prior to the “Complete Streets” project.

Subsequently, the City expressed concern the resulting traffic circulation pattern was confusing for some and the removal of parking in the Downtown area has created problems for downtown business. After completion of the project, the City received a few complaints, but in the words of City staff “not many”.

PROJECT DESCRIPTION

The City of College Place requested the College Avenue Traffic Assessment answer the following questions:

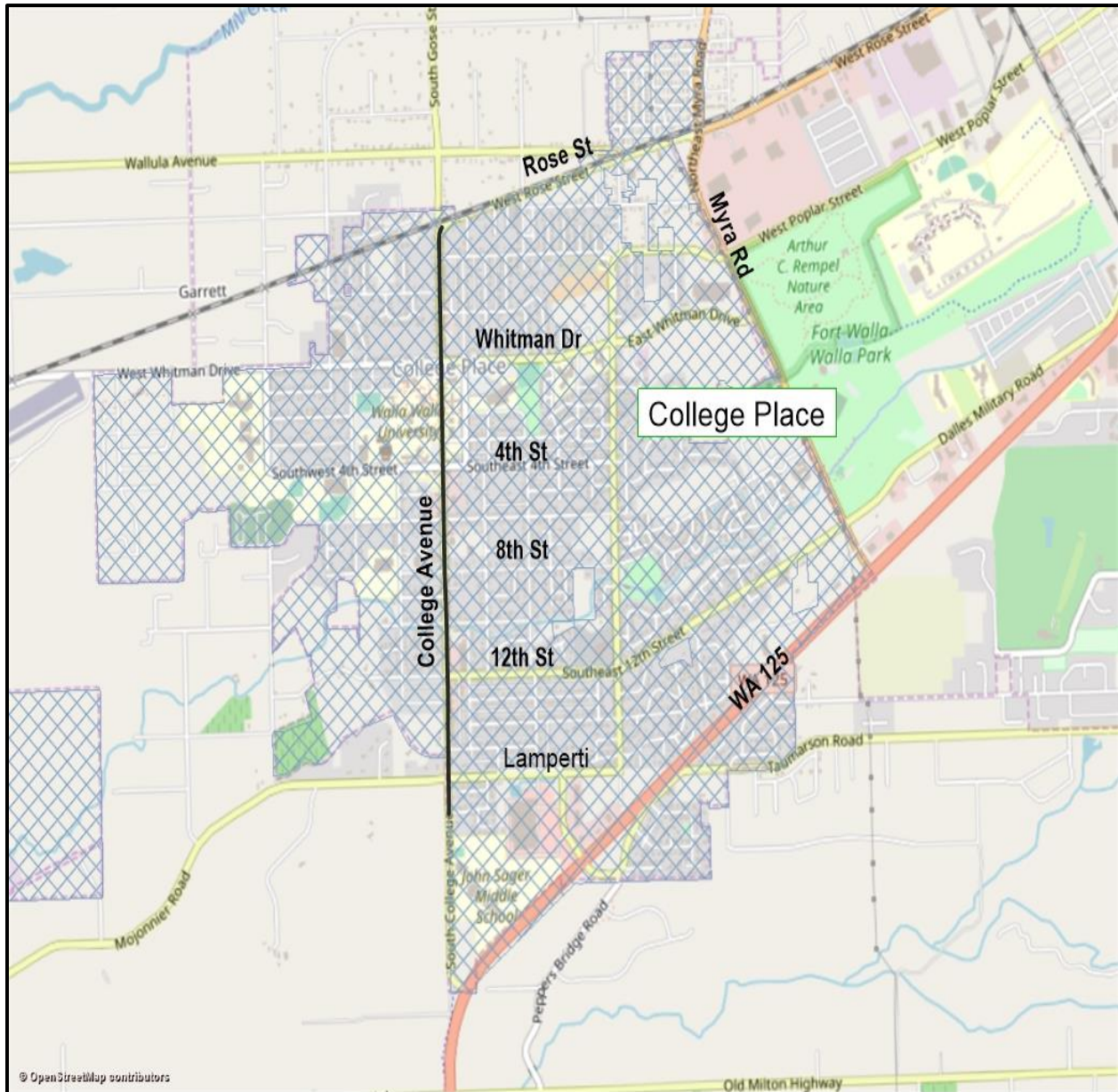
1. Is the current traffic pattern optimal? Should parking be reintroduced at the expense of the left turn lanes at the intersections? What is the best performing traffic pattern for the corridor?
2. The existing city code currently mandates a sight-triangle be enforced at intersections; however, this corridor also has ten-foot-wide sidewalks which most other streets in the City lack. The College Avenue Design Standards encourages development to the back of sidewalk. Based on the wider sidewalks in the corridor, to what extent would it be safe and effective to reduce sight triangle requirements in the College Avenue corridor?
3. What is the appropriate speed limit along College Avenue from Rose Street to Lamperti Street?
4. How should bicycle traffic along College Avenue be best accommodated (signage, sharrows, use of sidewalks, reassignment of bicycle route, etc.)?

Response to these questions is the fundamental focus of the Assessment. The response requires a documented understanding of each of the issues suggested by the question. Based on the Consultants understanding of the issues, findings from the data collection, results of the associated analysis, and input from City staff a solution will be developed.

STUDY AREA

The City defined the study area as the College Avenue corridor from Rose Street on the north to Lamperti Street on the south with the emphasis on the following intersections:

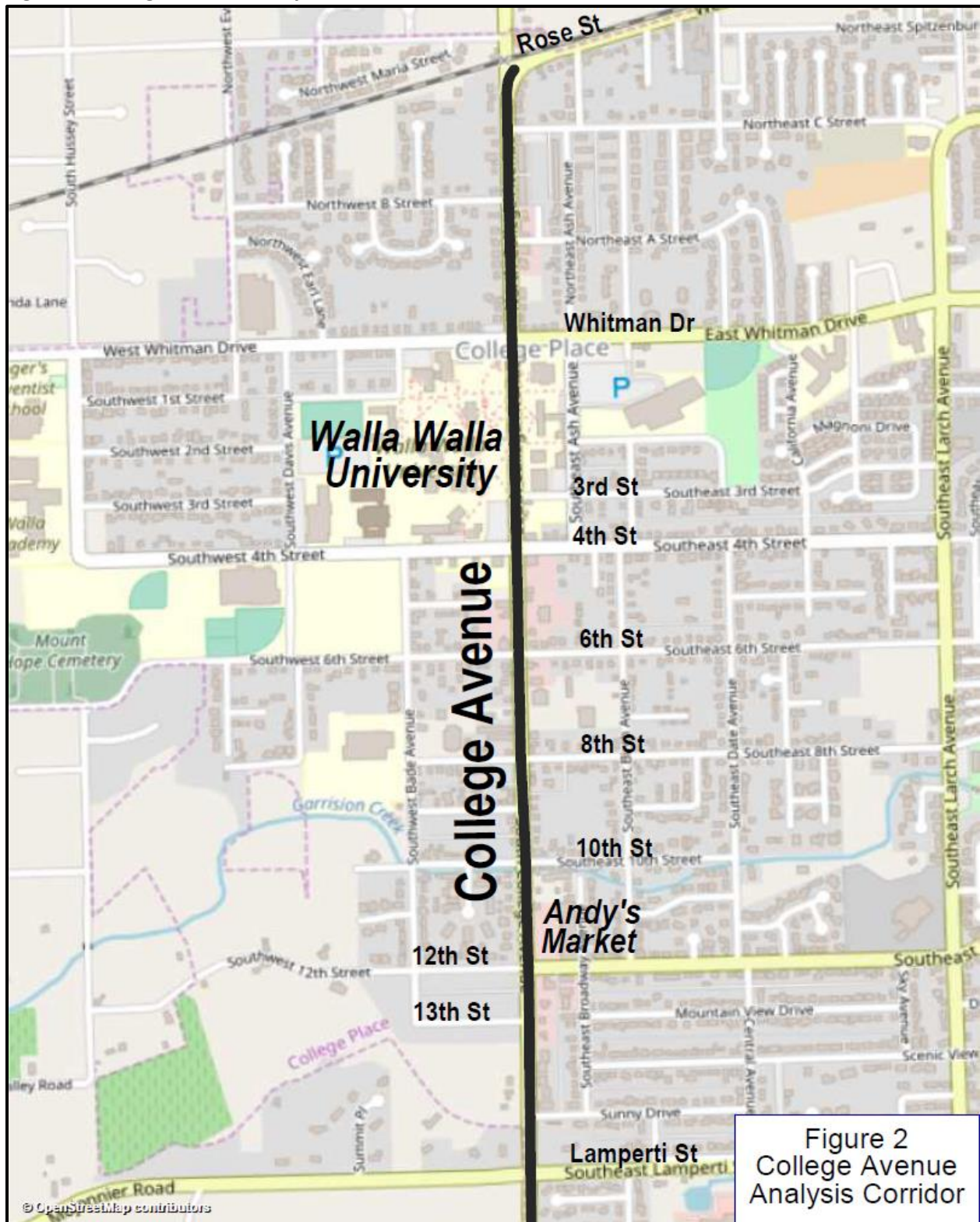
Figure 1. Vicinity Map



- Lamperti Street.
- SW 13th Street.
- SW/SE 12th Street.
- SW/SE 10th Street.
- SW/SE 8th Street.
- SW/SE 6th Street.
- SW/SE 4th Street.
- Whitman Drive

A graphic illustrating the College Avenue corridor is presented in Figure 2.

Figure 2. College Avenue Analysis Corridor



APPROACH TO THE PROJECT

Our approach to the project is based on the following:

- Engage the City of College Place staff in a collaborative effort to develop traffic operations plans and policies which serves the various users of the transportation system today and in the future.
- Collect enough data to provide an accurate assessment of current multimodal traffic operations on the corridor to include intersection level of service, speed, parking demand, and safe roadway geometrics.
- Seek creative solutions to address community concerns for all roadway users.
- In addition to National Standards such as AASHTO¹ and MUTCD², the Consultant will use existing City policies³ to guide our work including:

TRANSPORTATION POLICY 1: The City adopts a LOS standard of “D” for all roadway segments, a LOS of “D” for all signalized intersections, and a LOS “D” for the critical movement of all non-signalized intersections.

TRANSPORTATION POLICY 2c: Implement complete streets practices as guided by the City’s Complete Streets Policy (CPMC 12.14).

TRANSPORTATION POLICY 10: Establish and maintain truck routes that are clearly signed to serve designated commercial and industrial areas.

TRANSPORTATION POLICY 13: Recognize SW 4th Street and SW Davis Avenue as key elements to the utility and transportation infrastructure on the west side of the City.

TRANSPORTATION POLICY 14: Identify and implement north-south transportation corridors as part of development requirements for westernmost portions of the city to connect to Highway 125.

TRANSPORTATION POLICY 15: As the City continues to grow and develop, identify, evaluate and as needed implement alternative north-south transportation routes to relieve reliance on College Avenue.

TRANSPORTATION POLICY 18: Develop and implement a parking strategy for the College Avenue corridor.

TRANSPORTATION POLICY 20: Establish and maintain a system of bicycle and pedestrian trails, and routes that link neighborhoods and public facilities, and that enhance the walking and bicycling experience.

TRANSPORTATION POLICY 20j: Continue to evaluate where bicycle and pedestrian routes should be designated and encourage their construction.

¹ AASHTO – American Association of Highway and Transportation Officials

² MUTCD – Manual on Uniform Traffic Control Devices, Current Edition, 2009.

³ City of College Place, Transportation Plan September 2018

RESPONSE TO QUESTIONS

The consultant prepared a technical memorandum to address each of the questions identified by the City to include:

Question #1 – Is the current traffic pattern optimal? (See Task #3 Memo).

The answer to the question is “No”! As discussed in Tech Memo #3, the existing left turn channelization is not required to support an acceptable level of service. Therefore, it is recommended, the left turn channelization be eliminated, and the roadway be converted to a two-lane section; one lane in each direction. The additional space can be evaluated for the provision of additional parking. It was determined there isn’t sufficient width for the length of the College Avenue corridor to provide a five (5) foot bike lane on each side.

The provision of signal coordination between the four (4) signalized intersections was determined to be detrimental to traffic signal operations, on the College Avenue corridor and the intersecting side streets, under current traffic patterns. The basis for this conclusion is the distance between the signalized intersections is so long that the platoon disperses before arrival at the next intersection.

Signal operations were found to be significantly better under the proposed two (2) lane, two (2) phase signal operations. Queuing analysis was conducted for the AM and PM peak periods and all queues computed were shorter than the available storage lengths.

Question #2 – To what extent would it be safe and acceptable to reduce sight triangles in the College Avenue corridor? (See Task #4 Memo)

The existing ordinance does not provide sufficient sight distance triangles to support safe stopping sight distance on approach to the intersections. The ordinance should be revised to identify establishment of sight distance triangles using the AASHTO⁴ triangle to determine safe stopping sight distance. An example of the sight distance triangle is provided in the Task #4 Memo. With imposition of this technique, sight distance issues on private property will be virtually eliminated. The revised ordinance will however impact the extent of parking in the vicinity of a stop sign controlled intersection.

Question #3 – What is the appropriate speed limit on College Avenue? (See Task #5 Memo)

For the most part, the existing speed limits on the corridor are acceptable and are accepted by the travelling public. However, to address the “Complete Streets” character stated by City Policy (CPMC 12.14) and Transportation Policy 2c, speed limits south of SW/SE 8th Street should be reduced to 25 mph. This will reduce the potential for serious injury and fatal crashes as motor vehicles interact with bicycles and pedestrians in the corridor. It is also important to note the College Place High School and Middle School are located on the south end of the corridor where the higher speed limits of 30 mph (8th Street to Lamperti Street) and 35 mph (Lamperti Street to SR 125) exist. However, the posted speed limit in this section is reduced to 20 mph between the hours of 7:30 AM and 4:30 PM. Reducing the posted speed limit to 25 mph would provide a safer environment for all roadway users. The reduce speed limit would also reduce the required sight distance for intersecting side streets.

⁴ A Policy of Geometric Design of Highways and Streets; AASHTO Green Book – American Association of State Highway and Transportation Officials; 7th Edition; 2018.

Question #4 – How should bicycle traffic be accommodated? (See Task #6 Memo)

The City staff requested provisions for bicycles be consistent across the length of the College Avenue Corridor. Because the roadway width isn't adequate to accommodate a five (5) foot bicycle lane on both sides, it was decided that bike lanes should not be provided. During the collection of traffic volumes on the corridor, it was documented the typical bicycle rider tended to use the sidewalk. Riding on a sidewalk in the business district is contrary to City Ordinance.⁵ If the City determines to allow bicycle riding on sidewalks in the business district, the ordinance should be revised.

OTHER ISSUES

Post Office Pedestrian Crossing and Parking

There are existing parking and pedestrian crossing issues at the United States Post Office, 500 South College Avenue. Field observations indicate a difficulty in seeing pedestrians crossing College Avenue in the marked crosswalk in front of the Post Office. The sight distance issue results from vehicles parking in close proximity to the cross walk.



It is recommended the crosswalk be enhanced with the addition of pedestrian activated Rapid Rectangular Flashing Beacons (RRFB) and appropriate pedestrian crossing signs. The signs are typically the Pedestrian Crosswalk (Symbol) Sign, W11-2 with the supporting arrow delineating the crosswalk location mounted to the post above the flasher unit. The typical RRFB beacon system installation costs approximately \$22,250⁶. In addition, ADA compliant curb bulb outs should be provided on both sides of College Avenue to promote pedestrian visibility.

In addition, it is recommended parking alignment be revised to provide adequate stopping sight distance for College Avenue traffic to see pedestrians as they enter the crosswalk.

HAWK Beacon

There are two High Intensity Activated crossWalk (HAWK) beacons in the College Avenue corridor. Each of these beacons are located between SE 3rd Street and Whitman Drive in front of Walla Walla University. Field observations indicate that during times of intense pedestrian activity, the HAWK beacons are overwhelmed, and the timing plan is terminated prior to all pedestrians crossing the corridor. The students fail to reactivate the beacon and are often crossing when the beacon is not operational. Drivers following the direction of the beacon are not necessarily watching for students when the beacon is dark.

⁵ City of College Place Municipal Code; Chapter 10.16.160 Riding on Sidewalks.

⁶ Rectangular Rapid-Flashing Beacon (RRFB); Safe Transportation for Every Pedestrian; Countermeasure Tech Sheet; Federal Highway Administration; June 2018.

Possible solutions, to this issue discussed with staff, include the construction of a tunnel under College Avenue to provide unrestricted pedestrian crossing between major campus activity centers. Of course, this would be a major disruption on College Avenue with an associated high price.

As an alternative, it is recommended the City pursue the installation of equipment to detect pedestrian crossing activity so that crossing times can be adjusted to accommodate pedestrian demand. The estimated cost of this equipment is approximately \$8,000. The technical specifications are included in the Technical Appendix.

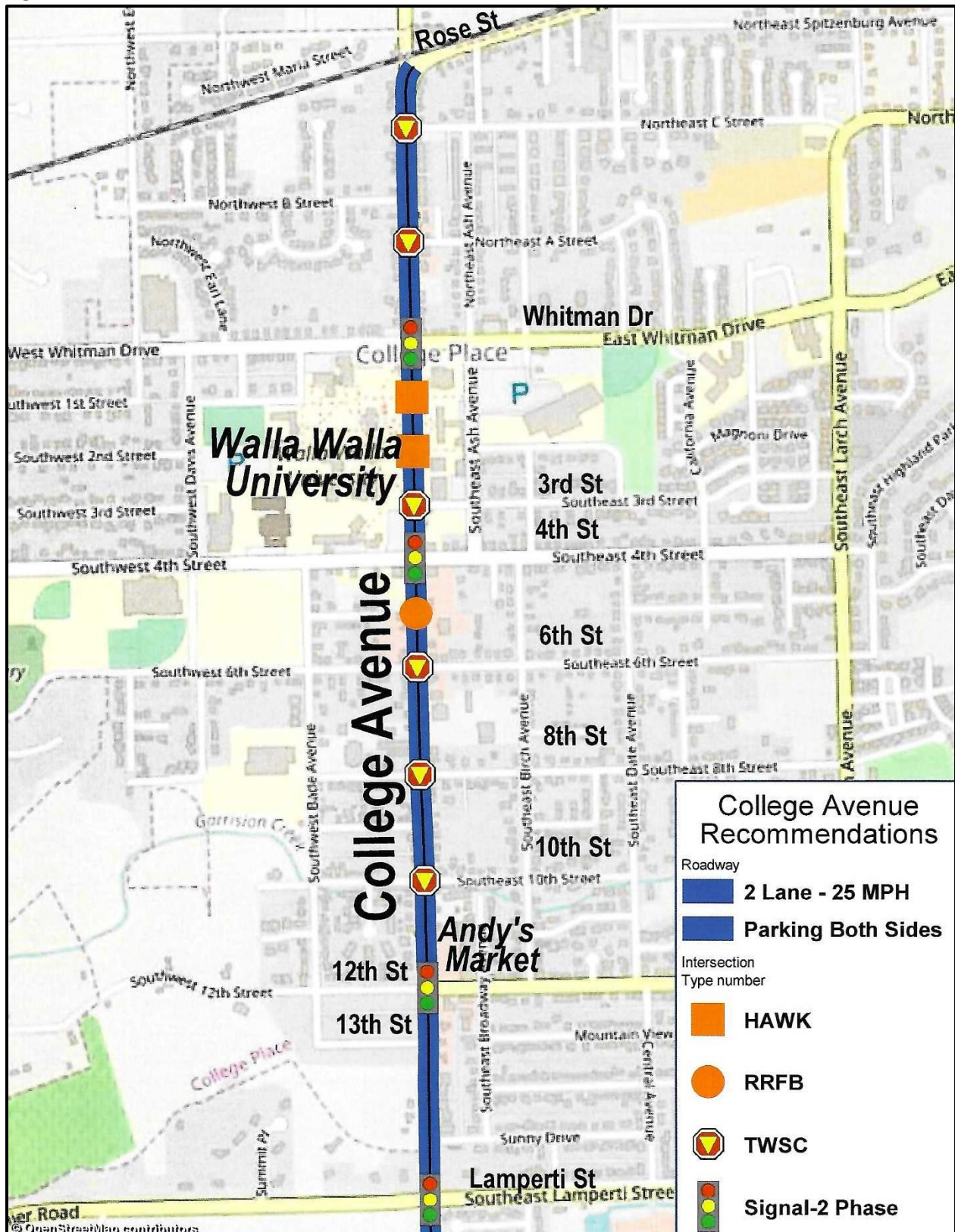
RECOMMENDED ACTIONS

In summary, the Consultant Team conducted the foregoing analysis under the assumption the City of College Place desired to implement a “Complete Streets” design on the College Avenue corridor from Lamperti Street to Rose Street. The purpose of the “complete streets” concept is to facilitate travel for “all modes” of transportation in a safe and efficient manner. The following actions are recommended to accomplish this objective:

- Revise existing channelization to eliminate left turn pockets at the intersections and the two-way left turn lane in selected corridor sections. Rechannelize the corridor to provide a two (2) lane cross section with parking on both sides. This action will require modifications to the traffic signal head alignment at the signalized intersections and modifications to the existing signal timings to improve the efficiency of the signal operation. In addition, it is suggested that all red flash operation be considered for the signalized intersections during the hours of 7 PM to 5 AM.
- It is recommended that a consistent posted speed limit of 25 MPH be implemented on the corridor from SR125 to Rose Street.
- Sight Distance ordinance should be rewritten to provide adequate stopping sight distance for stop controlled intersection approaches. Parking shall be adjusted to accommodate the revised sight distance triangles.
- After discussion with City staff, it is recommended no on-street provision be provided for bicycles along the College Avenue corridor. It is recommended the current ordinance which restricts bicycles on the sidewalk be changed to allow bicycle traffic.
- A RRFB shall be installed at the Post Office crosswalk, 500 S College Avenue. Parking on approach to the crosswalk should be modified to ensure adequate stopping sight distance is provided on approach to the crosswalk. In addition, ADA compliant curb bulb outs shall be installed on either end of the crosswalk to promote pedestrian visibility.
- It is recommended that pedestrian detection be provided at each HAWK location. The estimated cost of this equipment is \$8,000 plus installation.
- It is recommended that the bus stops on the corridor be located at a two-block spacing between stops. The stops shall be located on the “near side” of the intersection to allow pedestrians to exit the bus and cross College Avenue at a marked crosswalk. This action should be coordinated with Valley Transit. It is estimated that each bus stop should be provided 50 feet of curb length to facilitate access to the sidewalk.

A graphic illustrating the Recommended Actions is presented in Figure 3.

Figure 3. Recommended Actions.





City of College Place

College Avenue Traffic Assessment

A D D E N D U M

April 27, 2020

The following addendum was prepared to address specific questions generated by City of College Place staff in response to the Final Report for the College Avenue Traffic Assessment Report dated March 13, 2020. The questions were submitted by email on March 24, 2020. It was agreed the March 13, 2020 report would remain intact and the response to the questions would be included in this addendum.

It was determined the findings of the report could be interpreted in different ways based on the City goals for the College Avenue corridor. As a point of beginning, the City offered the following statement on how to interpret the study results:

"Traffic recommendations are, to some degree, dependent upon the community's final vision for the corridor. As a Federally classified principal arterial doubling as the City of College Place's main commercial corridor, College Avenue provides a continuum of opportunities between serving as an efficient transportation corridor and a slower-paced, complete-streets commercial corridor. In attempting to balance the competing demands of pedestrian, bicycle and vehicle facilities, it is important that policy makers are aware there are pros and cons related to recommendations that favor one end of the continuum over the other or that favor one transportation mode (pedestrian, bicycle, vehicles) over the other. As a part of addressing a staff request for clarifications to the College Avenue Traffic Assessment, the balance of the following responses is intended to provide additional insight and background to assist in adjusting the recommendations, if desired, to reflect the community's balance of priorities."

Comment #1: Table 3 – Add a column for CARS counts, as available.

A column was added to Table 3 to include the findings of the 2012 CARS 24-hour traffic volume study. It should be noted that the 2012 study does not offer a corresponding count to the 2019 study. Specific differences are noted in Table 3.

Table 3. 24-hour Vehicle Volume Summary

#	Location	Section	2019 24 Hour Traffic Volume			2012 CARS Traffic Volumes ¹		
			Northbound	Southbound	Total	Northbound	Southbound	Total
1	College Avenue	n/o 4 th Street	2488	2657	5145	4246	4010	8256 ²
2	College Avenue	n/o Whitman Drive	2846	3039	5885	2958	2917	5875
3	College Avenue	n/o C Street	2734	2692	5426	2593	2263	4856 ³
4	College Avenue	n/o B Street	2925	3044	5969			
5	College Avenue	n/o A Street	2816	3006	5822			
6	College Avenue	n/o SR 125	1880	1918	3798			
7	College Avenue	s/o Lamperti Street	2205	2241	4446			
8	College Avenue	s/o 10 th Street	4274	3926	8200			
9	College Avenue	n/o 8 th Street	4103	3988	8091	4044	4369	8413 ⁴
10	College Avenue	n/o Lamperti Street	4144	3838	7983	3603	3499	7102 ⁵

1) 2012 CARS 24 Hour Traffic Volumes were conducted in February/March 2012

2) CARS Count – Volume recorded as south of 4th Street

3) CARS Count – Volume recorded as south of Rose Street

4) CARS Count – Volume recorded as south of 8th Street

5) CARS Count – Volume recorded as south of 13th Street

Response #1. As shown in Table 3, a comparison of the 2012 CARS data and the 2019 data indicates the volumes are relatively consistent between the two time frames with the exception of the section recorded in the vicinity of 4th Street where the 2012 data (8256) is approximately 3000 vehicles per day higher than the 2019 volume (5145). Some of the difference could be attributed to the count location where the 2012 count was south of 4th Street and the 2019 count was north of 4th Street.

Comment #2. It appears most of the benefits in LOS related to Alternative Two (Remove Left Turn Channelization) are related to the signal phasing recommendations, not necessarily to the removal of the left turn pockets. Would most of the benefits in LOS be retained if signal phasing recommendation were

adopted but the left turn pockets were retained at A) the unsignalized intersections? B) at the signalized intersections?

Response #2. Although the analysis suggests the benefits are the result of signal phasing recommendation, a review of standard practice in regards to provision of protected left turn phasing at signalized intersection and the need for designated left turn pockets suggest in most cases, neither conditions are necessary for the College Avenue corridor. Regarding designated left turn lanes, the Highway Capacity Manual¹ (HCM), states the need for a left-turn lane is suggested if the left-turn volume is greater than 100 vehicles in a peak hour. Left turns on College Avenue for the AM and PM peak hour is presented in the following Table.

Intersection	Traffic Control	AM Peak Hour				PM Peak Hour			
		NB	SB	EB	WB	NB	SB	EB	WB
Whitman Drive	Signal	28	30	79	36	74	28	30	19
4 th Street	Signal	109	8	15	88	72	14	34	61
6 th Street	TWSC	10	0	6	5	12	15	12	5
8 th Street	TWSC	11	0	6	5	12	15	12	5
10 th Street	TWSC	6	1	8	0	19	11	13	1
12 th Street	Signal	16	44	4	41	16	69	11	64
13 th Street	Stop Control	5	n/a	3	n/a	5	n/a	0	n/a
Lamperti Street	Signal	10	74	35	51	9	140	27	12

As shown in the Table above², there are only two intersections: 4th Street during the AM peak and Lamperti Street during the PM peak. which have a peak hour left turn volume which meets the HCM suggest criteria of 100 left turn during the peak hour. It should be noted that each of these intersections meet the 100-left turn per hour criteria during only one peak hour. Although the two intersections satisfy the HCM requirement, the level of service and queuing analysis do not suggest a designated left turn lane is required to satisfy the capacity requirements of either intersection.

The other factor to consider is the need for protected left turn signal phasing. To address this issue, the HCM³ suggests the following criteria be applied:

“Left-turn phasing (protected-permissive, permissive-protected, or protected-only) should be considered if any one of the following criteria is satisfied:

Table 118. Guidelines for use of left-turn phasing. ^(186,187)

1. A minimum of 2 left-turning vehicles per cycle and the product of opposing and left-turn hourly volumes exceeds the appropriate following value:
 - a. Random arrivals (no other traffic signals within 0.8 km (0.5 mi))
 - One opposing lane: 45,000 Two opposing lanes: 90,000

¹ Highway Capacity Manual (HCM) Signalized Intersections; Chapter 12 Individual Movement Treatments; August 2004.

² Source: Figure 1; Technical Memorandum – Data Collection.

³ Ibid. HCM Chapter 12.

-
- b. *Platoon arrivals (other traffic signals within 0.8 km (0.5 mi))*
One opposing lane: 50,000 Two opposing lanes: 100,000"

Based on this requirement, there are no intersections on College Avenue that warrant left turn phasing. A summary of the calculations is presented as an attachment to this addendum.

In conclusion, the answer to the basic question, "are most of the benefits in LOS retained if signal phasing recommendation was adopted but the left turn pockets were retained," the answer is yes. At the signalized intersections, the benefit in LOS is realized by eliminating the left turn phase and the associated lost time of the traffic signal timing plan. For the unsignalized intersections, the north/south bound left turns are "free flowing" and therefore not subject to level of service analysis. Left turn pockets are not provided on the side streets at the unsignalized intersections. As discussed above, left turn pockets and protected left turn signal phasing are not required for safe and efficient movement at the signalized intersections.

Comment #3. *The City's currently codified default sight visibility max height criteria is 36" as measured from the gutter. We need a recommendation regarding whether this should be changed, and if so, to what height.*

Response #3. Stopping Sight Distance (SSD) is the sum of two distances: the distance traveled during perception and reaction time and the distance required to stop the vehicle. The perception and reaction time used in design is 2.5 seconds. The stopping sight distance is calculated using a constant deceleration rate of 11.2 feet/second². Available stopping sight distance is calculated for a passenger car using an eye height of 3.50 feet and an object height of **2.00 feet**.

As a result, it is recommended that a height of **24 inches** above the gutter be used as the default value.

Comment #4. *Table 4 (p.8) in the Sight Distance Memorandum would benefit from an additional column listing "remaining parking inventory" at current and proposed speed limits.*

Response #4. The Comment suggests the proposed action, reduction in parking supply to accommodate sight distance requirements, would have an adverse impact on parking. As shown in Table 4 (after Table 7 below), *Potential Parking Stall Reduction*, suggests a total of 28 stalls would be eliminated under the existing posted speed limits and 21 stalls would be eliminated if the posted speed limits on the corridor were reduced to 25 mph.

As discussed in the *Data Collection Memorandum*, the available parking supply on the College Avenue corridor is significantly higher than the current parking demand. The *Data Collection* memorandum summarized parking demand on the corridor during two different time periods. A summary of the study findings is presented in Table 7 below.

Table 7. CARS – Available Parking Supply

		Hourly Summary								
		Peak Demand								
		6/12/2019			2/27/20			Available Supply		
Corridor	Section	E	W	Total	E	W	Total	E	W	Total
College Avenue	4 th St to 6 th St	0	6	6	5	1	6	3	6	9
College Avenue	6 th St to 8 th St	2	0	2	3	0	3	0	5	5
College Avenue	8 th St to 10 th St	0	1	1	2	0	2	3	4	7
College Avenue	10 th St to 12 th St	1	3	4	0	4	4	15	12	27
College Avenue	12 th St to 13 th St	0	1	1	3	0	3	3	6	9
College Avenue	13 th St to Lamperti	8	1	9	8	0	8	22	17	39
Corridor Total		11	12	23	21	5	26	46	50	96

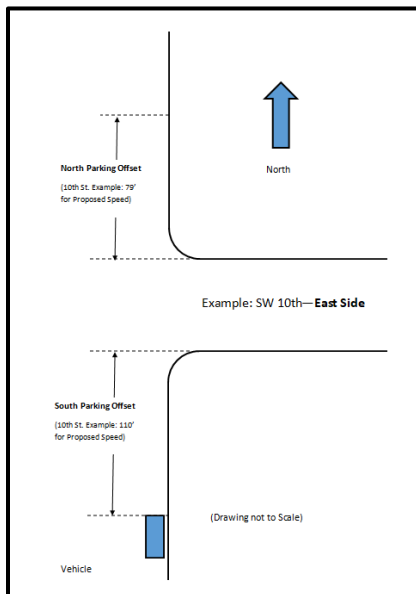
As shown in Table 7, the peak hourly parking demand for the corridor, 23 stalls in June 2019 and 26 stalls in February 2020, is significantly less than the available parking supply which is 96 stalls in the sections between 4th Street and Lamperti Street. The only section where the demand is equivalent to the available supply is the section between SW/SE 4th Street to SW/SE 6th Street where the parking demand, six (6) stalls, is equivalent to the available supply. This section is adjacent to the United States Post Office. Peak hourly parking demand occurs in the section between SW/SE 13th Street and Lamperti Street where the peak demand is nine (9) stalls and the available supply is 39 stalls.

Table 4. Potential Parking Stalls Reduction

Intersection	Speed Limit			Parking Offset				Parking Reduction	
	Posted		Proposed	Posted Speed		Proposed Speed		Posted Speed	Proposed Speed
	North	South		North	South	North	South		
Sunny Drive	30	30	25	74'	136'	55'	101'	2	1
SW 13th	30	30	25	140'	76'	104'	57'	7	4
SW 10th (west side)	30	30	25	143'	102'	107'	76'	3	2
SE 10th (east side)	30	30	25	105'	146'	79'	110'	0	0
SW 9th	30	30	25	134'	88'	100'	66'	4	2
SW 8th (west side)	25	30	25	105'	101'	105'	75'	0	0
SE 8 th (east side)	25	25	25	75'	105'	75'	105'	0	0
SW 6th (west side)	25	25	25	105'	75'	105'	75'	0	0
SE 6 th (east side)	25	25	25	75'	105'	75'	105'	0	0

Intersection	Speed Limit			Parking Offset				Parking Reduction	
	Posted		Proposed	Posted Speed		Proposed Speed		Posted Speed	Proposed Speed
	North	South		North	South	North	South		
SE 3rd	25	25	25	69'	99'	69'	99'	0	0
NE A	25	25	25	75'	104'	75'	104'	4	4
NW B	25	25	25	75'	104'	75'	104'	5	5
NE C	25	25	25	67'	104'	67'	104'	3	3
				Total Stalls Removed				28	21

Note: An illustration of the parking offset is shown in the figure below.



As shown in Table 4, the proposed parking reduction due to the sight distance offset is limited to the section north of Whitman Drive and south of 9th Street. Between 10th Street (eastside), except for 9th Street, there is no parking reduction required to meet the sight distance requirements.

As shown in Table 7, there is a peak demand of 26 stalls and a total supply of 96 stalls. If the parking reduction for the various speeds is added to the peak parking demand, the result would be a demand for 54 stalls under the existing posted speed limit (25 – 30 mph) and 47 stalls under the proposed posted speed limit (25 mph). These numbers compare to an available supply of 96 stalls so that there is still a surplus of 42 stalls under the existing speed limits and 49 stalls under the proposed speed limit.

The highest parking demand, including the proposed reduction, occurs in the section between 13th Street and Lamperti Street where there is a demand for 18 stalls under the existing speed and

14 stalls under the proposed speed. In this section, 13th Street to Lamperti Street the available supply is 39 suggesting there is a surplus of 21 stalls under the existing speed and 25 stalls under the proposed speed.

The conclusion of this analysis is that there is ample parking supply on the corridor to accommodate the proposed parking reduction under the existing posted speed as well as the proposed speed parking reduction and still accommodate existing parking demand.

Comment #5. Provide a list of the specific factors contributing to the speed limit recommendation (p. 5 of *Appropriate Speed Limit Memorandum*) or, if recommendation is not compelled by the data, state so and note the speed limit reduction as an option for City consideration in light ofand list the

considerations. Some of the considerations, such as increasing bicycle safety may not as directly apply if bicycles are allowed to travel on sidewalks by code. The Memorandum on Bicycle Traffic should then be revised as necessary for consistency.

Response #5. The comment suggests the basis for the posted speed is the commonly accepted 85 percentile speed. The speed data collected on the corridor is shown in Table 4 below.

Table 4. Daily Speed Summary

#	Location	Section	Posted	Daily Speed					
				Northbound		Southbound		Total	
				Average	85 th Percentile	Average	85 th Percentile	Average	85 th Percentile
1	College Avenue	n/o 4 th Street	25	22	26	22	26	22	26
2	College Avenue	n/o Whitman Drive	30	24	28	24	27	24	28
3	College Avenue	n/o C Street	30	26	30	25	29	26	29
4	College Avenue	n/o B Street	30	25	29	25	29	25	29
5	College Avenue	n/o A Street	30	25	29	25	28	25	29
6	College Avenue	n/o SR 125	35	27	33	31	36	29	35
7	College Avenue	s/o Lamperti Street	35	26	32	26	34	26	33
8	College Avenue	s/o 10 th Street	30	27	31	28	31	27	31
9	College Avenue	n/o 8 th Street	25	25	29	26	29	26	29
10	College Avenue	n/o Lamperti Street	30	27	31	28	32	27	31

As shown in Table 4, the posted speed on the College Avenue corridor ranges between 25 mph and 35 mph. The posted speed is 35 mph south of Lamperti Street; 30 mph between Lamperti Street and 8th Street; 25 mph between 8th Street and Whitman Drive; and 30 mph north of Whitman Drive.

The result of the speed study indicates that motorists on College Avenue comply with the posted speeds. The observed speeds indicate the posted speed reflects actual speeds on the corridor. There is no significant difference between speeds in the northbound and speeds in the southbound direction.

If the recommended posted speeds were based on the 85th percentile speeds observed on the corridor, then the recommendation would be to leave the posted speed limits as they currently exist. However, the Consultant is working under the premise that the City desires to provide a “Complete Streets” construct on College Avenue. The goal of “Complete Streets” is to make the street safe and efficient for “all users” i.e. bicycles, pedestrians, and motor vehicles as opposed to focusing on the speed, capacity, and efficiency of the automobile. Improve. If the City desires to promote the automobile, then the existing posted speeds should remain. If the City desires to promote “Complete Streets” then an alternative posted speed should be considered.

The lower speed, although increasing travel time on the corridor for the car, it significantly beneficial to the safety of bicycles and pedestrians. In a crash at 20 mph, the likelihood of a pedestrian sustaining a serious or fatal injury is 18 percent whereas a crash at 30 mph, the likelihood of a pedestrian sustaining a serious or fatal injury is 50 percent.

Comment #6. *There should be some discussion on the pros and cons of allowing bicycle use on College Avenue sidewalk in the Bicycle Traffic Memorandum. Does this increase danger to pedestrians? Is there any data on this? What limitations on bicycle use of sidewalks should be in place if allowed? Is there a max speed limit? Recommended signage?*

Response #6. In a meeting with City staff, the various options of providing bicycle provisions on College Avenue were discussed. Staff expressed concern about the ability to provide a continuous bicycle path for the full length of the College Avenue corridor from Lamperti Street to Rose Street. The predominant concern was the lack of cross-sectional width to accommodate a bicycle lane plus parking on both sides. The decision was whatever was provided should be continuous. At that point, it was decided that bicycle traffic should be allowed to use the sidewalk. This proposal is contrary to existing city ordinance and would require modification to that ordinance.

A review of the existing cross-sectional width of College Avenue confirmed that, except for College Avenue south of 10th Street, the cross-sectional width is inadequate to accommodate a standard bike lane along with parking.

To address the questions:

- **Does this increase the danger to pedestrians?** The intuitive response to this question is yes. Bicycles are moving at a faster speed than the pedestrians and hence the reaction time to objects in their path is reduced. A research of the literature however did not indicate a major problem. A recent report from Cornell University stated⁴:

“Sidewalks, by definition, are designed for pedestrians. According to the law, a sidewalk is defined as “That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for the use of pedestrians.” Sidewalk riding has the potential of bringing the cyclist into conflict with pedestrians. Although the crashes are not typically life threatening to either party, certainly the comfort level of the pedestrian is compromised. Many communities ban cycling from downtown sidewalks to avoid this conflict.”

Most of the data available suggested that cycling on a sidewalk was significantly more hazardous to the biker. Again, the Cornell University Report stated⁵:

“Bicycling on the sidewalk eliminates the relatively small danger to cyclists of crashes with overtaking motorists but increases the potential for more common intersection collisions. To follow is

⁴ http://www.bike.cornell.edu/pdfs/Sidewalk_biking_FAQ.pdf

⁵ Ibid.

an excerpt from the Pedestrian and Bicycling Information Center's web site about sidewalk bicyclists and crashes:

Rather like the situation with riding the wrong way against traffic, there is no specific crash type reserved for bicyclists riding on the sidewalk. However, the fact that the bicyclist was on the sidewalk is a contributing factor in a great many crashes at intersections.

- *Motorist turns left in front of cyclist: 42% of bicyclists are on the sidewalk*
- *Motorist turns left into oncoming cyclist: 15% of bicyclists are on the sidewalk*
- *Motorist turns right into bicyclist: 31% of bicyclists are on the sidewalk*
- *Motorist drives out of alley/driveway: 48% of bicyclists are on the sidewalk*
- *Motorist drives through intersection: 15% of bicyclists are on the sidewalk*
- *Bicyclist rode out intersection with signal: 24% of bicyclists are on the sidewalk*

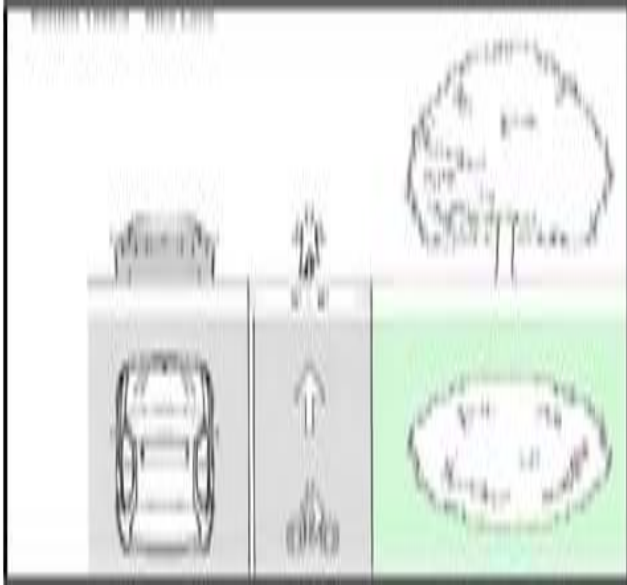
*Once again, the perception is that someone is safer riding on the sidewalk than on the road—and many motorists and even law enforcement officers repeat that message. **The problem is that, as the numbers above suggest, bicyclists are not safer on the sidewalk because they become almost invisible to the motorist.** When a driver turns, either left or right, or into a driveway or alley, they are simply not looking for, or expecting to encounter, a bicyclist. And even if they do look and see a bicyclist, they may still underestimate the speed a rider is traveling on the sidewalk - because it will likely be much faster than a pedestrian.*

- ***What limitations on bicycle use of sidewalks should be in place if allowed?*** As discussed above, it is not “safer” for bicycles to travel on the sidewalk. Therefore, the question should be who should be allowed to travel on the sidewalk.

The WSDOT Design Manual⁶ identifies three types of cyclists as follows:

- ***Strong and Fearless*** – This cyclist type is confident not only in their abilities as a cyclist but also with their ability to operate intermixed with other modal users.
- ***Enthusied and Confident*** – These cyclists prefer utilizing separated facilities, but are comfortable riding intermixed within other modes in some transportation contexts. •
- ***Interested, but Concerned*** – Cyclists who primarily have safety concerns and who are less skilled or less familiar with the rules of the road but would like to ride more. These cyclists are frequently dissuaded from cycling, even if bike facilities are present, because of the degree of separation between themselves and other traffic. This category includes children and others new to bicycling.

⁶ WSDOT Design Manual; Section 1520.03(1); November 3, 2015.

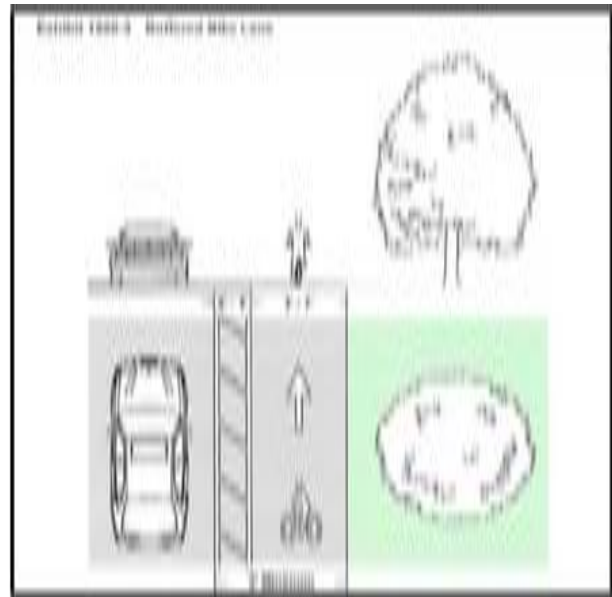
Bike Lane

It is assumed that all three cyclist types exist on the College Avenue corridor. According to the WSDOT Design Manual⁷, *“The Interested, but Concerned cyclist constitutes the largest segment of cyclist types within suburban, urban and small-town populations. Bike facility selection on state routes is based on designing for the “Interested but Concerned” user type as a starting point.”* According to Exhibit 1520-6a⁸, a “Bike Lane” would be recommended for the segments of College Avenue with speeds in the range of 25 mph.

In the sections where the posted speed is 30 mph, a “Buffered Bike Lane” would be recommended.

The Design Manual shows ranges of applications for the different types of bicycle facilities related to generally accepted safety and mobility performance. Other performance needs may increase or decrease the viability of certain types of bike facilities, such as shared-use paths through aesthetic areas or those planned for a mixture of commute and recreational purposes.

The Design Manual goes on to state: *“Further considerations for cyclist perception of comfort are another factor that can affect use of the facility. Designing for a higher level of separation may be more important at locations that serve community activity centers, schools or popular destinations (such as a retail oriented segment of a route) where additional accommodations are appropriate for either the functional uses or less skilled cyclists (including children). In these situations, separated facilities or wider dimensions may provide the level of comfort needed to satisfy user needs and context considerations. Additionally, some suburban, urban, and small-town contexts will have more specific bicycle performance needs that will help identify either spot improvements or alteration of the type of existing facility to enhance a specific performance area. Bike facility selection in 1520.03(1)(b) are provided for these reasons.”*

Buffered Bike Lane

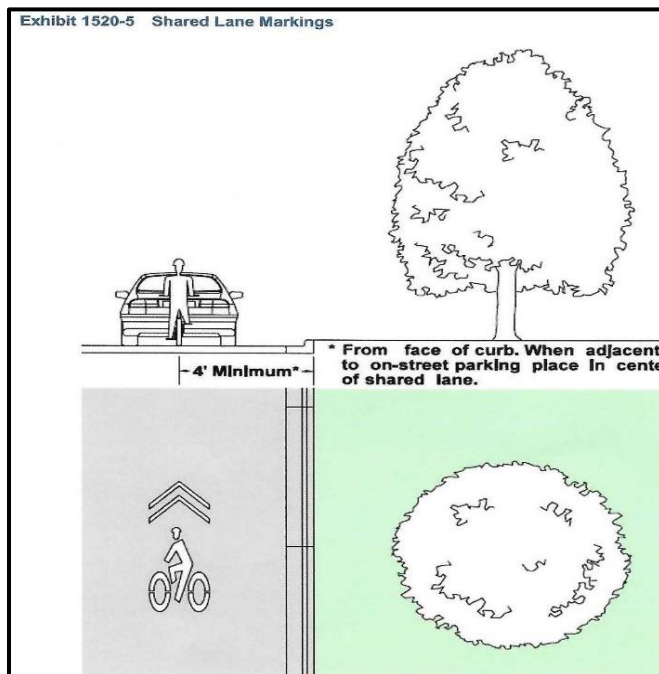
⁷ Ibid. Section 1520.03(1)(a).

⁸ Ibid.

"In some contexts, it is appropriate to design for the Strong and Fearless, and Enthused and Confident user types. In cases, where right of way is very constrained or where bicycles are not considered the modal priority (see Chapter 1103), it is appropriate to use Exhibit 1520- 6b for determining facility selection after input from community engagement efforts. However, understand that the application of Exhibit 1520-6b may result in less mode shift or use of the capacity provided."

In light of the foregoing, it is suggested the City consider alternative facilities for two classes of biker. The "Strong and Fearless" and the "interested but Concerned".

Shared Lane



For the "Strong and Fearless", the City should allow these users to ride in the street under the "Shared Lane" concept. The data presented above suggests bicycle speed is contributing to bike crashes on sidewalks. It is expected that higher speeds are attributed to the Strong and Fearless riders. Limiting their use of the sidewalk appears to offer benefit for the biker as well as the pedestrian. The application of the "Shared Lane" would require marking the existing lanes with "sharrows"

For the "Interested, but Concerned", it is suggested they should be allowed to ride on the sidewalk because of their inexperience and apprehension about riding with traffic.

Therefore, the following limitations are suggested:

- Sidewalk riding be limited to inexperienced riders.
- On the sidewalk, bicycles are required to YIELD to pedestrians.
- Bike speeds should be limited to 10 mph on sidewalks.

Signing supporting these constraints should be posted along the sidewalk.

Comment #7. *The Bicycle Traffic Memorandum lists incidence of bicycles at intersections during the peak AM and PM hours. Please provide an estimate of the number of unique bicycles using the full extent of the corridor. In other words, theoretically, if the same bicycle were to have ridden the full length of the route, there could have been as little as 7 bicycles during the AM peak hour and 6 during the PM peak hour. It would be helpful to have an estimate of how many bicyclists we are serving during the peak hours.*

Response #7. Unfortunately, there is no data available to determine the volume of bicycle traffic that travels the length of the corridor. Would require significant data collection. Otherwise it would be simply conjecture.

Comment #8. Table 2 (p. 2) of the *Bicycle Traffic Memorandum* references state crash rate comparisons in crashes per 100M VMT. Add a “crashes per 100M VMT” column to Table 5 so that a direct comparison to state and county averages can be made.

Response #8. The WSDOT report was limited to data on roadway segments without identification of intersection rates. Therefore, we have no basis for comparison.

Comment #9. Errata: P. 15, Table 8 reference should be Table 9.

Response #9. Noted. The correction is on page 15 of the *Data Collection Memoranda* in the paragraph (first sentence) following **Table 9. 2019 vs 2040 Land Use**. The correction was incorporated into the final report to be forwarded to the City.

Comment #10. *Provide comments on location of bus stops with respect to traffic flow in context of Complete Streets vs. vehicle-only priority efficiency.*

Response #10. During the study, it was observed that transit patrons disembarking from the bus would exit the bus and proceed to cross College Avenue illegally at the location where the bus stopped. The result of this action creates three points of conflict without any protection for the bus or the pedestrian. The three points of conflict with potential for serious injury crashes include the bus stopping in the traffic stream, the pedestrian crossing the street after departing from the bus, and the bus reentering the traffic stream. In the “complete streets” scenario all modes of travel are provided protection and efficiency for all movements. By moving the bus stop to the far side of the signalized intersection, the pedestrian is provided with a marked crosswalk and traffic signal control and the bus is provided signal protection while reentering the traffic stream thereby providing necessary protection and efficiency.

TECHNICAL MEMORANDA

Memorandum – Data Collection

The purpose of this memorandum is to provide a summary of the process and findings relating to Task 2 – Data Collection. The intent of Task 2 was to collect sufficient and accurate data to understand current traffic patterns on the College Avenue corridor and respond to the questions and issues identified by the City in the College Avenue Traffic Assessment Scope of Work. Task 2 included the following:

- Traffic Counts
- Existing Traffic Control
- Prevailing Vehicular Speed
- Five (5) Year Crash Data
- Traffic Signal Timing Plans
- Existing Parking Demand
- Land Use Data
- Sight Distance Triangles

Traffic Counts

For the purposes of this project, traffic counts included AM and PM peak period turning movement counts and 24-hour ADT counts.

Turning Movement Counts

AM and PM peak period counts were collected during the month of May 2019 on an average weekday, Tuesday through Thursday, during the AM peak period: 6:30 AM – 8:30 AM and the PM peak period: 4:00 PM – 6:00 PM. Counts were collected at each of the analysis intersections including:

- College Avenue/East Whitman Drive
- College Avenue/SW-SE 4th Street
- College Avenue/SW-SE 6th Street
- College Avenue/SW-SE 8th Street
- College Avenue/SW-SE 10th Street
- College Avenue/SW-SE 12th Street
- College Avenue/SW-SE 13th Street
- College Avenue/SW-SE Lamperti Street

A copy of the AM and PM peak period turning movement counts is presented in the Appendix. The result of the turning movement count is presented in Figure 1.

24 Hour ADT Counts

Average Daily Traffic (ADT) volumes on College Avenue were provided by the City. The ADT counts were collected for an average three (3) day period, Tuesday – Thursday, during the weeks of May 14th to May 16th and June 4th to June 6th. To ensure the counts covered the full 24-hour period for each day, the counts were set on Monday and collected on Friday.

City staff identified ten (10) locations along College Avenue where traffic counts were desired. The counts are based on average weekday conditions as that is the traditional period for traffic analysis and design. The locations included are shown in Table 1.

Table 1. 24 Hour Volume, Classification, and Speed Data

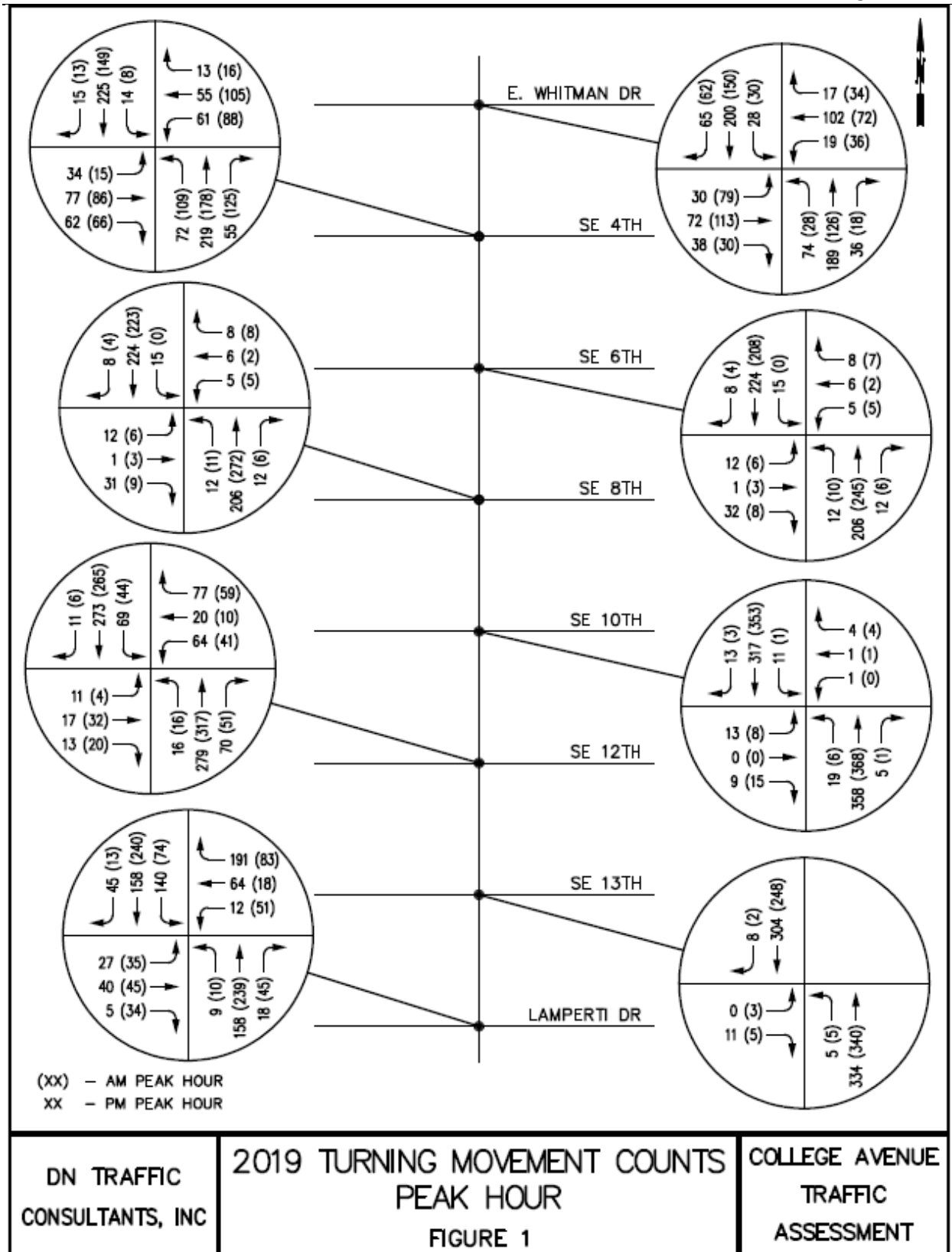
#	Location	Address	Date	Data Collected		
				Classification	Volume	Speed
1	College Avenue	313 South College Avenue	May 14 – May 16	X	X	X
2	College Avenue	26 North College Avenue	May 14 - May 16	X	X	X
3	College Avenue	309 North College Avenue	May 14 – May 16	X	X	X
4	College Avenue	205 North College Avenue	May 14 – May 16	X	X	X
5	College Avenue	105 North College Avenue	May 14 – May 16	X	X	X
6	College Avenue	1875 South College Avenue	June 4 – June 6	X	X	X
7	College Avenue	SE Cedar Bend Road	June 4 – June 6	X	X	X
8	College Avenue	1028 South College Avenue	June 4 – June 6	X	X	X
9	College Avenue	625 South College Avenue	June 4 – June 6	X	X	X
10	College Avenue	1425 South College Avenue	June 4 – June 6	X	X	X

A summary of the data obtained from these counts is discussed below.

Classification Data

Vehicle classification data was collected for the College Avenue corridor using the tube counters at the ten (10) locations identified above. The purpose of the data is to understand the percentage of trucks and buses that use the College Avenue corridor on an average day. Conversely, the percentage of automobiles on the corridor is also defined.

The vehicle classification data was determined through the 24-hour tube counts counting the number of axles per vehicle. The data was collected for three average days, Tuesday through Thursday, and summarized as an average for that location. For the purposes of this analysis the following stratification was identified for classifying vehicles:



- Cars – includes Class 2, Class 3, and Class 5 vehicles in accordance with the FHWA Vehicle Category Classification:¹
- Buses – includes Class 4 vehicles²;
- Trucks – includes the remaining classes except for Class 1 - motorcycles.³

The data presented in Table 2 indicates the percentage of cars and trucks/buses northbound and southbound on College Avenue at the ten (10) locations where the 24-hour counts were collected.

Table 2. Vehicle Classification Summary

#	Location	Section	Classification					
			Northbound		Southbound		Total	
			Cars ¹	Trucks/Buses ¹	Cars ¹	Trucks/Buses ¹	Cars ¹	Trucks/Buses ¹
1	College Avenue	n/o 4 th Street	92	8	97	3	95	5
2	College Avenue	n/o Whitman Drive	93	7	98	2	96	4
3	College Avenue	n/o C Street	95	5	97	3	96	4
4	College Avenue	n/o B Street	97	3	97	3	97	3
5	College Avenue	n/o A Street	97	3	97	3	97	3
6	College Avenue	n/o SR 125	96	4	98	2	97	3
7	College Avenue	s/o Lamperti Street	95	5	95	5	95	5
8	College Avenue	s/o 10 th Street	96	4	97	3	96	4
9	College Avenue	n/o 8 th Street	96	4	97	3	96	4
10	College Avenue	n/o Lamperti Street	95	5	96	4	96	4

As shown in Table 2, the vehicle classification percentages along the corridor is relatively consistent. The percentage of cars range from 92 percent to 98 percent with trucks and buses ranging from two (2) percent to eight (8) percent; the converse percent to the auto percentage.

In general, the highest percentage of trucks and buses, and lowest percentage of cars, is in the extreme ends of the College Avenue study area; south of Lamperti Street and north of 4th Street. On the south end, it is expected there would be a higher percentage of trucks/buses because of the proximity of College Place High School which generates significant bus traffic and intense retail which includes the Wal-Mart Supercenter and other retail outlets which generate significant truck traffic. The highest percentage of automobiles occurs on the north end of the corridor where College Avenue passes through the residential neighborhoods, A Street to C Street.

A summary of the classification data is presented in the Technical Appendix.

¹ Source: Figure C-1 vehicle category classifications used by FHWA; April 1, 2019.

² Ibid.

³ Ibid.

Volume

Daily (24 hour) traffic volumes were collected on the College Avenue corridor at the ten (10) locations identified above. Traffic counts were collected at each location for three days considered to be average weekdays: Tuesday through Thursday. The three days were averaged to identify an average daily traffic volume (ADT) on the College Avenue corridor.

Table 3. 24 Hour Traffic Volume Summary

#	Location	Section	2019 Volume Summary			2012 Volume Summary		
			Northbound	Southbound	Total	Northbound	Southbound	Total
1	College Avenue	n/o 4 th Street	2488	2657	5145	4246	4010	8256 ⁴
2	College Avenue	n/o Whitman Drive	2846	3039	5885	2958	2917	5875 ⁵
3	College Avenue	n/o C Street	2734	2692	5426	2593	2263	4856 ⁶
4	College Avenue	n/o B Street	2925	3044	5969			
5	College Avenue	n/o A Street	2816	3006	5822			
6	College Avenue	n/o SR 125	1880	1918	3798			
7	College Avenue	s/o Lamperti Street	2205	2241	4446			
8	College Avenue	s/o 10 th Street	4274	3926	8200			
9	College Avenue	n/o 8 th Street	4103	3988	8091	4044	4369	8413 ⁷
10	College Avenue	n/o Lamperti Street	4144	3838	7983	3603	3499	7102 ⁸

As shown in Table 3, the total two-way vehicle volume along the corridor is relatively low for an arterial street. The two-way volumes range between 3798 vehicles per day north of SR125 to 8200 vehicles per day south of SW/SE 10th Street. The highest volumes on the corridor occur between 8th Street and Lamperti Street where volumes are in the range of 8000 vehicles per day. The northbound volumes tend to be slightly lower at the count stations between 4th Street and B Street. The northbound volumes are higher from 8th Street to Lamperti Street.

Table 3 also includes the 2012 ADT volumes at selected locations collected as part of the CARS⁹ Study. As shown in Table 3, the 2012 ADT volumes are relatively consistent with the 2019 volumes with the

⁴ CARS count identified as College South of 4th Street

⁵ CARS count identified as College North of Whitman Drive

⁶ CARS count identified as College South of Rose Street

⁷ CARS count identified as College South of 8th Street

⁸ CARS count identified as College South of 13th Street

⁹ CARS – College Avenue Rose Street Reconstruction Project. Counts were collected February/March 2012

exception of College Avenue north of 4th Street where the 2012 ADT is significantly higher, approximately 38 percent, in 2012 than 2019.

When comparing these recent traffic volume counts with those used for the previous WWVMPO model calibration, it was observed that with some variation, the daily volumes had generally stayed about the same as the 24-hour volume counts taken before the CARS construction. The AM and PM peak hour volumes had increased slightly south of 8th and decreased slightly north of 8th.

The traffic volume summary report is presented in the Technical Appendix.

Speed

Prevailing travel speeds on the corridor were collected at the same ten (10) locations identified above, where the traffic volume counts were collected. Speeds were categorized in 5 mph increments from 0 mph to greater than 70 mph. Speeds were summarized each hour for three consecutive days. The three-day results were averaged and presented in Table 4. Table 4 identifies the average speed and the 85th percentile speed. The 85th percentile is the speed which is generally used as the basis for the posted speed limit. The 85th percentile speed is the speed where 85 percent of the traffic is traveling equal to or less than and 15 percent exceed the speed.

Figure 2 illustrates the existing speed limits on the College Avenue Corridor.

Figure 2. Existing Speed Limit

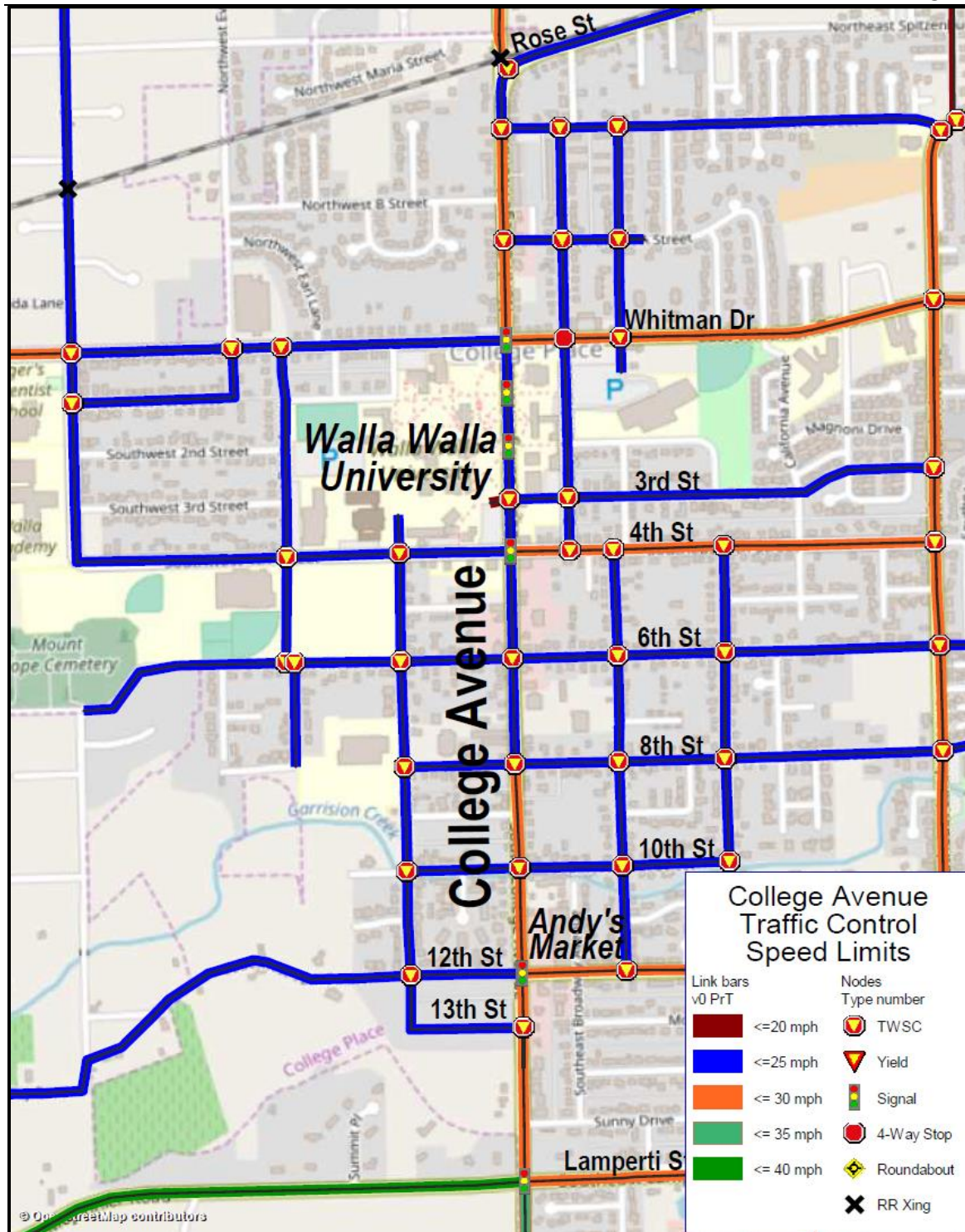


Table 4. Daily Speed Summary

#	Location	Section	Posted	Daily Speed					
				Northbound		Southbound		Total	
				Average	85 th Percentile	Average	85 th Percentile	Average	85 th Percentile
1	College Avenue	n/o 4 th Street	25	22	26	22	26	22	26
2	College Avenue	n/o Whitman Drive	30	24	28	24	27	24	28
3	College Avenue	n/o C Street	30	26	30	25	29	26	29
4	College Avenue	n/o B Street	30	25	29	25	29	25	29
5	College Avenue	n/o A Street	30	25	29	25	28	25	29
6	College Avenue	n/o SR 125	35	27	33	31	36	29	35
7	College Avenue	s/o Lamperti Street	35	26	32	26	34	26	33
8	College Avenue	s/o 10 th Street	30	27	31	28	31	27	31
9	College Avenue	n/o 8 th Street	25	25	29	26	29	26	29
10	College Avenue	n/o Lamperti Street	30	27	31	28	32	27	31

As shown in Table 4, the posted speed on the College Avenue corridor ranges between 25 mph and 35 mph. The posted speed is 35 mph south of Lamperti Street; 30 mph between Lamperti Street and 8th Street; 25 mph between 8th Street and Whitman Drive; and 30 mph north of Whitman Drive.

The result of the speed study indicates that motorists on College Avenue comply with the posted speeds. The observed speeds indicate the posted speed reflects actual speeds on the corridor. There is no significant difference between speeds in the northbound and speeds in the southbound direction.

Existing Traffic Control

In general, traffic control along the College Avenue corridor is dominated by two way stop control (TWSC). Of the nine (9) intersections in the study area, five (5) are controlled by side street stop (TWSC). Traffic signals are provided at the major intersections including:

- Lamperti Street
- 12th Street
- 4th Street
- Whitman Drive.

In addition to the four (4) traffic signals, there are also two (2) High-Intensity Activated crossWalk “HAWK” beacons located between 4th Street and Whitman Drive on the Walla Walla University (WWU) campus, to provide crosswalk protection for WWU students.

Figure 2 also illustrates the existing traffic control.

Traffic Signal Timing Plans

Existing traffic signal timing plans were provided for each of the four (4) signalized intersections within the study area. The traffic signal timing plans are included in the Appendix.

Five Year Crash Data

Crash data was requested through WSDOT's public records request process for the five years starting in 2014. The public record request included all recorded crashes on College Avenue between SR 125 and NE Rose Street. There was a total of 72 total crashes on this portion of the corridor over the 5-year period, 2014 to 2019. Of the 72 crashes, 14 involved "serious injury" and two (2) were fatalities. There was also one (1) bicycle crash. There was a total of 53 crashes within the College Avenue study area.

A summary of the five-year crash history by intersection is shown in Table 5 below. The five-year crash rate for each of the intersections that were analyzed and counted was calculated to provide an evaluation of the number of crashes relative to the total entering volume. The crash rate was calculated using a standardized formula, from the Federal Highway Administration. The crash rate was not calculated for intersections for which peak hour counts were not collected.

Table 5. Five Year Crash Data 2014 -2018.

Corridor	Intersection	5-year Crash History	Crash Rate ¹
College Avenue	NE Rose Street	1	NA
College Avenue	C Street	2	N/A
College Avenue	NW B Street	2	N/A
College Avenue	NE A Street	6	N/A
College Avenue	Whitman Drive	7	0.60
College Avenue	SE 4 th Street	7	0.82
College Avenue	SE 6 th Street	3	0.33
College Avenue	SE 8 th Street	1	0.11
College Avenue	SE 9 th Street	3	N/A
College Avenue	SE 10 th Street	2	0.15
College Avenue	SE 12 th Street	15	0.98
College Avenue	SW 13 th Street	1	0.09
College Avenue	SE Sunny Drive	5	N/A
College Avenue	SE Lamperti Street	9	0.62
College Avenue	SR 125	8	N/A
Total		72	

1) $\text{Crash Rate} = \frac{C \text{ for } n \text{ years}}{\text{MEV for } n \text{ years}}$; where C = # of crashes, n = number of years, and MEV = million entering vehicles; Source: Federal Highway Administration

2) N/A – Intersections not included in the study area for which traffic counts were not available to determine the crash rate.

As shown in Table 5, the highest number of crashes (15) occurs at the SW/SE 12th Street intersection which also has the highest crash rate (0.98). Other high crash locations in the study area, Lamperti Street to Whitman Drive, include Lamperti Street (9 crashes), Whitman Drive and 4th Street (8 crashes). These intersections also have a relatively high crash rate within the study ranging from 0.82 at 4th Street to 0.60 at Whitman Drive.

Of the 72 crashes on the corridor, 17 (24%) were right angle, 25 (35%) were rear end; 26 (36%) were fixed object and 3 (4%) were head on. One collision involved a bicycle. There were no pedestrian crashes recorded during the five-year period on the College Avenue corridor.

Injury and Fatality Crashes

As shown in Table 5, there was a total of 72 crashes reported during the 5-year period on the College Avenue corridor from NE Rose Street to SR 125. Of the total crashes there were 17 serious injuries and two (2) fatalities. Both fatality crashes occurred at the College Avenue/SR 125 intersection. Of the 15 injury crashes, seven (7), or 41%, occurred at College Avenue/Whitman Drive; two (2) occurred at the SW/SE 12th Street intersection and two (2) at the SR 125 intersection; one (1) crash each at C Street, SE/SW 4th Street, SW/SE 13th Street intersection and one (1) at the SE Lamperti Street intersection. There were no crashes involving pedestrians on the corridor during the 5-year period. One (1) crash occurred involving a bicycle on the corridor in the last five years; it occurred at College Avenue/SW/SE 12th Street intersection.

Crash Rate

Those intersections with a crash rate approaching 1.0 should be considered for further evaluation and safety improvements. These intersections are:

- SE 4th Street
- SE 12th Street

Figure 3 presents a summary of the crashes within the College Avenue study area.

Parking

Parking Demand

The Consultant conducted a parking accumulation study on the College Avenue between Lamperti Street on the south and Rose Street on the north. The study was conducted on Wednesday June 12, 2019 between 8:00 AM and 6:00 PM and again on Thursday February 27, 2020 during the same hours. The June study was limited to the section between Lamperti Street and Whitman Drive. The study was conducted via a drive by observation on each block face of College Avenue. The study did not observe if the vehicles were parked in delineated stalls. A summary of the study observations is presented in Table 5 and Table 6 below.

Figure 3. Five Year Crash History

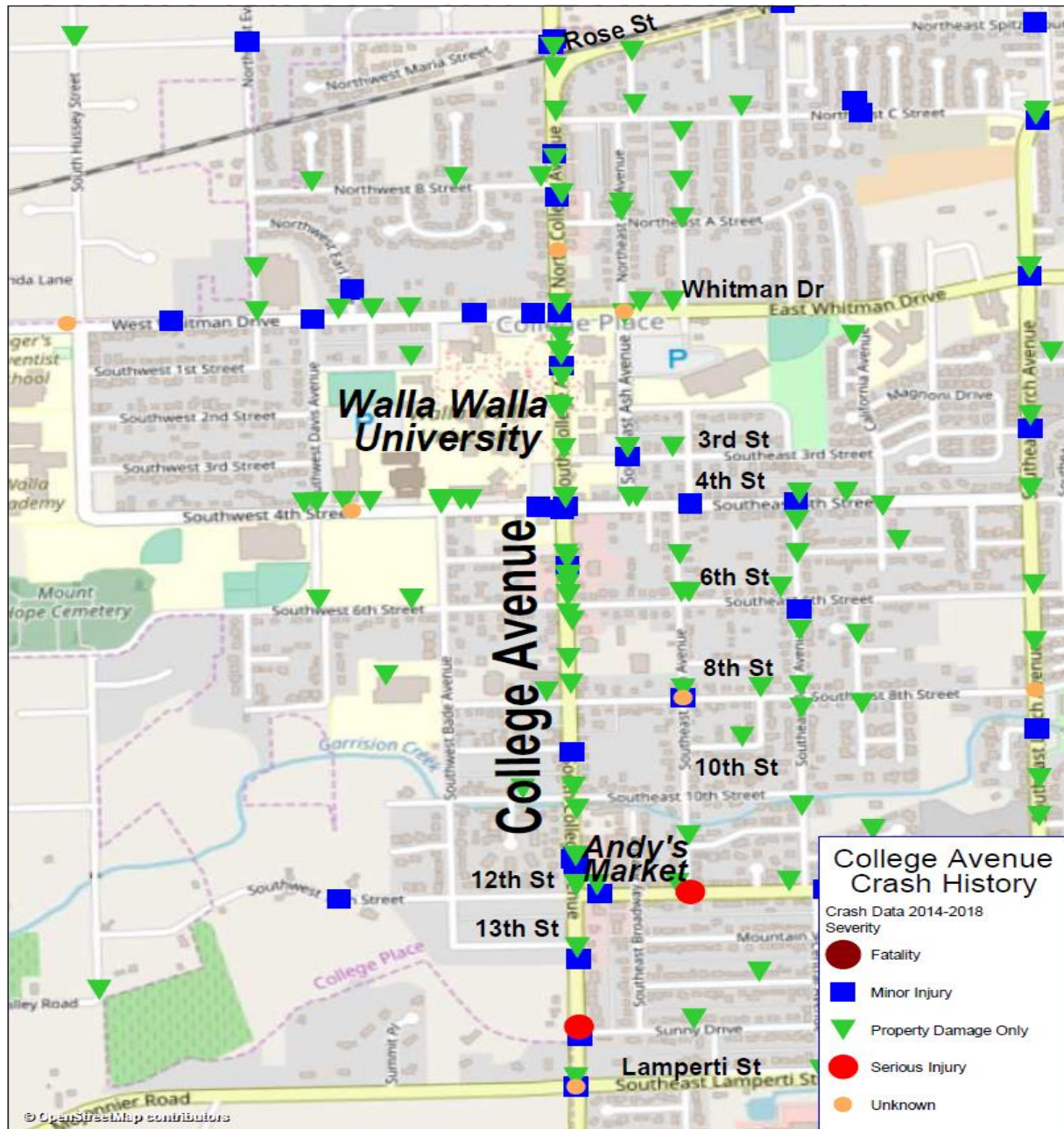


Table 5. Summary of College Avenue Parking Demand – 6/12/2019

Corridor	Section	8 AM		9 AM		10 AM		11 AM		12 PM		1 PM		2 PM		3 PM		4 PM		5 PM		Daily Total
		E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	
College Avenue	Whitman Dr to 4 th St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
College Avenue	4 th St to 6 th St	1	0	0	0	1	3	1	3	0	6	1	2	1	3	2	0	0	2	1	2	29
College Avenue	6 th St to 8 th St	0	2	0	0	0	1	0	1	0	1	0	1	0	0	0	1	1	1	0	0	9
College Avenue	8 th St to 10 th St	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0	4
College Avenue	10 th St to 12 th St	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	3	0	3	9
College Avenue	12 th St to 13 th St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
College Avenue	13 th St to Lamperti	2	5	2	4	4	3	5	2	2	6	5	2	1	5	4	1	6	1	8	1	69
Corridor Total		3	7	2	4	5	8	6	7	2	13	6	5	2	8	6	3	9	9	10	7	122

E = East side of College Avenue

W = West side of College Avenue

Table 5 summarizes parking utilization on College Avenue between Lamperti Street and Whitman Drive on June 12, 2019. As shown in Table 5, hourly parking accumulation ranges between six (6) cars during the 9 AM hour to 18 during the 4 PM hour. Peak parking accumulation (18) occurs during the 4 PM reporting period. Peak parking varies between the east side and west side of the corridor depending on the time of day. There is no on-street parking provided between Whitman Drive and SW/SE 4th Street and consequently there is no parking utilization in this section during the day. Total parking accumulation on this day, during this time period, was shown to be 122 vehicles.

The section between SW/SE 4th Street and SW/SE 6th Street, the section adjacent to the United States Post Office, had 29 parked vehicles between 8 AM and 5 PM. The parking demand peaks during the noon hour on the westside, the side of the Post Office with six (6) parked vehicles.

The section between SW/SE 6th Street and SW/SE 8th Street, nine (9) vehicles were parked between 8 AM and 5 PM. Parking accumulation is spread throughout the day. Parking is limited to the west side where eight (8) of the nine parked vehicles were parked on the west side. One car was observed parking illegally on the east side.

The section between SW/SE 8th Street and SW/SE 10th Street had four (4) vehicles parked during the day. Parking accumulation is spread throughout the day.

The section between SW/SE 10th Street and SW/SE 12th Street had nine (9) vehicles parked during the day. Parking accumulation is focused on the 4PM to 5PM period. Eight (8) of the nine parked vehicles were on the west side of College Avenue.

The section between SW/SE 13th Street and Lamperti Street had 69 vehicles parked during the day. The study observed parked vehicles during every hour of the day. Peak accumulation nine (9) occurred during the 5 PM period. It is assumed the parking demand in this section, is the result of the residential land use along the corridor.

Table 6. Summary of College Avenue Parking Demand – 2/27/2020

Corridor	Section	8 AM		9 AM		10 AM		11 AM		12 PM		1 PM		2 PM		3 PM		4 PM		5 PM		Daily Total
		E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	
College Avenue	Rose St to C St	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
College Avenue	C St to B St	2	0	1	0	2	1	1	0	1	1	1	0	1	0	0	0	3	0	2	2	18
College Avenue	B St to A St	1	3	2	2	2	2	3	2	3	4	1	0	1	0	0	2	2	0	1	1	32
College Avenue	A St to Whitman Dr	2	3	2	4	0	2	2	2	1	2	0	2	0	2	1	2	0	1	1	1	30
College Avenue	Whitman Dr to 4 th St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
College Avenue	4 th St to 6 th St	0	2	1	0	5	1	1	1	3	2	0	3	2	0	1	0	2	0	0	2	26
College Avenue	6 th St to 8 th St	0	0	0	0	1	0	1	0	0	0	3	0	1	0	0	1	0	0	0	0	7
College Avenue	8 th St to 9 ^h St	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
College Avenue	9 th St to 10 th St	0	2	0	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	8
College Avenue	10 th St to 12 th St	0	2	0	1	1	1	2	1	0	2	2	0	0	2	1	0	1	1	0	4	21
College Avenue	12 th St to 13 th St	3	0	3	0	2	0	0	0	3	0	2	0	2	0	0	2	2	0	0	2	21
College Avenue	13 th St to Lamperti	2	4	1	4	3	3	2	5	2	5	4	2	1	4	5	2	5	0	8	0	62
Corridor Total		10	16	10	13	16	12	12	13	13	17	13	7	8	8	8	9	15	2	12	13	227

E = East side of College Avenue

W = West side of College Avenue

Table 6 summarizes parking utilization on College Avenue between Lamperti Street and Rose Street on February 27, 2020. As shown in Table 6, parking utilization on the College Avenue corridor fluctuates throughout the day. Overall, 227 vehicles were observed parking on College Avenue between 8 AM and 5 PM between Lamperti Street and Rose Street. Deducting the addition of parked vehicles between Whitman Drive and Rose Street, 81 parked vehicles, the total parked vehicles between Lamperti Street and Whitman Drive was 146 parked vehicles. This is significantly higher, 146 parked cars versus 122 parked cars, than was observed during the same time period in the month of June 2019. This may be the result of Walla Walla University approaching summer break during the June observation period.

Hourly parking accumulation ranges between 17 cars during the 4 PM hour to 30 vehicles during the 12 PM hour. Peak parking varies between the east side and west side of the corridor depending on the time of day. Peak parking on the east side, 16 parked cars, occurs during the 10 AM period whereas peak parking on the west side, 17 parked vehicles, occurs during the 12 PM hour.

There is no on-street parking provided between Whitman Drive and SW/SE 4th Street through the Walla Walla University campus and consequently there is no parking utilization in this section during the day.

The highest contiguous parking utilization, during the day, occurs in the section between 10th Street and Lamperti Street. In this section, there is a total of 104 parked vehicles. The section between Whitman Drive and Rose Street also has significant parking utilization during the day, with 80 vehicles during the day. The section through the heart of the downtown, 4th Street to 10th Street, has a daily utilization of 42 parked vehicles. In the section adjacent to the United States Post Office, SW/SE 4th Street to SW/SE 6th Street, the parking demand during the day is 26 vehicles. Parking utilization adjacent to the Post Office peaks during the 10 AM hour on the eastside, opposite the Post Office with 5 parked vehicles.

Parking Supply

The City provided a summary of available parking stalls along the corridor as part of the CARS¹⁰ analysis. A summary of the parking supply is presented in Table 7.

Table 7. CARS – Available Parking Supply

		Hourly Summary								
		Peak Demand								
		6/12/2019			2/27/20			Available Supply		
Corridor	Section	E	W	Total	E	W	Total	E	W	Total
College Avenue	4 th St to 6 th St	0	6	6	5	1	6	3	6	9
College Avenue	6 th St to 8 th St	2	0	2	3	0	3	0	5	5
College Avenue	8 th St to 10 th St	0	1	1	2	0	2	3	4	7
College Avenue	10 th St to 12 th St	1	3	4	0	4	4	15	12	27
College Avenue	12 th St to 13 th St	0	1	1	3	0	3	3	6	9
College Avenue	13 th St to Lamperti	8	1	9	8	0	8	22	17	39
Corridor Total		11	12	23	21	5	26	46	50	96

As shown in Table 7, the peak hourly parking demand for the corridor, 23 stalls in June 2019 and 26 stalls in February 2020, is significantly less than the available parking supply which is 96 stalls in the sections between 4th Street and Lamperti Street. The only section where the demand is equivalent to the available supply is the section between SW/SE 4th Street to SW/SE 6th Street where the parking demand, six (6) stalls, is equivalent to the available supply. This section is adjacent to the United States Post Office. Peak hourly parking demand occurs in the section between SW/SE 13th Street and Lamperti Street where the peak demand is nine (9) stalls and the available supply is 39 stalls.

¹⁰ CARS – Available parking stalls identified by City survey after the complete streets project, March 28, 2016.

Transit

The College Avenue corridor is served by four different bus routes including the “Walla Walla Whistler” and Valley Transit Routes 1 - Mainline Eastbound, Route 2 – College Place and Route 310 – West Loop. Bus stops are located on both sides of the corridor for opposite directions of travel. The stops are spaced at approximate two block intervals. A summary of the bus stops on the College Avenue corridor between Lamperti Street and Rose Street is presented in Table 8.

Table 8. Transit Stop Locations

Corridor	Section	Route	Direction	
			North Bound	South Bound
College Avenue	Lamperti St to 12 th St	1, 2, and 310	100 ft north of Sunny Dr	110 ft south of Silverstar Lane
College Avenue	12 th St to 10 th St	Walla Walla Whistler	360 ft north of 12 th St	
College Avenue	12 th St to 10 th St	1, 310	450 ft north of 12 th St	200 ft north of 12 th St
College Avenue	9 th St to 8 th St	1, 310	75 ft north of 9 th St	90 ft south of 9 th St
College Avenue	9 th St to 8 th St	1, 310	430 ft north of 8 th St	
College Avenue	6 th St to 4 th St			200 ft south of 4 th St
College Avenue	4 th St to Whitman Dr			
College Avenue	Whitman Dr to A St	1, 310	300 north of Whitman Dr	175 ft north of Whitman
College Avenue	A St to C St	1, 310	300 ft north of B St	50 feet north of B St



As shown in Table 8, there are seven (7) bus stops on the east side of College Avenue in the north bound direction and six (6) bus stops on the west side in the south bound direction. There are no bus stops on College Avenue passing through the Walla Walla University campus; 4th Street to Whitman Drive. The bus stops are generally located at mid-block locations. In observing riders disembarking from

the bus, they tended to cross College Avenue at the stop rather than proceeding to the nearest intersection with a crosswalk. In addition, the bus stops are typically signed “No Parking” and yet the pavement markings delineate a parking stall. This confusion should be remedied.

Land Use Data

The College Avenue Traffic Assessment employed the Walla Walla Valley Metropolitan Planning Organization (WVVMPO) transportation demand model to analyze traffic flow and circulation on the College Avenue corridor. The analysis evaluated the traffic flow conditions in 2019 and 2040 during the PM peak hour. The purpose of the two-phase analysis is to determine if the proposed solutions in 2019

are viable in 2040 or will additional improvements be necessary in 2040 to accommodate the projected growth in the corridor.

The future land use was provided by the WWVMPO during development of the WWVMPO model used for this study. A summary of the 2019 existing and 2040 proposed land use is summarized for key traffic analysis along the College Avenue corridor. During the WWVMPO model development, all the jurisdictions, including the City of College Place, had supplied current and 2040 forecast land use data for the model. The summary is presented in Table 9.

Table 9. 2019 vs 2040 Land Use

Traffic Analysis Zone	Total Employment			Dwelling Units			Total Students		
	2019	2040	Growth	2019	2040	Growth	2019	2040	Growth
A	31	53	22	142	302	160	0	0	0
B	879	909	30	289	289	0	500	500	0
C	194	194	0	378	434	56	0	0	0
D	44	44	0	391	434	43	0	0	0
E	339	339	0	1269	1416	147	1568	1568	0
F	112	112	0	541	610	69	880	880	0
Total	1599	1651	52	3010	3485	475	2948	2948	0

As shown in Table 8, the six (6) traffic analysis zones (TAZ's) include existing and 2040 estimates of dwelling units, employment and students. As shown in Table 7, the total employment is expected to grow approximately 52 jobs, or approximately three (3) percent; dwelling units are estimated to grow by 475 jobs, or approximately 16 percent; and students which aren't expected to grow between the 2019 and 2040 time horizon.

Figure 5 illustrates the existing traffic analysis zones (TAZ) in the College Avenue study area. These traffic analysis zones were established by the WWVMPO and member jurisdictions, including the City of College Place. The TAZ structure was developed for the purpose of developing traffic forecasts in College Place and throughout the WWVMPO area. There are a total of 137 internal and external zones in the WWVMPO model.

Sight Distance

The City requested an evaluation of the sight visibility triangles at critical intersections along the corridor. Sight visibility triangle requirements are stated in Section 17.42.050 Sight Visibility Triangle¹¹:

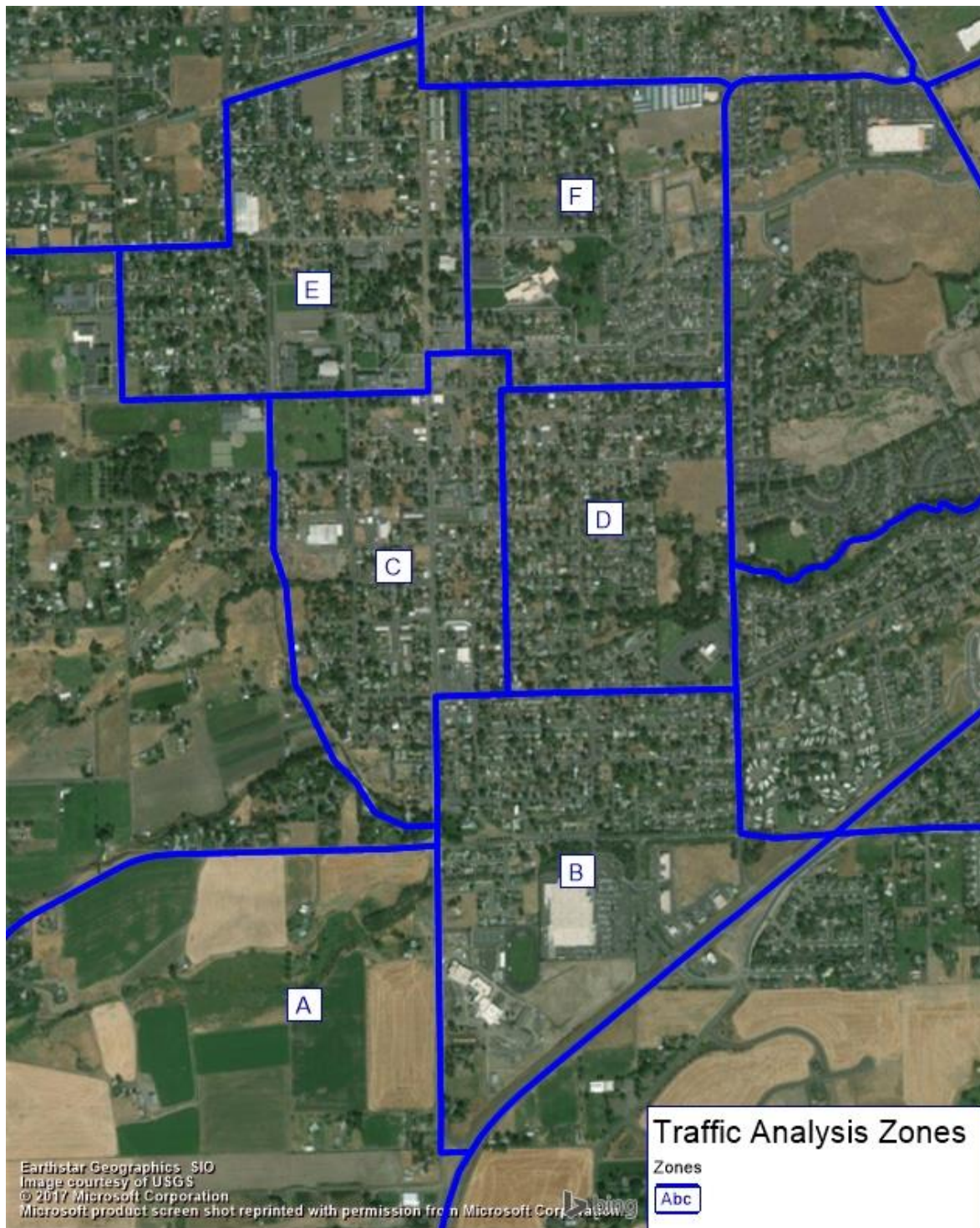
"A. At uncontrolled intersections, the sight visibility triangle shall be formed by measuring back from the point where street corner property lines meet, a distance of 30 feet along the property line, with the third side of the triangle being the straight-line connection between the above-mentioned sidelines. (Refer to Figure 17.42.050A.)"

¹¹ City of College Place Municipal Code; Section 17.42.050.

B. At controlled intersections the side street side of the sight visibility triangle shall be a distance of ten feet measured back from the point where street corner property lines meet; the through street side of the triangle shall be a distance of 30 feet for speed limits up to 25 miles per hour and 55 feet for speed limits up to 35 miles per hour; the third side of the triangle being the straight line connection between the above-mentioned side lines. (Refer to Figure 17.42.050B.)

Uncontrolled intersections are defined as intersections where there are no specific traffic control devices and drivers are required to follow the “rules of the road” when determining right of way. “Controlled intersections” are intersections where “stop signs” are installed on the minor leg without control on the through street or major leg of the intersection. Signalized intersections are typically not subject to these requirements as the traffic signal assigns “right of way” to the approaches to the intersection.

Figure 5. College Place Traffic Analysis Zones.



Four (4) of the intersections along the corridor are under signal control¹². The remaining intersections provide stop sign control on the intersecting side street

A summary of the intersections with sight distance constraints is presented in Table 10.

Table 10. Intersections with Sight Distance Constraints

Intersection	West Side		East Side	
	Looking North	Looking South	Looking North	Looking South
SE Sunny Drive	N/A	N/A	Landscape/Parking	No Constraints
SW 13 th Street	Landscape/Berm	Landscape/Berm	N/A	N/A
SW/SE 10 th Street	Equipment/Fence	No Constraints	No Constraints	Landscape/Fence
SW/SE 8 th Street	Street Furniture	No Constraints	Landscape/Fence	Building
SW/SE 6 th Street	Landscape	Landscape	Fence	No Constraints
SW/SE 3 rd Street	N/A	N/A	Landscape	Building

N/A – Not applicable. There is no approach on the leg.

As shown in Table 10, six (6) of the ten (9) intersections in the study area have sight distance constraints on the side street approach. Most of the intersections are impacted by landscaping on the adjacent property. Three (3) intersections are constrained by existing buildings along the property line, including SW 10th Street, SE 8th Street, and SE 3rd Street. At SW 10th Street, equipment storage along the property line for “The Empire” retail outlet impedes intersection sight distance at this location.

¹² College Avenue signalized intersections include Lamperti Street; 12th Street; 4th Street; and Whitman Drive.

Memorandum – Is Current Traffic Pattern Optimal?

The purpose of this memorandum is to provide a summary of the process and findings relating to Task 3 – *Is the current traffic pattern optimal?* The objective of the task is to conduct a thorough analysis of existing and future traffic patterns to determine if the cross section and channelization provides the most optimal circulation along the College Avenue corridor. The scope for Task 3 is to evaluate the level of service at each of the nine intersections along the College Avenue corridor from Lamperti Drive to Whitman Drive for the 2019 AM and PM peak hours for three different alternative operational configurations to include:

- Alternative one – Do Nothing – existing left turn channelization configuration at the corridor intersections.
- Alternative Two – Remove Left Turn Channelization.
- Alternative Three – Evaluate the impact of signal coordination on Alternatives One and Two.

In addition to the 2019 analysis, an evaluation of the level of service in the 2040-time frame was also provided to determine the effect of anticipated public works infrastructure improvements and land use development on traffic operations in the corridor.

Process

To address this issue, the Consultant employed the 2015 Walla Walla Valley Metropolitan and Sub-Regional Organization Travel Demand Model. The base year of the model is 2014 with a forecast year of 2040. The model was designed to forecast travel demand for the AM and PM peak hours as well as weekday daily traffic. The model was also used to evaluate the Highway Capacity Manual Level of Service (LOS) for the AM and PM peak hours at designated intersection for comparison and evaluation of alternative.

Model Update

The existing WWVMPO model includes College Avenue intersections with Rose, C Street, Whitman Drive, 4th Street, 12th Street, and Lamperti Avenue in this corridor. The model was enhanced to add intersections for 6th, 8th, 10th, and 13th Streets with street connections to ensure the volumes are properly modeled. This included adding additional links, nodes, and zone connectors. Traffic analysis zones were not subdivided so that the current land use forecasts could be used. New traffic count data, including bicycle and pedestrian volumes for the project area and the analysis intersections of Whitman Drive, 4th, 6th, 8th, 10th, 12th, 13th, and Lamperti was entered into the WWVMPO model. Geometrics, traffic control, and signal timing as appropriate was updated in the model.

The WWVMPO model also has the ability to optimize and test signal coordination with offsets based upon complete traffic assignment paths, and optional signal coordination was added to the model for testing in this corridor.

Model network surrounding the study area was evaluated and updated with new construction and changes based upon Google Streetview and the field review. Land use was adjusted to 2019 by interpolation to better reflect existing conditions.

The model calibration was updated and checked in the study area to replicate the new count data and to improve the forecasts. HCM intersection LOS was reported for the AM and PM peak hours for 2019 conditions with testing of different left turn configurations and with and without signal coordination. For budget purposes three different base year forecast scenarios were run.

Forecasts

WWVMPO projected 2040 land use data and planned network changes for the study area were provided to the City of College Place for review in case expectations have changed since the model was completed in 2016. The Davis Avenue and 12th Street Extension projects along with others assumed in the WWVMPO 2040 plan were assumed to be included in the forecast scenarios. The forecast analysis conditions including land use and assumed future year network will be confirmed with the City before the model runs and analysis are completed. Volumes and intersection LOS will be provided for the AM and PM Peak hours, as well as AWDT.

Findings

The following section presents the findings of the level of service analysis for each of the scenarios identified above. For each alternative, an evaluation of the existing 2019 condition is presented. The evaluation is supplemented with a level of service analysis for the 2040 forecast scenario. The purpose of the 2040 forecast is to document that any proposed changes suggested by the 2019 evaluation will work in the 2040-time frame. This is to ensure that if recommendations include significant infrastructure modifications, they will be viable in 2040.

Alternative One – Do Nothing

Existing Condition

Alternative One “Do Nothing” focuses on an evaluation of the existing channelization and traffic signal operations under the 2019 AM and PM peak volume scenarios. Level of service (LOS) was calculated for each intersection during each time period, AM and PM peak hour. The City has adopted LOS D as the level of service standard for the College Avenue corridor¹. A summary of the LOS results is presented in Table 1.

Table 1. 2019 Peak Hour Level of Service

Intersection	Traffic Control	Peak Hour Level of Service		LOS Standard
		AM Peak	PM Peak	
College Avenue/Whitman Drive	Signal	C (27.3)	C (20.2)	D
College Avenue/SE 3 rd Street	TWSC	B (12.3)	B (11.7)	D
College Avenue/SE/SW 4 th Street	Signal	D (44.4)	C (26.8)	D
College Avenue/SE/SW 6 th Street	TWSC	C (17.3)	B (14.2)	D
College Avenue/SE/SW 8 th Street	TWSC	C (18.9)	B (14.2)	D
College Avenue/SE/SW 10 th Street	TWSC	D (27.5)	C (20.0)	D
College Avenue/SE/SW 12 th Street	Signal	C (25.5)	C (22.5)	D
College Avenue/SE/SW 13 th Street	TWSC	C (17.4)	B (14.4)	D
College Avenue/SE/SW Lamperti Lane	Signal	C (24.2)	C (25.9)	D

(xx.x) = seconds of delay

TWSC – Two Way Stop Control

As shown in Table 1, each of the intersections operate at or above the City of College Place level of service standard, LOS D. During the AM period, two (2) of the intersections, 4th Street and 10th Street, were estimated to operate at LOS D during the AM peak period. Six (6) of the intersections operate at LOS C and one (1) intersection operates at LOS B; SE 3rd Street. During the PM peak, five (5) intersections operate at LOS C and four (4) intersections operate at LOS B.

Signal timing for 2019 and for the 2040 computations, shown in Table 2, was entered directly from the signal timing sheets provided by WSDOT. The signal timing has separate phases for the through movements and the left turns when there are left turn lanes. After each green phase, there is an amber phase and an all-red phase. Depending upon operation, each signal can have four or six phases, each with amber and all-red times. The more phases the more “lost” time at the intersection, when no traffic is moving.

It should be noted that LOS for signals is shown for the average of the intersection. LOS for TWSC (Two-Way Stop Control) intersection is reported for the worst movement. For example, at the intersection of

¹ City of College Place Transportation Plan; Appendix E; Policy 1; September 2018.

College Avenue with SW 6th St, the LOS C in the AM Peak is for the stop controlled west leg left turn. All LOS calculation worksheets are supplied in the Technical Appendix.

Future Condition

An evaluation of the existing College Avenue channelization was conducted to determine if the current design is acceptable in the future. A summary of the level of service in the 2040 AM and PM peak hour is presented in Table 2 below.

As shown in Table 2, each of the nine analysis intersections continue to operate at an acceptable level of service in accordance with the City's LOS D standard. During the 2040 AM Peak, two (2) intersections, Whitman Drive and 4th Street operate at LOS D and seven (7) intersections operate at LOS C. The level of service at five (5) intersections improved between the 2019 peak hours and the 2040 peak hours as a result of the extension of Davis Avenue to connect with College Avenue at Sunny Drive which changed the traffic patterns along the College Avenue corridor. During the 2040 PM peak, all intersections were estimated to operate at a level of service above the city standard. Four (4) of the nine (9) intersections were estimated to operate at LOS B and five (5) were estimated to operate at LOS C. The level of service improved at five (5) intersections between 2019 and 2040. Again, the level of service improvement resulted from roadway improvements expected in College Place.

Table 2. 2040 Peak Hour Level of Service

		Peak Hour Level of Service				
		AM Peak		PM Peak		
Intersection	Traffic Control	2019	2040	2019	2040	LOS Standard
College Avenue/Whitman Drive	Signal	C (27.3)	D (35.2)	C (20.2)	C (21.2)	D
College Avenue/SE/SW 3 rd Street	TWSC	B (12.3)	C (15.6)	B (11.7)	B (13.2)	D
College Avenue/SE/SW 4 th Street	Signal	D (44.4)	D (50.3)	C (26.8)	C (25.3)	D
College Avenue/SE/SW 6 th Street	TWSC	C (17.3)	C (17.2)	B (14.2)	B (13.6)	D
College Avenue/SE/SW 8 th Street	TWSC	C (18.9)	C (17.2)	B (14.2)	B (13.7)	D
College Avenue/SE/SW 10 th Street	TWSC	D (27.5)	C (24.1)	C (20.0)	C (18.8)	D
College Avenue/SE/SW 12 th Street	Signal	C (25.5)	C (25.4)	C (22.5)	C (21.9)	D
College Avenue/SE/SW 13 th Street	TWSC	C (17.4)	C (15.3)	B (14.4)	B (13.6)	D
College Avenue/SE/SW Lamperti Lane	Signal	C (24.2)	C (25.8)	C (25.9)	C (28.7)	D

(xx.x) = seconds of delay

TWSC – Two Way Stop Control

The 2019 level of service at each intersection for both the AM and PM peak hour is shown for comparison with the 2040 level of service.

Alternative Two – Remove Left Turn Channelization

The City requested an evaluation of the impact of eliminating the existing left turn channelization at the nine (9) analysis intersections. The basis of this request was to determine if the left turn lanes can be eliminated and the space used for parking and bicycle lanes. Currently, vehicular traffic serpentine through the intersection approach crossing left turn channelization. The City expressed concern regarding driver discomfort with this condition.

Existing Condition

The “existing condition” analysis considered the level of service at each of the nine (9) intersections without the existing left turn channelization. In other words, the College Avenue approach to each intersection for northbound and southbound traffic would be limited one (1) lane in each direction. This channelization would allow the extension of existing parking and eliminate the current serpentine traffic flow.

With the changes in channelization, the signal timing plans were changed to two-phase operation from the current multi-phase operation. What this means is that, because there are no longer left turn lanes, there are also no left-turn arrows, with accompanying amber and all-red times. Instead, the North-South movement gets a green phase, with an accompanying amber and all-red time, and the East-West movement gets a green phase, with an accompanying amber and all-red time. The result is there is roughly half as much “lost time” as with multi-phase signal timing. There is the potential for more time when traffic is moving, which can result in improved Level of Service, because of the reduced “lost” time.

The existing condition level of service is also provided for comparison purposes during the AM and PM peak hour.

Table 3. 2019 Peak Hour Level of Service w/o Left Turn Channelization

		Peak Hour Level of Service				
		AM Peak		PM Peak		
Intersection	Traffic Control	Existing	w/o LT	Existing	w/o LT	LOS Standard
College Avenue/Whitman Drive	Signal	C (27.3)	B (13.3)	C (20.2)	B (10.7)	D
College Avenue/SE/SW 3 rd Street	TWSC	B (12.3)	C (12.6)	B (11.7)	B (11.9)	D
College Avenue/SE/SW 4 th Street	Signal	D (44.4)	B (17.9)	C (26.8)	B (11.8)	D
College Avenue/SE/SW 6 th Street	TWSC	C (17.3)	C (17.3)	B (14.2)	B (14.3)	D
College Avenue/SE/SW 8 th Street	TWSC	C (18.9)	C (18.9)	B (14.2)	B (14.6)	D
College Avenue/SE/SW 10 th Street	TWSC	D (27.5)	D (27.0)	C (20.0)	C (20.0)	D
College Avenue/SE/SW 12 th Street	Signal	C (25.5)	A (9.3)	C (22.5)	A (9.2)	D
College Avenue/SE/SW 13 th Street	TWSC	C (17.4)	C (17.0)	B (14.4)	B (14.3)	D
College Avenue/SE/SW Lamperti Lane	Signal	C (24.1)	B (12.1)	C (25.9)	B (13.0)	D

(xx.x) = seconds of delay

TWSC – Two Way Stop Control

As shown in Table 3, each of the nine (9) intersections operate above the City level of service standard during the AM and PM peak hours. During the AM peak, one (1) intersection operates at LOS A; three (3) intersections operate at LOS B; four (4) intersections operate at LOS C; and one (1) intersection operates at LOS D. This is a significant improvement over the existing channelization where two (2) intersections operate at LOS D; six (6) at LOS C; and one (1) at LOS B.

During the PM peak hour, one (1) intersection operates at LOS A; seven (7) intersections operate at LOS B; and one (1) intersection operates at LOS C. Again, with the elimination of the left turn channelization, there is a significant improvement over the existing channelization where five (5) intersections operate at LOS C and four (4) at LOS B.

These improvements to the level of service are due to the decrease in lost time due to implementation of two-phase signal operation. Eliminating the left turn channelization permits the two-phase signal operation to decrease the delay at the signals without a significant impact to the TWSC controlled intersections.

Future Condition

An evaluation of the existing College Avenue channelization was conducted to determine if the current design is acceptable in the future. A summary of the level of service in the 2040 AM and PM peak hour is presented in Table 4 below. The 2040 AM and PM peak hour level of service for the existing channelization is included in the table for comparison with the 2040 existing channelization scenario.

As shown in Table 4, all nine (9) intersections were determined to operate above the City level of service standard of LOS D, during the 2040 AM and PM peak hours, without the existing left turn channelization. During the 2040 AM peak, four (4) intersections were estimated to operate at LOS B, whereas five (5) intersections were estimated to operate at LOS C. Elimination of the left turn pockets provides a significant benefit in level of service over the existing channelization configuration. Under the existing left turn channelization, two (2) intersections were estimated to operate at LOS D during 2040 AM peak; and seven (7) intersections were estimated to operate at LOS C.

During the PM peak, without the left turn channelization, one (1) of the intersections were estimated to operate at LOS C and eight (8) intersections were estimated to LOS B. Under the existing left turn channelization, five (5) intersections operate at LOS C and four (4) intersections operate at LOS B. This results in an improvement over the existing conditions.

Table 4. 2040 Peak Hour Level of Service w/o Left Turn Channelization

		Peak Hour Level of Service				
		AM Peak		PM Peak		
Intersection	Traffic Control	Existing	w/o LT	Existing	w/o LT	LOS Standard
College Avenue/Whitman Drive	Signal	D (35.2)	B (14.6)	C (21.2)	B (11.5)	D
College Avenue/SE/SW 3 rd Street	TWSC	C (15.6)	C (15.5)	B (13.2)	B (13.8)	D
College Avenue/SE/SW 4 th Street	Signal	D (50.3)	B (15.5)	C (25.3)	B (10.3)	D
College Avenue/SE/SW 6 th Street	TWSC	C (17.2)	C (17.7)	B (13.6)	B (13.4)	D
College Avenue/SE/SW 8 th Street	TWSC	C (17.2)	C (16.6)	B (13.7)	B (14.0)	D
College Avenue/SE/SW 10 th Street	TWSC	C (24.1)	C (23.4)	C (18.8)	C (18.7)	D
College Avenue/SE/SW 12 th Street	Signal	C (25.4)	B (10.9)	C (21.9)	B (11.1)	D
College Avenue/SE/SW 13 th Street	TWSC	C (15.3)	C (15.1)	B (13.6)	B (13.2)	D
College Avenue/SE/SW Lamperti Lane	Signal	C (25.8)	B (13.5)	C (28.7)	B (13.5)	D

(xx.x) = seconds of delay

TWSC – Two Way Stop Control

Alternative Three - Evaluate the impact of signal coordination on Alternatives One and Two

The final question in the evaluation of existing traffic patterns was to determine if coordination of the four (4) existing signalized intersections would improve traffic operations on the College Avenue corridor. Currently, the intersections are not coordinated and effectively operating in a “Free” mode. In the “Free” mode the traffic signal responds to the actuation created by arriving vehicles. The City requested the analysis include an evaluation of both the existing channelization (with left turn) and without left turn channelization, if the traffic signals were coordinated.

Signal Coordination

Signal coordination was evaluated along the College Avenue Corridor between Whitman Drive on the north and Lamperti Lane/Mojonnier Road on the south. This section includes four (4) signalized intersections including Whitman Drive, 4th Street, 12th Street, and Lamperti Lane.

Coordination is useful when the platoons traveling between the signals can be timed so that the drivers can maintain a steady speed between the signals and arrive at the next signal when it is green. This analysis considers both traffic traveling along College Avenue from Whitman to Lamperti as well as traffic exiting and entering the corridor at each intersection through traffic that turns on and off the corridor.

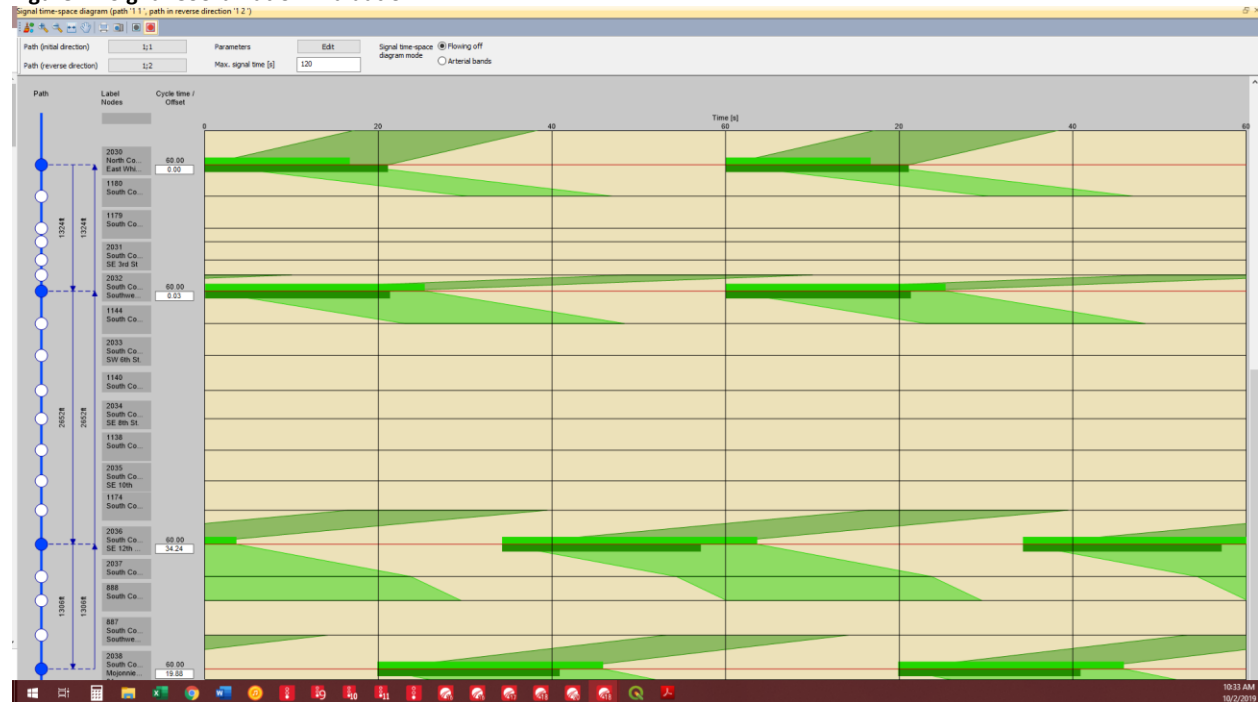
The Highway Capacity Manual presents a method of coding signal arrival types to evaluate the effectiveness of signal coordination. The method assigns a number of one (1) through six (6) for each arrival type. These numbers are defined as:

- #1 - 80% of vehicles arrives at start of Red.
- #2 - 40-80% of vehicles arrive during the Red interval.
- #3 – Random arrivals
- #4 – 40-80% arrives in Green
- #5 - 80% arrives at start of Green
- #6 - Exceptional Progression

VISUM, the model used in this analysis, tracks the paths of all traffic and can therefore quantify the arrivals of traffic both going through the corridor and turning on and off the corridor. Analysis of current operation shows random arrivals corresponding to an arrival type of #3 as described above. Improvement could be realized if signal coordination results in traffic arrivals at the signalized intersections are improved with arrival numbers 4, 5, and 6.

To test this, a coordination group was established with the four (4) signals and tested both with computed optimized signal timing coordination offsets and with manually adjusted signal coordination offsets. Then, using the model, the traffic arrivals were again evaluated to see if an improvement could be realized. The flow of traffic platoons from each signal both southbound (lighter green) and northbound (darker green) is shown in Figure 1. The intersections are shown on the vertical axis of the graphic and time is shown on the horizontal axis. The green bands show the flow of the traffic platoons

Figure 1 - Signal Coordination Evaluation

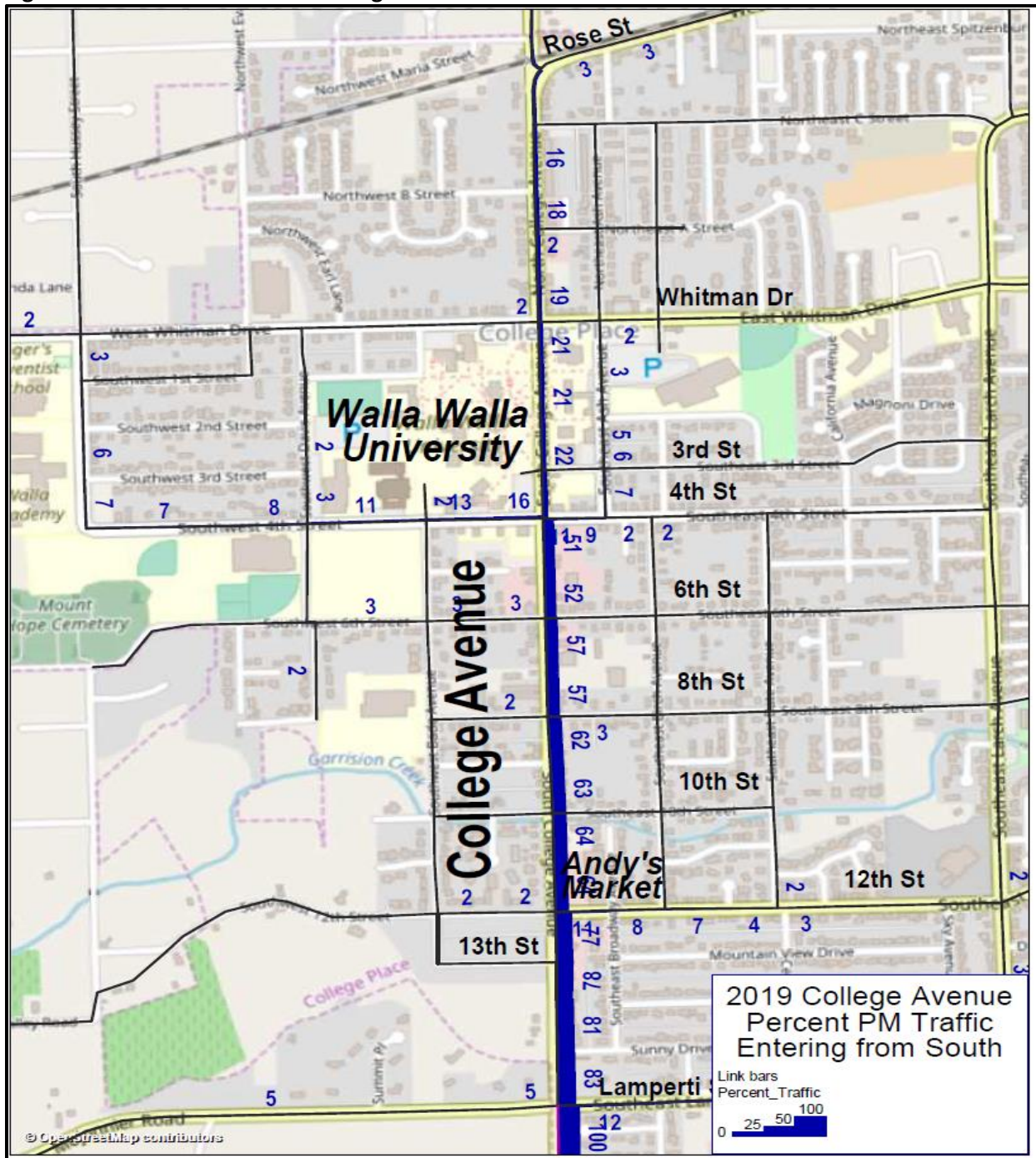


In both cases, the best arrival type computed was #3 – Random arrivals. As shown in the graphic above, the platoons are shown in the green bands and then “dissolve” or spread out in the space between the bands. So, the spacing (1/4 to 1/2 mile) is too great between the signals and there are too many other turning movements on and off the corridor to benefit from signal coordination.

To further understand operation of the College Avenue corridor and possible operational improvement from signal coordination, the paths of trips traversing the corridor were analyzed. Using the model, paths of trips were plotted to show the percentages of trips entering and exiting the corridor on the north and south ends. One example is shown here as Figure 2 which depicts the northbound trips that enter the corridor from the south of Lamperti. The link where the path starts shows 100% of the trips. As can be seen, the percentage drops as travel continues northbound along the corridor, with only 19% of the trips that start south of Lamperti continuing on to the north of Whitman and only 3% continuing onto Rose.

Similar plots are for the AM and PM and for entering and exiting both at the North and South are included in the appendix. None of these show over 20% of the traffic that enters or exits the corridor at over 20%. This means that over 80% of the traffic is destined for other locations along the corridor instead of being through traffic.

Figure 2 - Percent PM Traffic Entering from South



The analysis methods show that the current signal operation isn't improved upon by coordinating the signals. No significant improvement will be made by interconnecting and coordinating the activated signals.

Existing Signal Timing

It was noted during the analysis that there is significant lost time in the existing signal timing plans due to long amber, walk and pedestrian clearance intervals, as well as "all-red" times in combination with

the left turn phasing. During the tests of removing the left turn lanes, the signal timing was converted to a simple two-phase signal with amber times of three (3) seconds and all-red times of (one) second which resulted in a significant improvement in operation was obtained.

It is recommended that detailed analysis be conducted on the existing signal timing parameters to ensure they are effective and provide efficient signal operation.

Other Possibilities

All Way Stop Control (AWSC)

As part of the evaluation, the Consultant also considered converting the traffic signal operation to an “All Way Stop Control”. At the signalized intersections, this would be accomplished by converting the signal operation to an all-way red flash. A summary of the analysis for this condition is presented below.

Existing Conditions

Level of service on the College Avenue corridor was evaluated for each of the nine (9) analysis intersection with all way stop control (AWSC) provided at each of the four (4) signalized intersection. The signalized intersections include Whitman Drive, SW/SE 12th Street, SW/SE 4th Street, and Whitman Drive. The result of the 2019 level of service analysis is presented in Table 5 below. The level of service for the existing 2019 AM and PM peak hours is shown for comparison with the AWSC condition.

Table 5. 2019 Peak Hour Level of Service - All Way Stop w/o Left Turn Channelization

		Peak Hour Level of Service				
		AM Peak		PM Peak		
Intersection	Traffic Control	Existing	AWSC w/o LT	Existing	AWSC w/o LT	LOS Standard
College Avenue/Whitman Drive	Signal	C (27.3)	C (20.2)	C (20.2)	B (12.8)	D
College Avenue/SE/SW 3 rd Street	TWSC	B (12.3)	B (12.3)	B (11.7)	B (11.8.3)	D
College Avenue/SE/SW 4 th Street	Signal	D (44.4)	F (246)	C (26.4)	B (13.8)	D
College Avenue/SE/SW 6 th Street	TWSC	C (17.3)	C (18.3)	B (14.2)	B (14.6)	D
College Avenue/SE/SW 8 th Street	TWSC	C (18.9)	C (19.8)	B (14.2)	B (14.4)	D
College Avenue/SE/SW 10 th Street	TWSC	D (27.5)	D (27.9)	C (20.0)	C (20.1)	D
College Avenue/SE/SW 12 th Street	Signal	C (25.5)	F (59.5)	C (22.5)	B (14.5)	D
College Avenue/SE/SW 13 th Street	TWSC	C (17.4)	C (18.1)	B (14.4)	C (15.3)	D
College Avenue/SE/SW Lamperti Lane	Signal	C (24.1)	F (52.9)	C (25.9)	B (13.1)	D

(xx.x) = seconds of delay

TWSC – Two Way Stop Control

As shown in Table 5, three (3) of the intersections are estimated to operate below the City of College Place level of service standard. In fact, the three (3) intersections would experience LOS F during the AM peak period, if the AWSC operation were implemented. During the AM peak, three (3)

intersections, SW/SE 4th Street, SW/SE 12th Street, and Lamperti Lane are estimated to operate at LOS F; one (1) intersection, Whitman Drive, is estimated to operate at LOS C; and the remaining five (5) intersections are estimated to operate at LOS similar to the existing conditions. The comparison between the existing condition and the proposed AWSC operation LOS indicates the AWSC operation is worse than the 2019 existing condition LOS during the AM peak hour. Under the existing 2019 AM peak, without the AWSC operation, two (2) intersections are estimated to operate at LOS D; six (6) of the intersections are estimated to operate at LOS C; and one (1) intersection is estimated to operate at LOS B.

During the PM peak period, with AWSC operation and without left turn channelization, seven (7) of the intersections are estimated to operate at LOS B; and two (2) of the intersections are estimated to operate at LOS C. In comparison, the level of service under the existing 2019 condition, indicates five (5) of the intersections are estimated to operate at LOS C and four (4) are estimated to operate at LOS B. As shown, during the PM peak, the AWSC control without left turn channelization has a better overall LOS than the 2019 existing condition.

Future Condition

The LOS evaluation for the 2019 indicates the AM peak level of service would be significantly lower than the City's adopted LOS standard at three (3) locations. As a result, the AWSC condition was dropped from further consideration.

During review, the question was asked whether all the intersections except 4th, 12th, and Lamperti were converted to AWSC. This was not explicitly tested but given that the LOS the TWSC at these intersections operates acceptably, the AWSC will not have an adverse LOS. However, this will add delay to the movement along College Avenue. It will also result in increased emissions and noise with the accelerations and decelerations at each intersection and may lead to increased driver frustration.

Queueing

Remove Left Turn Channelization

The analysis shows that removing the left turn channelization allows for two-phase signal operation which reduces delay. The left turn channelization does allow for through vehicles to bypass vehicles waiting for a gap to turn left and there is the possibility of longer queues that may negatively impact operation. Therefore, the 95% queues were analyzed with 2040 traffic for all of the nine (9) analysis intersections. A 95% queue means that 95% of the time the queue will be equal to or less than the computed value. In addition, the available queue storage length was measured from the intersection to the next major driveway or intersection. For example, on the east leg of 12th St, the distance was measure to the driveway of Andy's Market.

Table 6 compares the AM queues with available storage lengths by intersection leg. As can be seen, all of the queue lengths are less than the available storage. The queues are measured in numbers of vehicles, with the average length of a vehicle estimated at 20 feet including space between vehicles. The Ford F-150 ranges in length from 17.4' to 20.8' and the Ford Mustang is 15.7'. Table 7 compares the PM queues with available storage lengths by intersection leg. As can be seen, all of the queue lengths are less than the available storage.

Table 6 - 2040 AM Peak Intersection Queues

	95% Queue by Approach Leg (Veh) AM Peak							
Intersection	North		East		South		West	
	Queue	Storage	Queue	Storage	Queue	Storage	Queue	Storage
College & Whitman	6.6	26.0	3.6	12.5	7.8	13.5	7.6	13.0
N College & 3rd St.	0.0	8.2	0.2	5.0	0.0	12.9	0.2	13.0
S College Ave & 4th St	3.4	12.4	7.3	13.0	9.9	15.0	4.5	31.0
S College Ave & 6th St	0.0	13.0	0.2	17.0	0.0	13.0	0.6	31.0
S College Ave & 8th St	0.0	8.5	0.3	10.5	0.0	8.8	0.3	22.0
S College Ave & 10th St	0.0	13.0	0.3	27.0	0.0	20.0	0.5	13.8
S College Ave & 12th St	3.3	6.0	4.2	5.0	5.3	12.5	3.9	30.0
S College and 13th St.	-	-	-	-	0.0	10.0	0.1	16.0
S College Ave & Lamperti	6.7	14.0	5.5	25.0	5.2	17.0	5.8	19.0
* Queue Lengths in number of vehicles using 20 ft/veh								

Table 7 - PM Peak Intersection Queues

	95% Queue by Approach Leg (Veh) PM Peak							
Intersection	North		East		South		West	
	Queue	Storage	Queue	Storage	Queue	Storage	Queue	Storage
College & Whitman	4.4	26.0	4.4	12.5	4.7	13.5	3.5	13.0
N College & 3rd St.	0.0	8.2	0.1	5.0	0.0	12.9	0.1	13.0
S College Ave & 4th St	4.1	12.4	2.1	13.0	3.7	15.0	3.5	31.0
S College Ave & 6th St	0.0	13.0	0.1	17.0	0.0	13.0	0.3	31.0
S College Ave & 8th St	0.0	8.5	0.2	10.5	0.1	8.8	0.3	22.0
S College Ave & 10th St	0.0	13.0	0.2	27.0	0.1	20.0	0.3	13.8
S College Ave & 12th St	3.1	6.0	5.6	5.0	2.9	12.5	1.7	30.0
S College and 13th St.	-	-	-	-	0.0	10.0	0.1	16.0
S College Ave & Lamperti	6.4	14.0	6.6	25.0	3.3	17.0	1.7	19.0
* Queue Lengths in number of vehicles using 20 ft/veh								

Andy's Market

City staff had requested special analysis of the potential queue on College Avenue with the Andy's Market driveway. Counts were conducted on Thursday, February 27, 2020 for both the mid-day peak (11:45-12:45) and the PM Peak. Intersection LOS was computed with the 95% queues.

Left turns into Andy's Market were higher during the PM Peak with 53 in an hour, or slightly less than one per minute. The left turn into the driveway operates at LOS A with an average delay of less than 8 seconds and a 95% queue of 0.05 vehicles. The overall delay for the southbound movement, including the left turn, is approximately 0.5 second. The exit from this driveway operates at LOS B with an average delay of 11.4 seconds. As shown in Table 7, the 95% queue from 12th St does not obstruct this driveway.

Left turns into Andy's Market during the Mid-Day (lunch time) were counted at 17 during the hour, or roughly one left-turn each 3 to 4 minutes. The left turn into the driveway again operates at LOS A with an average delay of less than 8 seconds and a 95% queue of 0.04 vehicles. The overall delay for the southbound movement, including the left turn, is approximately 0.5 seconds. The exit from this driveway operates at LOS B with an average delay of 11.1 seconds. Although the model was not run with queues from 12th Street for the Mid-Day period, the volume counts are lower than in the AM and PM peaks so the 95% queue from 12th St should not obstruct this driveway.

Conclusions

The conclusion of the foregoing analysis is the College Avenue corridor under the existing channelization and traffic control is not operating under an optimal condition. The analysis indicated College Avenue traffic operations could be improved through the elimination of left turn channelization and conversion to two-phase signal operation. The level of service, in general, is improved during the AM and PM peak hours for both the 2019 existing and 2040 future condition.

Signal coordination and elimination of the traffic signal control were considered in this analysis. The conclusion of the signal coordination evaluation indicated the spacing of the signals on the corridor was too long to provide efficient traffic signal timing. In effect, the platoon of vehicles is dispersed before arriving at the next signal. In addition, coordination is not considered viable because of the low percentage of traffic traveling the length of the corridor.

Memorandum – Sight Distance

The purpose of this memorandum is to provide a summary of the process and findings relating to Task 4 – *To what extent would it be safe and acceptable to reduce sight triangles in the College Avenue Corridor?*

Background

The City requested an evaluation of the sight visibility triangles at critical intersections along the corridor. Sight visibility triangle requirements are stated in Section 17.42.050 Sight Visibility Triangle¹:

“A. At uncontrolled intersections, the sight visibility triangle shall be formed by measuring back from the point where street corner property lines meet, 30 feet along the property line, with the third side of the triangle being the straight-line connection between the above-mentioned sidelines. (Refer to Figure 17.42.050A.)”

B. At controlled intersections the side street side of the sight visibility triangle shall be a distance of ten feet measured back from the point where street corner property lines meet; the through street side of the triangle shall be a distance of 30 feet for speed limits up to 25 miles per hour and 55 feet for speed limits up to 35 miles per hour; the third side of the triangle being the straight line connection between the above-mentioned side lines. (Refer to Figure 17.42.050B.)

Uncontrolled intersections are defined as intersections where there are no specific traffic control devices and drivers are required to follow the “rules of the road” when determining right of way. “Controlled intersections” are intersections where “stop signs” are installed on the minor leg without control on the through street or major leg of the intersection. Signalized and All Way Stop (AWSC) intersections are typically not subject to these requirements as the traffic signal assigns “right of way” to the approaches to the intersection.

Four (4) of the intersections along the corridor are under signal control² and therefore are not considered in this evaluation. The remaining seven (7) intersections provide stop sign control on the intersecting side street.

A summary of the intersections with obstructed sight distance constraints is presented in Table 1.

¹ City of College Place Municipal Code; Section 17.42.050.

² College Avenue signalized intersections include Lamperti Lane; 12th Street; 4th Street; and Whitman Drive.

Table 1. Intersections with Sight Distance Constraints

Intersection	West Side		East Side	
	Looking North	Looking South	Looking North	Looking South
SE Sunny Drive	N/A	N/A	Landscape/Parking	No Constraints
SW 13 th Street	Landscape/Berm	Landscape/Berm	N/A	N/A
SW/SE 10 th Street	Equipment/Fence	No Constraints	No Constraints	Landscape/Fence
SW/SE 8 th Street	Street Furniture	No Constraints	Landscape/Fence	Building
SW/SE 6 th Street	Landscape	Landscape	Fence	No Constraints
SW/SE 3 rd Street	N/A	N/A	Landscape	Building

N/A – Not applicable. There is no approach on the leg.

As shown in Table 1, six (6) of the ten (10) College Avenue intersections, in the study area, have sight distance constraints on the side street approach. Most of the intersections are impacted by landscaping on the adjacent property. Two (2) intersections are constrained by existing buildings along the property line, including SE 8th Street and SE 3rd Street. At SW 10th Street, equipment storage along the property line for “The Empire” retail outlet impedes intersection sight distance at this location.

The following photos document the existing sight distance obstructions at the intersecting streets of SE Sunny Drive, SW 13th Street, SW/SE 10th Street, SW/SE 8th Street, SW/SE 6th Street and SW/SE 3rd Street on the corridor.

Sunny Drive Looking North



SE 10th Street Looking South



SE 8th Street Looking South



SE 6th Looking North



SE 3rd Street Looking North



SE 3rd Street Looking South



SW 6th Street Looking North



SW 8th Street Looking North



SW 8th Street Looking South



SW 10th Street Looking North



SW 13th Street Looking South



SW 13th Street Looking North



Stopping Sight Distance

The purpose of the sight distance triangle is to provide enough distance on College Avenue to allow vehicles to stop before hitting a vehicle entering the intersection from the side street. In addition, the triangle distance provided allows each entering vehicle on the side street to see approaching vehicles, with enough distance to stop in time to avoid hitting the entering vehicle. To appropriately evaluate the existing sight triangle requirements, a review of required stopping sight distance (SSD) values is necessary. SSD values for the intersecting streets on the corridor are provided in Table 2.

Table 2. Required Stopping Sight Distance

Intersection	Posted Speed	Required SSD ³		Sight Triangle		Meets Requirement
		North ⁴	South ⁵	North ⁶	South ⁷	
SE Sunny Drive	30	200	200	350	220	Yes
SW 13 th Street	30	200	200	190	265	Looking to South
SW 10 th Street	30	200	200	110	415	Looking to South
SE 10 th Street	30	200	200	295	190	Looking to North
SW 8 th Street	25	155	200	125	275	Looking to South
SE 8 th Street	25	155	200	150	190	No
SW 6 th Street	25	155	155	100	160	Looking to South
SE 6 th Street	25	155	155	150	120	No
SE 3 rd Street	25	155	155	150	115	No

As shown in Table 2, acceptable stopping sight distance (SSD) is provided with the application of the sight distance triangle at the following intersections:

- SE Sunny Drive
- SW 13th – Looking to the South
- SW 10th Street – Looking to the South
- SE 10th Street – Looking to the North
- SW 8th Street – Looking to the South
- SW 6th Street – Looking to the South

The sight distance provided through the application of the Sight Distance Triangle requirements does not provide adequate stopping sight distance (SSD) at the following intersections:

- SW 13th Street – Looking to the North
- SW 10th Street – Looking to the North
- SE 10th Street – Looking to the South
- SW 8th Street – Looking to the North
- SE 8th Street – Both Directions
- SW 6th Street – Looking to the North
- SE 6th Street – Both Directions
- SE 3rd Street – Both Direction

³ AASHTO “A Policy on Geometric Design of Highways and Streets”, 7th Edition; 2018.

⁴ North – From the North measured in feet

⁵ South – From the South measured in feet

⁶ North – Looking to the North measured in feet

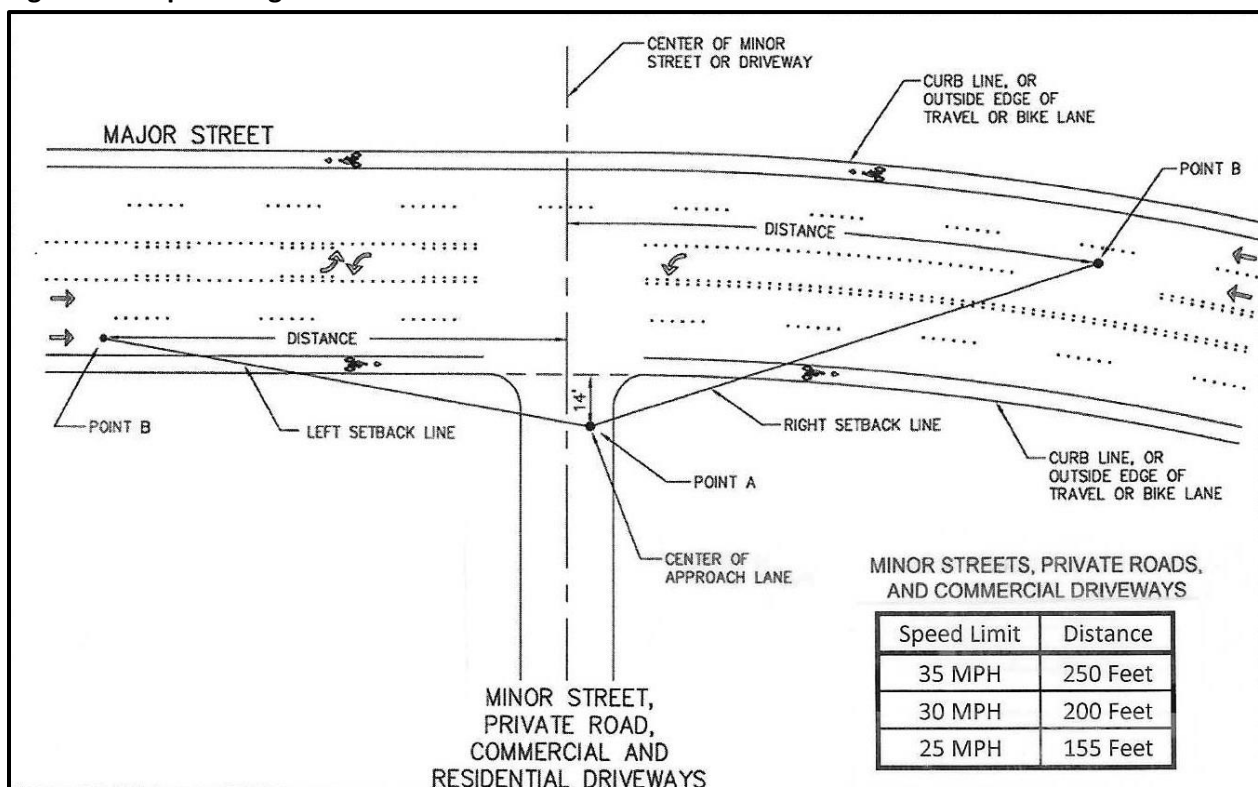
⁶ South - Looking to the South measured in feet

Conclusions

A review of the foregoing indicates the sight visibility triangle requirements, as stated in Section 17.42.050 of the City of College Place Municipal Code, does not comply with adopted national standards⁸. The effectiveness of the City requirements is totally dependent on the existing property lines at the intersecting streets. Since there is no consistency in the property lines between intersecting streets, the available sight distance varies between the various College Avenue intersections.

Rather than basing the sight visibility triangle on existing property lines, a more consistent approach would be to base the sight visibility triangle on the edge of the travel way, or when there is a curb and gutter on the curb line. The triangle is formed by a point on the intersecting street located 14 feet back from the face of curb and the stopping distance measured along the main travel way in each direction from the intersection. An example of this approach is presented in Figure 1.

Figure 1. Proposed Sight Distance Setback Lines⁹



Suggested triangle distances for various speeds is also shown in Figure 1.

⁸ American Association of State Highway Transportation Officials; A Policy on Geometric Design of Highways and Streets; Stopping Sight Distance; 7th Edition, 2018.

⁹ Source - City of Bellevue Current Design Standards; 2017; Bellevue, Washington.

It is recommended the City of College Place replace the existing sight distance triangle ordinance with one that reflects the existing geometry and speeds on the College Avenue corridor. The recommended revision is related to controlled intersections only, as there are no uncontrolled intersections in the College Avenue Corridor study area. The recommended changes are as follows:

B. At controlled intersections, the side street side of the sight visibility triangle shall be a distance of fourteen (14) feet measured back from the edge of the travel way on the major roadway. The major through street side of the triangle, looking left and right, shall be 155 feet for a posted speed limit of 25 miles per hour and 200 feet for posted speed limit of 30 miles per hour as measured in the center of the outside approach lane. See Figure 1 above.

Application of the proposed ordinance to the stop sign controlled intersections in the College Avenue corridor would yield the Stopping Sight Distances (SSD) identified in Table 3 below.

Table 3. Stopping Sight Distance at Stop Controlled Intersections

Intersection	Center of Travel Lane (Measured from Face of Curb)		Speed Limit			Stopping Sight Distance		Parking Offset			
			Posted		Proposed	30 MPH	25 MPH	Posted Speed		Proposed Speed	
	North	South	North	South				North	South	North	South
Sunny Drive	32	8	30	30	25	200	155	74'	136'	55'	101'
SW 13th	10	32	30	30	25	200	155	140'	76'	104'	57'
SW 10th (west side)	10	36	30	30	25	200	155	143'	102'	107'	76'
SE 10th (east side)	24	12	30	30	25	200	155	105'	146'	79'	110'
SW 9th	10	24	30	30	25	200	155	134'	88'	100'	66'
SW 8th (west side)	14	28	25	30	25	200	155	105'	101'	105'	75'
SE 8 th (east side)	20	8	25	25	25	200	155	75'	105'	75'	105'
SW 6th (west side)	10	27	25	25	25	200	155	105'	75'	105'	75'
SE 6 th (east side)	27	10	25	25	25	200	155	75'	105'	75'	105'
SE 3rd	28	8	25	25	25	200	155	69'	99'	69'	99'
NE A	28	12	25	25	25	200	155	75'	104'	75'	104'
NW B	12	25	25	25	25	200	155	75'	104'	75'	104'
NE C	20	10	25	25	25	200	155	67'	104'	67'	104'

Table 3 presents the stopping sight distance required for the various speeds on the College Avenue corridor; 25 MPH and 30 MPH. In addition, the table represents the parking offset required to provide the recommended stopping sight distance at the two alternative posted speeds.

This study recommends the adoption of a 25 MPH posted speed along the College Avenue corridor from Lamperti Street to Rose Street. Table 4 indicates the potential parking stalls eliminated through the application of the proposed stopping sight distance ordinance.

Table 4. Potential Parking Stalls Reduction

Intersection	Speed Limit			Parking Offset				Parking Reduction	
	Posted		Proposed	Posted Speed		Proposed Speed		Posted Speed	Proposed Speed
	North	South		North	South	North	South		
Sunny Drive	30	30	25	74'	136'	55'	101'	2	1
SW 13th	30	30	25	140'	76'	104'	57'	7	4
SW 10th (west side)	30	30	25	143'	102'	107'	76'	3	2
SE 10th (east side)	30	30	25	105'	146'	79'	110'	0	0
SW 9th	30	30	25	134'	88'	100'	66'	4	2
SW 8th (west side)	25	30	25	105'	101'	105'	75'	0	0
SE 8 th (east side)	25	25	25	75'	105'	75'	105'	0	0
SW 6th (west side)	25	25	25	105'	75'	105'	75'	0	0
SE 6 th (east side)	25	25	25	75'	105'	75'	105'	0	0
SE 3rd	25	25	25	69'	99'	69'	99'	0	0
NE A	25	25	25	75'	104'	75'	104'	4	4
NW B	25	25	25	75'	104'	75'	104'	5	5
NE C	25	25	25	67'	104'	67'	104'	3	3
				Total Stalls Removed				28	21

As shown in Table 4, with the implementation of the proposed sight distance ordinance, it is expected that 28 stalls would be removed from the College Avenue between Lamperti Street and Rose Street under the existing posted speeds. If the posted speed is reduced to 25 MPH, for the entire corridor, 21 parking stalls will be eliminated. In the section between 3rd Street and 8th Street, and SE 10th (east side), there is no parking provided and hence no parking impact.

Memorandum – Appropriate Speed Limit

The purpose of this memorandum is to provide a discussion regarding the appropriate speed limit on the College Avenue corridor within the study area. This memorandum addresses the contract requirement of Task 5 - *What is the Appropriate Speed Limit on College Avenue?* The intent of Task 5 is to determine if the current posted speed limit at various locations is appropriate for the desired “Complete Streets” character of College Avenue between East Whitman Drive and SW Lamperti Street.

Current Conditions

Prevailing travel speeds on the corridor were collected, using tube counters, at ten (10) locations on College Avenue including:

- College Avenue n/o 4th Street
- College Avenue n/o Whitman Drive
- College Avenue n/o C Street
- College Avenue n/o B Street
- College Avenue n/o A Street
- College Avenue n/o SR 125
- College Avenue s/o Lamperti Street
- College Avenue s/o 10th Street
- College Avenue n/o 8th Street
- College Avenue n/o Lamperti Street

The speed data was collected by the City during the month of May 2019¹. The prevailing speeds at each location were recorded for each hour for three consecutive days, a total of 72 hours. The resultant speed data was summarized in 5 mph increments from 0 mph to greater than 70 mph. The hourly data was averaged for the three days to provide a single recorded speed. The results are presented in Table 4.

Table 4 identifies the average speed and the 85th percentile speed² for each location. The 85th percentile speed is the basis of the posted speed as it is assumed a responsible driver will consider roadway and roadside conditions in when driving.³

¹

² 85th percentile speed – the speed at which 85 percent of the vehicles are at or below and 15 percent are above. The 85th percentile speed is generally used to determine the posted speed limit.

³ <https://www.wsdot.wa.gov/Operations/Traffic/speedlimits.htm>

Table 4. Daily Speed Summary

#	Location	Section	Posted	Daily Speed					
				Northbound		Southbound		Total	
				Average	85 th Percentile	Average	85 th Percentile	Average	85 th Percentile
1	College Avenue	n/o 4 th Street	25	22	26	22	26	22	26
2	College Avenue	n/o Whitman Drive	30	24	28	24	27	24	28
3	College Avenue	n/o C Street	30	26	30	25	29	26	29
4	College Avenue	n/o B Street	30	25	29	25	29	25	29
5	College Avenue	n/o A Street	30	25	29	25	28	25	29
6	College Avenue	n/o SR 125	35	27	33	31	36	29	35
7	College Avenue	s/o Lamperti Street	35	26	32	26	34	26	33
8	College Avenue	s/o 10 th Street	30	27	31	28	31	27	31
9	College Avenue	n/o 8 th Street	25	25	29	26	29	26	29
10	College Avenue	n/o Lamperti Street	30	27	31	28	32	27	31

As shown in Table 4, the posted speed on the College Avenue corridor ranges between 25 mph and 35 mph. The posted speed is 35 mph south of Lamperti Street; 30 mph between Lamperti Street and 8th Street; 25 mph between 8th Street and Whitman Drive; and 30 mph north of Whitman Drive. The existing posted speeds on the College Avenue corridor within the study area are presented in Figure 1.

The result of the speed study indicates that motorists on College Avenue are exceptionally compliant with posted speeds on the corridor with the average and 85th percentile speeds well within the range of the posted speed limit. This fact suggests motorists are comfortable with the posted speeds on the corridor.

Under consideration is the removal of the two-way left turn lane (TWLTL) along the College Avenue corridor and the dedicated left turn pockets at the signalized intersections. City staff expressed concern that removal of the channelization would encourage higher speeds on the corridor. It is not expected an increase in speed would be realized as the motorist appear to be compliant with the posted speed limit on the corridor. If in fact speeds increased, the City could stripe an edge line to restrict the width of the travel lane and thereby discourage higher speeds.

Development of Speed Limits

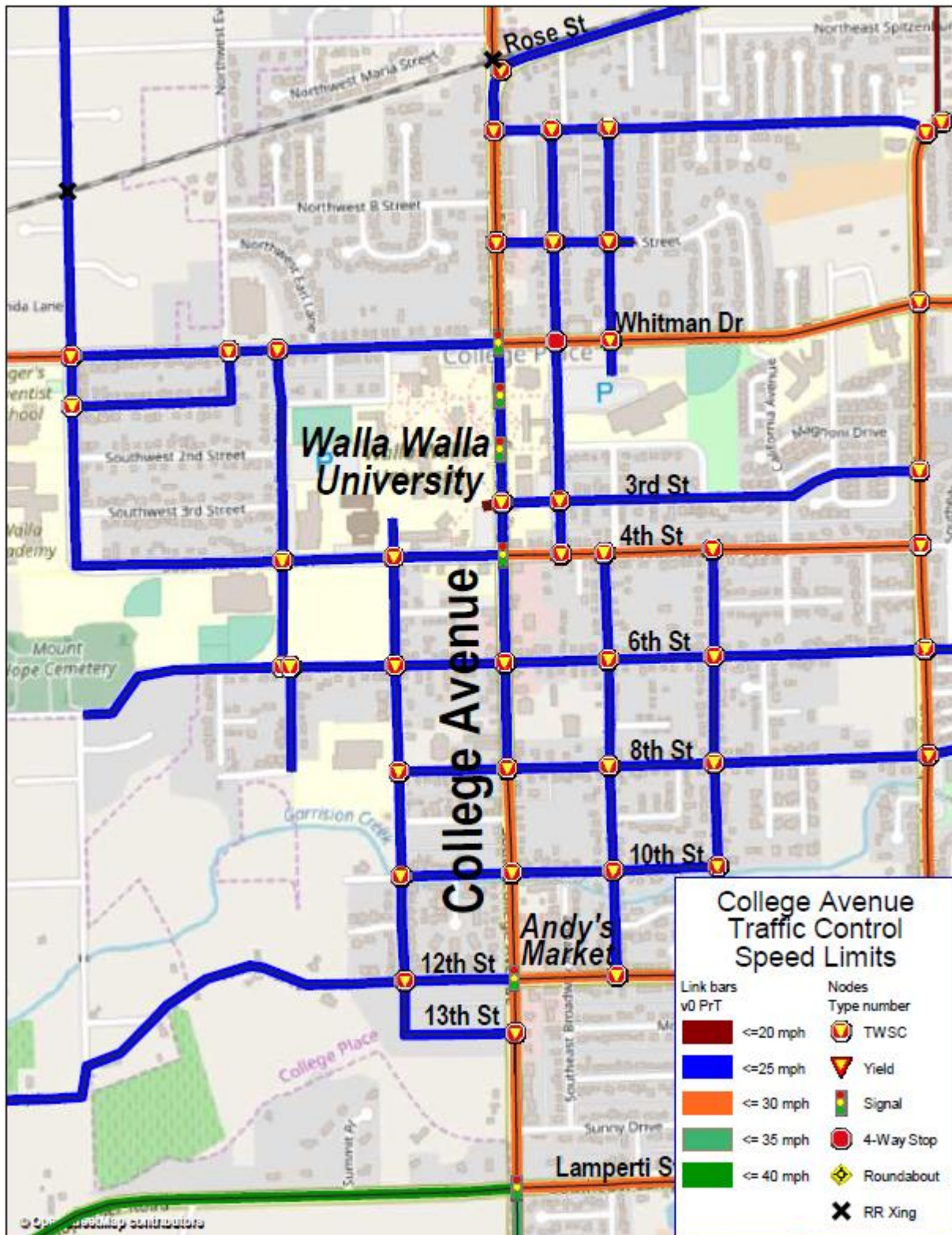
Washington State Law dictates the formulation of speed limits on state and local roadways. The maximum speed limit for city and town streets is 25 mph, 50 mph for county roadways, and 60 mph for state highways⁴. Local authorities may establish or alter maximum speeds under the following conditions⁵:

- Cities and towns may establish a maximum speed of 20 mph on nonarterial routes without an engineering and traffic investigation.

⁴ RCW 46.61.400

⁵ RCW 46.61.415.

Figure 1. Existing Speed Limits



-
- Cities and towns may raise speed limits above the state maximum (25 mph) with an engineering and traffic investigation.

Factors to consider when conducting a speed related engineering and traffic investigation include⁶:

- Shoulder condition
- Roadway Grade
- Alignment
- Sight Distance
- Roadside Development and Lighting
- Parking practices
- Pedestrian and bicycle activity
- Collision rates

In addition, the location of schools should be identified and considered to determine the speed limit for the school zone.

Significant factors to consider when establishing speed limits is the range of travel speeds is reduced when speed limits are based on 85th percentile speed and survivability of a vehicular/pedestrian crash is significantly higher the lower the vehicular speed. For example, nine (9) out of ten (10) pedestrians survive at 20 mph; seven (7) out of ten (10) at 25 mph; five (5) out of ten (10) at 30 mph and one (1) out of ten (10) at 40 mph.⁷

Several major cities around the nation and in Washington State have adopted ordinances to reduce residential speeds to 20 mph. These cities include Seattle, Portland, Renton, New York. The intent is to reduce the potential for pedestrian injuries and fatalities.

Implications for College Avenue

College Avenue is an arterial street in the city of College Place. The City staff has indicated a desire to offer a corridor which provides multi-modal circulation along College Avenue. This is supported by the recent CARS project which offered a “Complete Streets” design. In addition, City Policies support these concepts.

- Goal 4 on pg. 17 - *Develop a commercial district reminiscent of a small town “main street” with a mix of uses including commercial, offices, banking, public facilities, and other specialty retail uses, with residences above, consistent with a pleasant pedestrian environment.*
- Goal 25 on pg. 19 - *Support the development and redevelopment of a walkable College Avenue from Rose Street to 13th Street as a Mixed-Use Downtown District that serves as an attractive location for diverse small businesses, tourism, arts and culture, entertainment, community events, and residents.*

⁶ <https://www.wsdot.wa.gov/Operations/Traffic/speedlimits.htm>

⁷ Source – Seattle Vision Zero Plan

Conclusion

After review of the foregoing, and consideration of all the factors, it is recommended the posted limit for the corridor be established at 25 mph. The proposed 25 mph speed limit, although not consistent with the observed 85 percentile speed in all sections of the corridor, is consistent with the City's desire to provide a "complete streets" concept on College Avenue.

Memorandum – Bicycle Traffic

The purpose of this memorandum is to evaluate different options for accommodating bicycle traffic on College Avenue between Lamperti Lane and Whitman Drive. This memorandum addresses the contract requirement of Task 6 – *How should bicycle traffic be accommodated?* The scope included an evaluation of the following:

- Bicycle volumes on College Avenue
- Crash Data related to bicycles
- Speed Limits on College Avenue
- Survey of bicycle stakeholders

Bicycle Volumes

Bicycle volumes on College Avenue were collected as part of the peak period turning movement counts collected during May 2019. A summary of the pedestrian volumes at each of the nine (9) analysis intersection. A summary of the bicycle volumes is presented in Table 1.

Table 1. Bicycle Volumes

	AM Peak Hour					PM Peak Hour				
	Approach From					Approach From				
Intersection	North	East	South	West	Total	North	East	South	West	Total
Whitman Drive	1	2	4	1	8	9	0	0	1	1
SW/SE 4 th Street	0	0	1	1	2	1	0	3	1	5
SW/SE 6 th Street	1	1	0	1	3	1	3	0	1	5
SW/SE 8 th Street	1	1	0	1	3	2	3	0	1	6
SW/SE 10 th Street	1	4	2	1	8	1	1	1	1	4
SW/SE 12 th Street	6	5	1	1	13	5	1	4	1	11
SW/SE 13 th Street	1	0	4	1	6	1	0	2	1	4
Lamperti Lane	2	4	0	1	7	2	1	1	1	5
					50					41

As shown in Table 1, there were a total of 50 bicycles recorded at the eight (8) analysis intersection during the AM peak hour and 41 during the PM peak hour. The highest AM peak bicycle volume (13) was recorded at the SW/SE 12th Street intersection whereas the highest PM peak bicycle volume (11) also occurred at the SW/SE 12th Street intersection. The lowest bicycle volume (2) occurred at the SW/SE 4th Street intersection during the AM period and at Whitman Drive (1) during the PM peak hour.

Crash Data

A summary of the five-year crash history by intersection is shown in Table 5 below. The five-year crash rate for each of the intersections that were analyzed and counted was calculated to provide an evaluation of the number of crashes relative to the total entering volume. The crash rate was calculated using a standardized formula, from the Federal Highway Administration. The crash rate was not calculated for intersections for which peak hour counts were not collected.

Table 5. Five Year Crash Data 2014 -2018.

Corridor	Intersection	5-year Crash History	Crash Rate ¹
College Avenue	NE Rose Street	1	NA
College Avenue	C Street	2	N/A
College Avenue	NW B Street	2	N/A
College Avenue	NE A Street	6	N/A
College Avenue	Whitman Drive	7	0.60
College Avenue	SE 4 th Street	7	0.82
College Avenue	SE 6 th Street	3	0.33
College Avenue	SE 8 th Street	1	0.11
College Avenue	SE 9 th Street	3	N/A
College Avenue	SE 10 th Street	2	0.15
College Avenue	SE 12 th Street	15	0.98
College Avenue	SW 13 th Street	1	0.09
College Avenue	SE Sunny Drive	5	N/A
College Avenue	SE Lamperti Street	9	0.62
College Avenue	SR 125	8	N/A
Total		72	

1) Crash Rate = $\frac{C \text{ for } n \text{ years}}{MEV \text{ for } n \text{ years}}$; Source: Federal Highway Administration

2) N/A – Intersections not included in the study area for which traffic counts were not available to determine the crash rate.

As shown in Table 5, the highest number of crashes (15) occurs at the SW/SE 12th Street intersection which also has the highest crash rate (0.98). Other high crash locations in the study area, Lamperti Lane to Whitman Drive, include Lamperti Lane (9 crashes), Whitman Drive and 4th Street (8 crashes). These intersections also have a relatively high crash rate within the study ranging from 0.82 at 4th Street to 0.60 at Whitman Drive.

These crash rates were compared to data available from the 2015 Washington State Annual Collision Summary which compares rates by county. The rates in this document are for segments not intersections. Converting the crash rate to segment rates, the crash rate is 322.13 crashes per 100M VMT (100 Million Vehicle Miles Traveled). The average for Walla Walla County in the 2015 report is 184.7 crashes per 100M VMT and the average rate for all State of Washington roads is 196.2. The crash rate for this section of College Avenue is above the county and statewide averages.

Of the 72 crashes on the corridor, 17 (24%) were right angle, 25 (35%) were rear end; 26 (36%) were fixed object and 3 (4%) were head on. One collision involved a bicycle. There were no pedestrian crashes recorded during the five-year period on the College Avenue corridor.

Speed Limits

Existing Speeds

Prevailing travel speeds on the corridor were collected at the ten (10) locations identified above. Speeds were summarized in general on 5 mph increments from 0 mph to greater than 70 mph. Speeds were summarized each hour for three consecutive days. The three-day results were averaged and presented in Table 2. Table 2 identifies the average speed and the 85th percentile speed. The 85th percentile is the speed which is usually the basis for the posted speed limit. The 85th percentile speed is the speed where 85 percent of the traffic is going less than and 15 percent exceed.

Table 2. Daily Speed Summary

#	Location	Section	Posted	Daily Speed					
				Northbound		Southbound		Total	
				Average	85 th Percentile	Average	85 th Percentile	Average	85 th Percentile
1	College Avenue	n/o 4 th Street	25	22	26	22	26	22	26
2	College Avenue	n/o Whitman Drive	30	24	28	24	27	24	28
3	College Avenue	n/o C Street	30	26	30	25	29	26	29
4	College Avenue	n/o B Street	30	25	29	25	29	25	29
5	College Avenue	n/o A Street	30	25	29	25	28	25	29
6	College Avenue	n/o SR 125	35	27	33	31	36	29	35
7	College Avenue	s/o Lamperti Lane	35	26	32	26	34	26	33
8	College Avenue	s/o 10 th Street	30	27	31	28	31	27	31
9	College Avenue	n/o 8 th Street	25	25	29	26	29	26	29
10	College Avenue	n/o Lamperti Lane	30	27	31	28	32	27	31

As shown in Table 2, the posted speed on the College Avenue corridor ranges between 25 mph and 35 mph. The posted speed is 35 mph south of Lamperti Lane; 30 mph between Lamperti Lane and 8th Street; 25 mph between 8th Street and Whitman Drive; and 30 mph south of Whitman Drive.

The result of the speed study indicates that motorists on College Avenue comply with the posted speeds. The observed speeds indicate the posted speed reflects actual speeds on the corridor. There is no significant difference between speeds in the northbound and speeds in the southbound direction.

Impact of Speed

The following information was obtained from National Highway Traffic Safety Administration (NHTSA) “Traffic Safety Facts”¹

Combined Studies have estimated the survivability of crashes for non-motorists, based on the motor vehicle speed upon impact. For example, in a 2011 study, Brian Tefft of the Automobile Association of America (AAA) Foundation for Traffic Safety determined that:

- In a crash at 20 mph, the likelihood of a pedestrian sustaining a serious or fatal injury is 18 percent;
- In a crash at 30 mph, the likelihood of a pedestrian sustaining a serious or fatal injury is 50 percent;
- In a crash at 40 mph, the likelihood of a pedestrian sustaining a serious or fatal injury is 77 percent.²

This Research Note considers the survivability of pedestrian and bicyclist crashes, using posted speed limit as a surrogate for travel speed. The analysis examines data regarding fatally injured non-motorists from FARS and non-motorists who were injured (but not fatally) from NHTSA’s National Automotive Sampling System General Estimate System. Fatal pedestrian crashes were more likely to occur on roads with higher posted speed limits, compared with non-fatal injury pedestrian crashes. While the most common posted speed limits for pedestrian fatalities were 45 mph (18.3%), 35 mph (17.4%), and 55 mph (13.9%), the most common posted speed limits for pedestrian non-fatal injuries were 25 mph (31.9%), 35 mph (24.3%), and 30 mph (14.1%).

In summary, the prevailing speed has a significant impact on the extent of injury realized if pedestrian-bicycle/crashes occur. Approximately 32 percent of the crashes at 25 mph result in non-fatal injuries.

Survey

A survey of bicycle users in the College Avenue corridor was conducted. The purpose of the survey was to determine how bicycle traffic should be accommodated on the College Avenue corridor. The survey asked five specific questions as follows:

Question 1: *What is your preferred transportation mode when riding a bicycle?*

Response: Of the six (6) responses, four (66%) requested a “Designated Bicycle Lane”. Two (33%) stated “In the roadway”.

¹Pedestrian and Bicyclist Data Analysis; March 2018;

https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812502_pedestrian-and-bicyclist-data-analysis-tsfr-research-note.pdf

² Tefft, B. C. (2011). Impact speed and a pedestrian’s risk of severe injury or death. Retrieved from the AAA Foundation website: www.aaafoundation.org/pdf/2011PedestrianRiskVsSpeed.pdf.

Question 2: *Where do you ride your bicycle on College Avenue – the sidewalk or the roadway, and why?*

Response: Of the six (6) responses, four (66%) indicated they ride in the roadway and two (33%) indicated they ride on the sidewalk. The reasons for riding in the roadway include: conflict with pedestrian traffic; bicycles don't belong on the sidewalk; and too many driveway cuts and potential for pedestrian/bicycle conflicts on the sidewalk. Reasons for riding on the sidewalk include: sidewalk is safety; and traffic is scary, and I am not going to get killed to satisfy a city ordinance.

Question 3: *Would you be comfortable riding your bicycle between parked cars and the curb?*

Response: Of the six (6) responses; five (83%) said "no" they would not be comfortable riding between parked cars and the curb; one (17%) said they would be comfortable between parked cars and the travel lane.

Question 4: *What preferred north-south route; if any, would like to see designated as an alternative to College Avenue for bicycle traffic?*

Response: Of the six (6) responses, four (66%) didn't believe there were any other acceptable routes; one (17%) identified 6th Street; and one (17%) identified SW Bade Avenue.

Question 5: *Please list your three most frequent destinations when riding a bicycle?*

Response: Of the six (6) responses, there were thirteen (13) destinations as noted in the survey identified. The survey destinations selected include: two (2) indicated Andy's Market and two (2) indicated Kiwanis Park; one (1) identified Roger's Bakery, the Post Office, Lion's Park and Walmart; and four (4) identified locations other than those identified in the survey to include 1) going either north or south to longer rides outside town; 2) often just passing through; 3) ride for workout; and 4) recreational ride through the city.

Question 6: *How many times a week do you ride your bicycle?*

Response: Of the six (6) responses, two (33%) ride their bicycle three (3) times a week and two (33%) ride five (5) times a week; and one (1) each (17%) ride there bike either twice a week or once a week.

Question 7: *What improvements or activities would encourage you to ride your bicycle more frequently? For Example: better connections, more bike lanes, more separation from traffic, better street lighting?*

Response: Of the six (6) responses, four (4) requested "more bike lanes"; one (1) response indicated more sharrows and lower speed limit on College Avenue with painted green bike boxes at intersections with signals; and one (1) indicated "all of the above. One comment indicated more bike lanes should be provided although not configured like the bike lanes are along 4th and Academy Way. One request also asked that bike lanes be on the street but separated from traffic.

Question 8: *If there is anything else that you would like to note in completing this survey, please include below:*

Response: Of the five (5) responses, two (2) responses thanked the City for seeking input from those who bike; one (1) comment stated the configuration with the poles along the path on 4th Street and Academy are a real eye sore and make bike riding through there catastrophic; one (1) comment stated College Avenue from 10th Street to Whitman Drive is narrow and dangerous for bicyclists; and one (1) comment said there was nothing else they would like to note.

Conclusions

A review of the foregoing discussion suggests that provision of bicycles lanes on College Avenue would be a benefit to users and enhance multi-modal circulation on the College Avenue corridor. Currently, there are significant bicycle volumes on the corridor as noted in the AM and PM peak hour traffic counts. During the AM peak, there were 50 bicycles recorded at the eight (8) analysis intersections. During the PM peak hour, there were 41 bicycles noted at the intersections.

Although there was a significant number of crashes along the corridor, there was only one (1) bicycle crash which occurred at the SW/SE 12th Street intersection. It appears that bicycling on the corridor is relatively safe as indicated by the bicycle crash history.

Speeds on the corridor are consistent with the observed 85th percentile speed. The speeds between 8th Street and Whitman Drive are consistent with the posted speed of 25 mph. The speeds south of 8th Street are consistent with the posted speed of 30 mph. Even so, the chance for injury or death is significantly reduced if the speed limit between 8th and Lamperti is reduced to 25 mph.

The result of the survey indicated the stakeholders would like to see more bike lanes on the corridor and preferably separated from traffic.

Recommended Action

Based on input from City staff, it was determined that whatever action was decided for serving bicycles in the College Avenue corridor should be consistent for the length of the corridor. Because the roadway cross sectional width varies significantly through the corridor, in some locations not providing sufficient width for a bicycle lane, it was determined that no bike lane provisions should be provided in the corridor.

Under this action, the staff agreed the City ordinance *Chapter 10.16.160 Riding on Sidewalks* should be revised to allow bicycles to ride on the sidewalk.

TECHNICAL APPENDIX

12' SPACING

6-2-19

COUNTERS

check

#1 1875 S. COLLEGE A = S. BOUND B = N. BOUND

#2 CEDAR BEND ¹/₂ COLLEGE A = S. BOUND B = N. BOUND

#6 1425 S. COLLEGE B = S. BOUND A = N. BOUND

#3 1028 S. COLLEGE A = S. BOUND B = N. BOUND

#5 625 S. COLLEGE A = S. BOUND B = N. BOUND

College Avenue Traffic Assessment

July 5, 2019

24 Hour Data Summary

Tues 5/14																
Speed							Classification									
NB			SB			Total	NB			SB			Total	Volume		
Counter	Avg	85%ile	Avg	85%ile	Avg	85%ile	Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	NB	SB	Total
1	21.9	26.1	21.7	25.9	22	26	90.8	9.2	96.9	3.1	94	6	2498	2624	5122	
2	23.6	27.8	24.2	27.5	24	28	92.5	7.5	98.1	1.9	95	5	2890	3036	5926	
4	26.4	30.2	25.1	28.7	26	29	96.5	3.5	96.3	3.7	96	4	2722	2683	5405	
5	25.5	29.4	25.4	29.4	25	29	97.4	2.6	97	3	97	3	2974	3043	6017	
6	24.7	28.6	24.7	28.3	25	28	97.4	2.6	97.4	2.6	97	3	2845	2986	5831	

Wed 5/15																
Speed							Classification									
NB			SB			Total	NB			SB			Total	Volume		
Counter	Avg	85%ile	Avg	85%ile	Avg	85%ile	Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	NB	SB	Total
1	21.6	25.5	22.1	26.3	22	26	92.6	7.4	97.1	2.9	95	5	2398	2614	5012	
2	24.1	28.4	24.2	27.5	24	28	94	6	98	2	96	4	2738	2985	5723	
4	25.9	29.8	24.9	28.7	25	29	95	5	96.8	3.2	96	4	2670	2620	5290	
5	25.1	29	25.2	29.4	25	29	97.1	2.9	97	3	97	3	2848	2991	5839	
6	24.4	28.5	24.4	28.5	24	29	97.3	2.7	97.2	2.8	97	3	2735	2982	5717	

Thur 5/16															
Speed						Classification									
NB		SB		Total		NB			SB			Total			
Counter	Avg	85%ile	Avg	85%ile	Avg	85%ile	Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	Trucks/Buses	Volume
1	21.6	25.2	22.1	26.2	22	26	92.8	7.2	97.1	2.9	95	5	2569	2732	5301
2	23.6	27.6	24	27.3	24	27	93.9	6.1	97.8	2.2	96	4	2910	3095	6005
4	26	29.8	25	28.7	26	29	94.7	5.3	97.1	2.9	96	4	2809	2774	5583
5	25.5	29.8	25.3	29.4	25	30	96.9	3.1	97.6	2.4	97	3	2953	3098	6051
6	24.7	28.8	24.4	28.4	25	29	97.3	2.7	97.4	2.6	97	3	2868	3050	5918

Summary																								
Speed											Classification													
NB			SB			Total					NB			SB			Total					Volume		
Counter	Avg	85%ile	Avg	85%ile	Avg	85%ile	Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	Trucks/Buses	NB	SB	Total	NB	SB	Total		
1	22	26	22	26	22	26	92	7.93	97.03	2.97	95	5	2488.3	2656.7	5145									
2	24	28	24	27	24	28	93	6.53	97.97	2.03	96	4	2846	3038.7	5884.7									
4	26	30	25	29	26	29	95	4.6	96.73	3.27	96	4	2733.7	2692.3	5426									
5	25	29	25	29	25	29	97	2.87	97.2	2.8	97	3	2925	3044	5969									
6	25	29	25	28	25	29	97	2.67	97.33	2.67	97	3	2816	3006	5822									

College Avenue Traffic Assessment

July 5, 2019

24 Hour Data Summary

Time: June 4 - June 6

Tues 6/4															
Speed								Classification							
NB				SB				NB				SB			
Counter	Avg	85%ile		Avg	85%ile			Cars	Trucks/Buses			Cars	Trucks/Buses		
1	27.7	33.5		31.4	36.4		30	97.3	2.7			98.2	1.8		
2	26.1	32.1		26.1	34		26	96.8	3.2			95.8	4.2		
4	27.2	31		27.8	31		28	96.3	3.7			97.2	2.8		
5	25.6	28.6		25.7	29		26	97	3			97	3		
6	26.8	30.7		28.3	32		28	95.9	4.1			96.5	3.5		
Total								Cars				Trucks/Buses			
85%ile								96.3				97.2			
Avg								26				26			
Total								31				31			
Cars								97				97			
Trucks/Buses								3				3			
Total								4				4			
Cars								96				96			
Trucks/Buses								2				2			
Total								1888				1888			
Cars								1944				1944			
Trucks/Buses								2271				2271			
Total								4036				4036			
Cars								3955				3955			
Trucks/Buses								8305				8305			
Total								8050				8050			
Cars								3965				3965			
Trucks/Buses								3832				3832			
Total								7866				7866			

Wed 6/5															
Speed								Classification							
NB				SB				NB				SB			
Counter	Avg	85%ile		Avg	85%ile			Cars	Trucks/Buses			Cars	Trucks/Buses		
1	26.8	32.8		31.5	36.4		29	93.7	6.3			96.8	3.2		
2	25.8	31.8		26	33.8		26	93.5	6.5			94.9	5.1		
4	27.1	31		27.8	31		27	95.2	4.8			96.8	3.2		
5	25.5	28.6		25.6	29		26	95.6	4.4			96.5	3.5		
6	26.4	30.3		28.1	31.7		27	94.2	5.8			96.2	3.8		
Total								31				31			
85%ile								95.6				96.5			
Avg								26				26			
Total								31				31			
Cars								94.2				96.2			
Trucks/Buses								5.8				3.8			
Total								5				5			
Cars								4152				4152			
Trucks/Buses								3692				3692			
Total								7844				7844			
Cars								4061				4061			
Trucks/Buses								8194				8194			
Total								8126				8126			
Cars								3919				3919			
Trucks/Buses								4207				4207			
Total								1957				1957			
Cars								1846				1846			
Trucks/Buses								3803				3803			
Total								4474				4474			

College Avenue Traffic Assessment

July 5, 2019

24 Hour Data Summary

Thur6/6															
Speed								Classification							
NB				SB				NB				SB			
Avg	85%ile	85%ile	Avg	Avg	85%ile	Total		Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	Total
Counter															Volume
1	26.2	32.7	30.5	35.8	28	34	34	95.5	4.5	98.2	1.8	97	3	1478	3054
2	25.7	31.3	25.1	33.4	25	32	32	94.9	5.1	95.1	4.9	95	5	1693	3402
4	26.6	30.6	27.5	31	27	31	31	95.4	4.6	97.1	2.9	96	4	3350	6491
5	25.2	28.3	25.3	28.6	25	28	28	96.1	3.9	96.7	3.3	96	4	1774	3543
6	26.5	30.6	28.1	31.4	27	31	31	95.1	4.9	96.6	3.4	96	4	3513	6678

Summary															
Speed								Classification							
NB				SB				NB				SB			
Avg	85%ile	85%ile	Avg	Avg	85%ile	Total		Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	Trucks/Buses	Cars	Total
Counter															Volume
1	27	33	31	36	29	35	35	96	4.5	97.73	2.27	97	3	1737.3	3563
2	26	32	26	34	26	33	33	95	4.93	95.27	4.73	95	5	2051	4134
4	27	31	28	31	27	31	31	96	4.37	97.03	2.97	96	4	3969	7640.7
5	25	29	26	29	26	29	29	96	3.77	96.73	3.27	96	4	3330.7	6595.7
6	27	31	28	32	27	31	31	95	4.93	96.43	3.57	96	4	3900.3	7462.7

Location: S College Avenue/SW 13th Street

City/Town College Place

Checker: DLN

Weather: Sunny

Job: College Avenue

Date: 5/14/19

Thur

Start Time: 6:30 AM

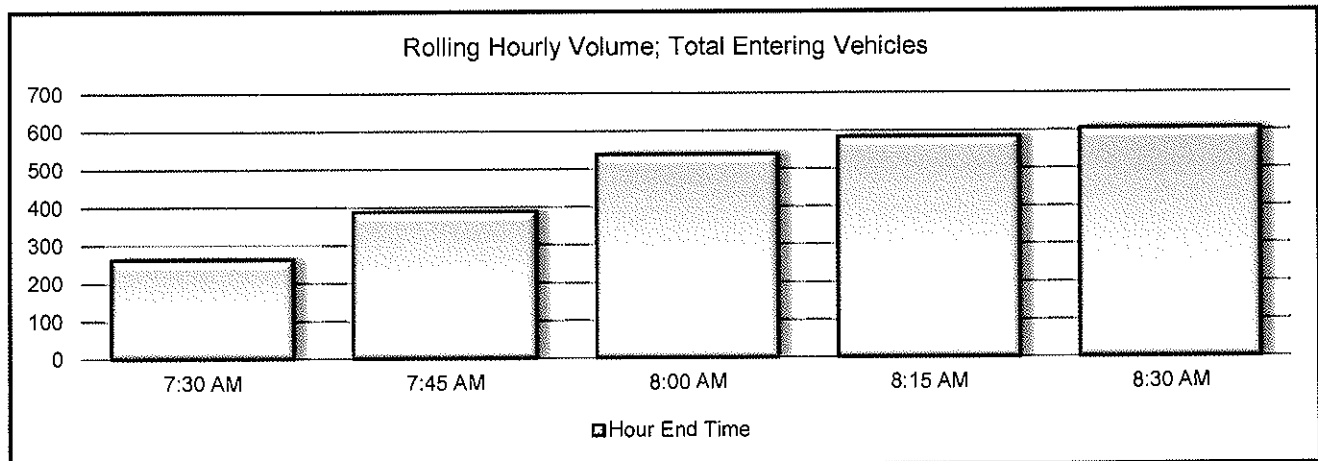
Pk Hr: 7:30 AM 8:30 AM

of minutes counted per interval: 14.0 minutes

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	0	12	0	12	0	0	1	0	0	0	0	0	0	0
7:00 AM	1	32	0	33	2	0	1	0	0	0	0	0	0	0
7:15 AM	0	39	0	39	2	1	1	0	0	0	0	0	0	0
7:30 AM	0	39	0	39	3	1	2	0	0	0	0	0	0	0
7:45 AM	0	72	0	72	4	1	1	0	0	0	0	0	0	0
8:00 AM	1	55	0	56	10	0	1	0	0	0	0	0	0	0
8:15 AM	0	64	0	64	2	0	1	0	0	0	0	0	0	0
8:30 AM	1	40	0	41	3	0	1	0	0	0	0	0	0	0
PK HR	2	231	0	233	19	1	4	0	0	0	0	0	0	0
Adj HR	2	248	0	250	20	1	4	0	0	0	0	0	0	0

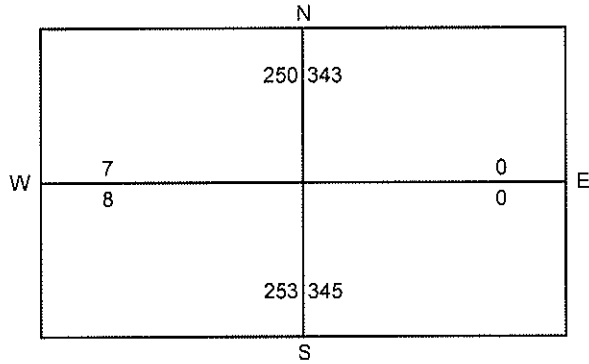
END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	0	16	0	16	2	0	0	0	0	0	0	0	2	1
7:00 AM	0	31	1	32	4	0	1	0	0	0	0	0	1	1
7:15 AM	0	38	1	39	4	1	1	0	0	0	0	0	0	0
7:30 AM	0	30	2	32	7	1	2	1	0	1	2	0	0	0
7:45 AM	0	73	1	74	3	1	1	0	0	0	0	0	0	0
8:00 AM	0	145	2	147	6	0	0	1	0	1	2	0	0	0
8:15 AM	0	53	2	55	2	0	0	2	0	0	2	1	0	0
8:30 AM	0	46	0	46	5	3	5	2	0	2	4	0	0	0
PK HR	0	317	5	322	16	4	6	5	0	3	8	1	1	0
Adj HR	0	340	5	345	17	4	6	5	0	3	8	1	1	0

END TIME	15 Min Totals (adj)							
	Veh	HV	Peds	Bikes	Time Start - End	Rolling Hr Vol	Pk Hr?	
6:45	30	2	2	2	6:30 AM - 7:30 AM	262	no	
7:00	70	6	1	3	6:45 AM - 7:45 AM	388	no	
7:15	84	6	2	2	7:00 AM - 8:00 AM	538	no	
7:30	78	11	2	4	7:15 AM - 8:15 AM	584	no	
7:45	156	8	2	2	7:30 AM - 8:30 AM	604	YES	
8:00	220	17	0	1				
8:15	130	5	0	1				
8:30	98	9	3	6				

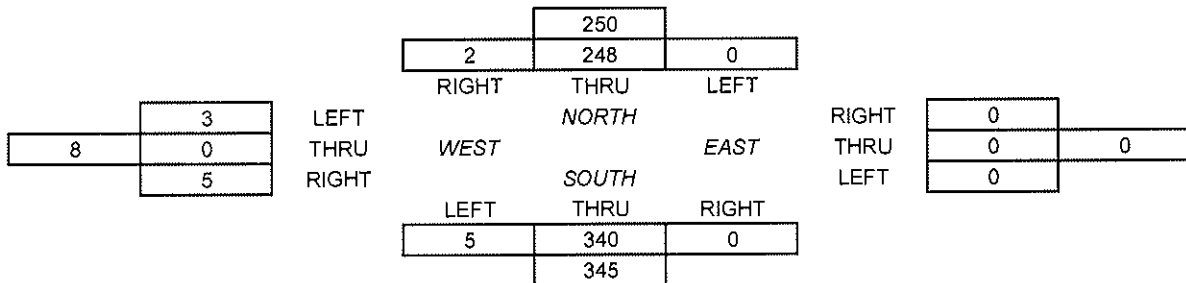


INTERSECTION:	S College Avenue/SW 13th Street
PEAK HOUR:	7:30 AM 8:30 AM
DATE:	14-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR



APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR



Crossing Leg	# of
North	4
South	6
East	0
West	0
Total	10

Approach	# of
From North:	1
From South:	4
From East:	0
From West:	1
Total	6

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.81	SB
	From South:	0.55	NB
	From East:	n/a	WB
	From West:	0.47	EB
	Total	0.69	All

Heavy Vehicles:	From North:	20	8.0%	SB
	From South:	17	4.9%	NB
	From East:	0	#DIV/0!	WB
	From West:	1	12.5%	EB

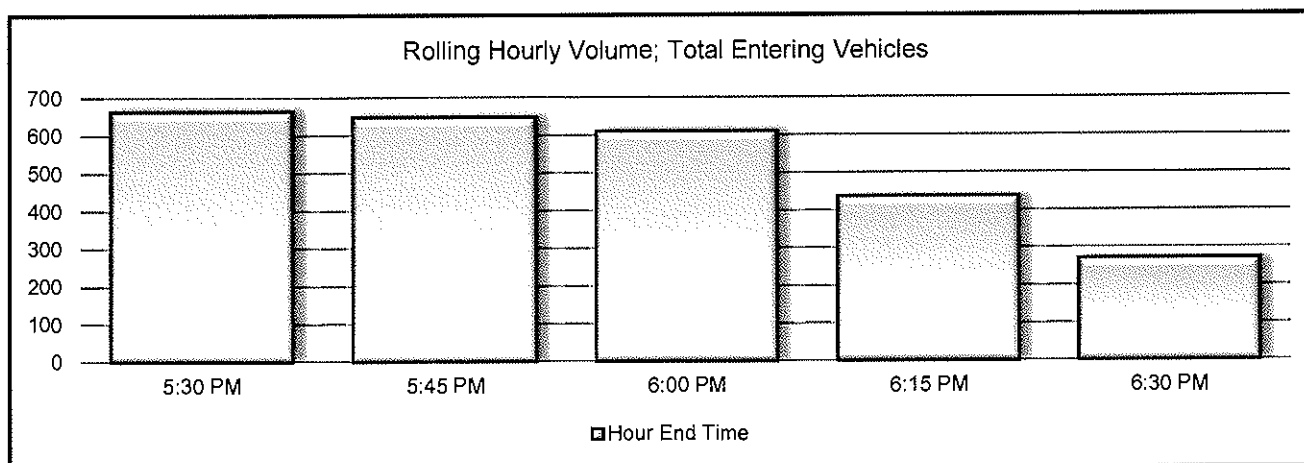
Location: S College Avenue/SW 13th Street	City/Town: College Place	
Checker: DLN	Weather: Sunny	Job: Avenue Traffic Asse
Date: 5/13/19	Thur	Start Time: 4:30 PM
# of minutes counted per interval: 14.0 minutes		Pk Hr: 4:30 PM 5:30 PM

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:45 PM	2	68	0	70	3	0	2	0	0	0	0	0	0	0
5:00 PM	1	74	0	75	2	0	1	0	0	0	0	0	0	0
5:15 PM	3	72	0	75	1	0	1	0	0	0	0	0	0	0
5:30 PM	1	70	0	71	2	1	1	0	0	0	0	0	0	0
5:45 PM	0	65	0	65	3	0	1	0	0	0	0	0	0	0
6:00 PM	1	61	0	62	1	0	1	0	0	0	0	0	0	0
6:15 PM				0							0			
6:30 PM				0							0			
PK HR	7	284	0	291	8	1	5	0	0	0	0	0	0	0
Adj HR	8	304	0	312	9	1	5	0	0	0	0	0	0	0

END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:45 PM	1	67	1	69	5	0	1	2	0	0	2	0	0	1
5:00 PM	0	82	1	83	3	1	1	3	0	0	3	1	0	1
5:15 PM	0	82	3	85	3	1	1	2	0	0	2	0	0	1
5:30 PM	0	81	0	81	1	0	0	3	0	0	3	0	0	1
5:45 PM	0	56	2	58	4	0	0	2	0	1	3	0	0	1
6:00 PM	0	59	2	61	0	0	0	1	0	2	3	0	0	0
6:15 PM				0							0			
6:30 PM				0							0			
PK HR	1	312	5	318	12	2	3	10	0	0	10	1	1	4
Adj HR	1	334	5	340	13	2	3	11	0	0	11	1	1	4

END TIME	15 Min Totals (adj)							
	Veh	HV	Peds	Bikes				
16:45	151	9	0	4				
17:00	173	6	1	3				
17:15	174	4	1	3				
17:30	166	3	1	2				
17:45	135	8	0	2				
18:00	135	1	0	1				
18:15	0	0	0	0				
18:30	0	0	0	0				

Time	Rolling	
Start - End	Hr Vol	Pk Hr?
4:30 PM 5:30 PM	664	YES
4:45 PM 5:45 PM	648	no
5:00 PM 6:00 PM	610	no
5:15 PM 6:15 PM	436	no
5:30 PM 6:30 PM	270	no



INTERSECTION: S College Avenue/SW 13th Street
 PEAK HOUR: 4:30 PM 5:30 PM
 DATE: 13-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR

		N	
		312	334
W	13		0
	11		1
		315	340
		S	

APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR

		312	
		8	304
		RIGHT	THRU
		NORTH	
		LEFT	
		0	
		THRU	
		WEST	EAST
		RIGHT	
		11	
		0	
		THRU	
		LEFT	
		5	
		THRU	
		334	1
		RIGHT	
		340	
		LEFT	
		0	
		THRU	
		0	
		LEFT	
		0	

Pedestrians (Peak Hour)	
Crossing Leg	# of
North	5
South	3
East	0
West	4
Total	12

Bikes (Peak Hour)	
Approach	# of
From North:	1
From South:	2
From East:	0
From West:	1
Total	4

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.97	SB
	From South:	0.93	NB
	From East:	n/a	WB
	From West:	0.86	EB
	Total	0.95	All

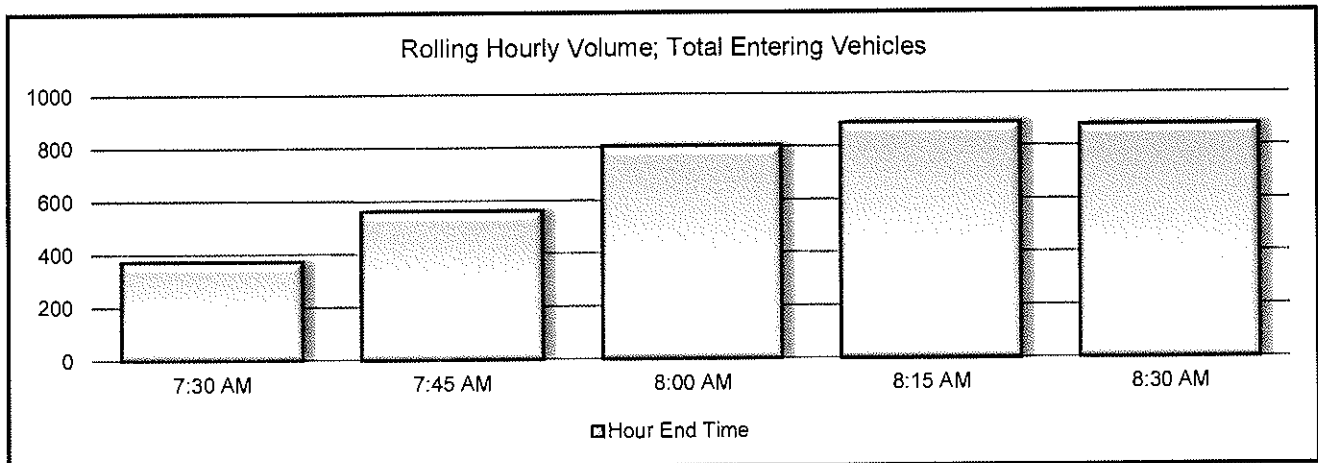
Heavy Vehicles:	From North:	9	2.9%	SB
	From South:	13	3.8%	NB
	From East:	0	#DIV/0!	WB
	From West:	1	9.1%	EB

Location: S College Avenue/Lamperti Lane	City/Town: College Place	Job: e Avenue Traffic Asse
Checker: GAN	Weather: Sunny	Pk Hr: 7:15 AM 8:15 AM
Date: 5/7/19	Thur	Start Time: 6:30 AM
# of minutes counted per interval: 14.0 minutes		

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	9	22	4	35	1	1	0	8	2	0	10	1	0	0
7:00 AM	2	21	13	36	1	0	1	9	4	1	14	1	0	5
7:15 AM	3	26	12	41	2	1	0	14	6	5	25	2	1	10
7:30 AM	3	29	5	37	2	2	1	11	8	5	24	2	2	3
7:45 AM	2	71	15	88	9	0	0	21	1	12	34	1	2	1
8:00 AM	4	84	17	105	3	0	0	28	2	26	56	0	0	1
8:15 AM	3	40	32	75	5	0	0	17	6	5	28	2	0	0
8:30 AM	3	20	11	34	1	0	1	16	0	3	19	0	0	0
PK HR	12	224	69	305	19	2	1	77	17	48	142	5	4	5
Adj HR	13	240	74	327	20	2	1	83	18	51	152	5	4	5

END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	0	8	1	9	3	0	0	0	7	1	8	0	0	0
7:00 AM	2	20	2	24	5	1	0	1	12	2	15	0	1	0
7:15 AM	2	20	1	23	2	0	0	2	9	2	13	1	0	0
7:30 AM	0	20	1	21	3	0	1	5	7	1	13	2	0	0
7:45 AM	5	72	3	80	6	0	0	8	12	16	36	1	0	0
8:00 AM	26	92	4	122	2	0	0	17	5	10	32	1	0	0
8:15 AM	11	39	1	51	5	0	0	2	18	6	26	2	0	0
8:30 AM	2	17	1	20	2	0	0	0	9	5	14	0	0	0
PK HR	42	223	9	274	16	0	1	32	42	33	107	6	1	0
Adj HR	45	239	10	294	17	0	1	34	45	35	114	6	1	0

END TIME	15 Min Totals (adj)				Time Start - End	Rolling Hr Vol	Pk Hr?
	Veh	HV	Peds	Bikes			
6:45	66	5	1	0	6:30 AM - 7:30 AM	372	no
7:00	95	8	2	6	6:45 AM - 7:45 AM	561	no
7:15	109	8	2	11	7:00 AM - 8:00 AM	804	no
7:30	102	10	4	5	7:15 AM - 8:15 AM	888	YES
7:45	255	18	2	1	7:30 AM - 8:30 AM	879	no
8:00	338	6	0	1			
8:15	193	15	0	0			
8:30	93	3	0	1			



INTERSECTION: S College Avenue/Lamperti Lane
 PEAK HOUR: 7:15 AM 8:15 AM
 DATE: 7-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR

		N	
		327	357
W	41		152
	114		164
		325	294
		S	
		E	

APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR

		327	
		13	240
		RIGHT	THRU
		NORTH	
		74	
		EAST	
		SOUTH	
		10	239
		LEFT	THRU
		294	
		RIGHT	
		83	
		18	152
		THRU	
		51	
		LEFT	
		WEST	
		35	
		45	
		THRU	
		34	
		RIGHT	
		114	

Pedestrians (Peak Hour)	
Crossing Leg	# of
North	1
South	1
East	5
West	0
Total	7

Bikes (Peak Hour)	
Approach	# of
From North:	2
From South:	0
From East:	4
From West:	1
Total	7

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.73	SB
	From South:	0.56	NB
	From East:	0.63	WB
	From West:	0.74	EB
	Total	0.66	All

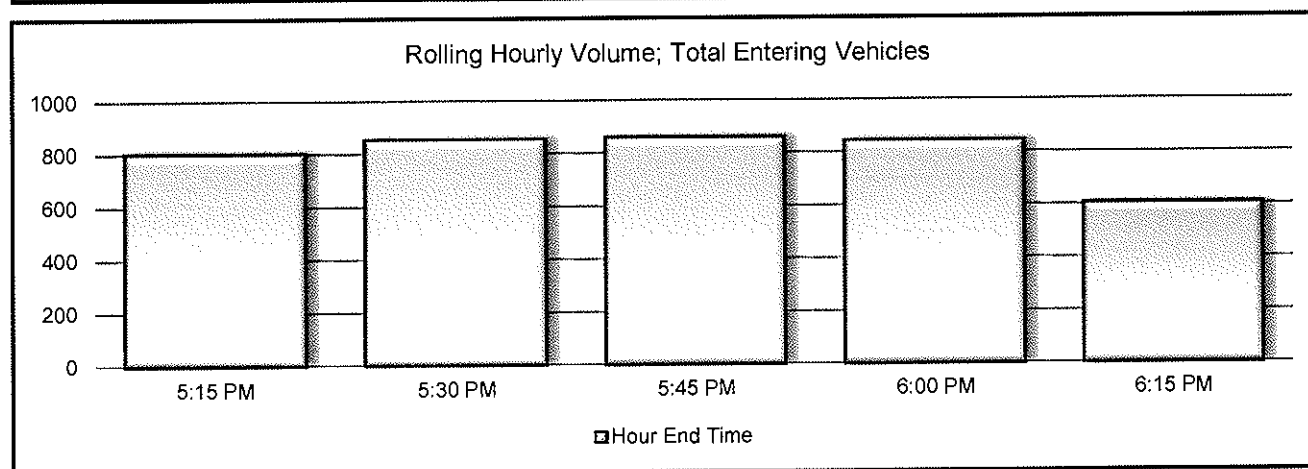
Heavy Vehicles:	From North:	20	6.1%	SB
	From South:	17	5.8%	NB
	From East:	5	3.3%	WB
	From West:	6	5.3%	EB

Location: S College Avenue/Lamperti Lane	City/Town: College Place
Checker: GAN	Weather: Sunny
Date: 5/6/19 Thur	Job: Avenue Traffic Asse
Start Time: 4:15 PM	Pk Hr: 4:45 PM 5:45 PM
# of minutes counted per interval: 14.0 minutes	

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:30 PM	8	31	30	69	5	0	0	22	14	4	40	1	0	1
4:45 PM	8	33	27	68	3	0	0	36	8	3	47	1	0	10
5:00 PM	8	38	28	74	1	1	0	41	13	4	58	0	0	0
5:15 PM	10	41	36	87	3	0	0	48	16	4	68	4	0	0
5:30 PM	17	35	39	91	3	1	0	48	13	1	62	2	1	4
5:45 PM	7	33	28	68	4	0	0	41	18	2	61	1	0	1
6:00 PM	8	23	28	59	0	0	0	39	14	2	55	0	1	0
6:15 PM				0							0			
PK HR	42	147	131	320	11	2	0	178	60	11	249	7	1	5
Adj HR	45	158	140	343	12	2	0	191	64	12	267	8	1	5

END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:30 PM	1	38	1	40	2	0	0	2	9	7	18	0	0	0
4:45 PM	2	33	3	38	3	1	1	3	16	4	23	1	1	2
5:00 PM	1	30	3	34	2	0	0	0	11	7	18	0	1	1
5:15 PM	7	40	2	49	1	1	0	3	8	7	18	1	0	0
5:30 PM	3	42	3	48	1	0	0	0	6	8	14	1	1	0
5:45 PM	0	35	0	35	0	0	0	2	12	3	17	0	0	0
6:00 PM	2	32	5	39	1	0	0	2	7	8	17	2	0	0
6:15 PM				0							0			
PK HR	11	147	8	166	4	1	0	5	37	25	67	2	1	1
Adj HR	12	158	9	179	4	1	0	5	40	27	72	2	1	1

END TIME	15 Min Totals (adj)				Time	Rolling	Pk Hr?
	Veh	HV	Peds	Bikes			
16:30	179	9	0	1	Start - End	Hr Vol	
16:45	189	9	2	14	4:15 PM 5:15 PM	803	no
17:00	197	3	2	1	4:30 PM 5:30 PM	854	no
17:15	238	10	1	0	4:45 PM 5:45 PM	859	YES
17:30	230	8	3	4	5:00 PM 6:00 PM	844	no
17:45	194	5	0	1	5:15 PM 6:15 PM	606	no
18:00	182	3	1	0			
18:15	0	0	0	0			



INTERSECTION:	S College Avenue/Lamperti Lane
PEAK HOUR:	4:45 PM 5:45 PM
DATE:	6-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR

	A1	A2	
M	343	376	
F	118	267	
	72	192	
	175	179	
			chi square = 1.25

APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR

[illegible]

Crossing Leg	# of
North	0
South	0
East	5
West	1
Total	6

Approach	# of
From North:	2
From South:	1
From East:	1
From West:	1
Total	5

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.88	SB
	From South:	0.85	NB
	From East:	0.92	WB
	From West:	0.93	EB
	Total	0.90	All

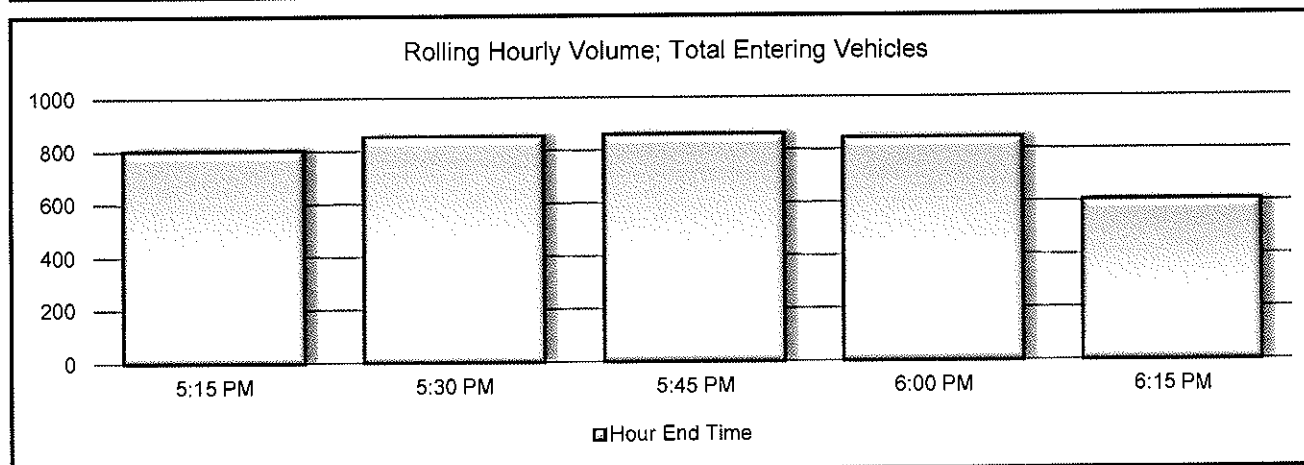
Heavy Vehicles:	From North:	12	3.5%	SB
	From South:	4	2.2%	NB
	From East:	8	3.0%	WB
	From West:	2	2.8%	EB

Location:	S College Avenue/Lamperti Lane	City/Town	College Place
Checker:	GAN	Weather:	Sunny
Date:	5/6/19	Thur	Start Time: 4:15 PM
# of minutes counted per interval:		14.0 minutes	
		Job:	3 Avenue Traffic Asse
		Pk Hr:	4:45 PM 5:45 PM

END TIME	From the NORTH (SOUTHBOUND)							From the EAST (WESTBOUND)							E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes	N Leg Peds	RT	TH	LT	TOTAL	HV	Bikes		
4:30 PM	8	31	30	69	5	0	0	22	14	4	40	1	0		1
4:45 PM	8	33	27	68	3	0	0	36	8	3	47	1	0		10
5:00 PM	8	38	28	74	1	1	0	41	13	4	58	0	0		0
5:15 PM	10	41	36	87	3	0	0	48	16	4	68	4	0		0
5:30 PM	17	35	39	91	3	1	0	48	13	1	62	2	1		4
5:45 PM	7	33	28	68	4	0	0	41	18	2	61	1	0		1
6:00 PM	8	23	28	59	0	0	0	39	14	2	55	0	1		0
6:15 PM				0							0				
PK HR	42	147	131	320	11	2	0	178	60	11	249	7	1		5
Adj HR	45	158	140	343	12	2	0	191	64	12	267	8	1		5

END TIME	From the SOUTH (NORTHBOUND)							From the WEST (EASTBOUND)							W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes	S Leg Peds	RT	TH	LT	TOTAL	HV	Bikes		
4:30 PM	1	38	1	40	2	0	0	2	9	7	18	0	0		0
4:45 PM	2	33	3	38	3	1	1	3	16	4	23	1	1		2
5:00 PM	1	30	3	34	2	0	0	0	11	7	18	0	1		1
5:15 PM	7	40	2	49	1	1	0	3	8	7	18	1	0		0
5:30 PM	3	42	3	48	1	0	0	0	6	8	14	1	1		0
5:45 PM	0	35	0	35	0	0	0	2	12	3	17	0	0		0
6:00 PM	2	32	5	39	1	0	0	2	7	8	17	2	0		0
6:15 PM				0							0				
PK HR	11	147	8	166	4	1	0	5	37	25	67	2	1		1
Adj HR	12	158	9	179	4	1	0	5	40	27	72	2	1		1

END TIME	15 Min Totals (adj)						
	Veh	HV	Peds	Bikes			
16:30	179	9	0	1	Time Start - End		
16:45	189	9	2	14			
17:00	197	3	2	1	4:15 PM	5:15 PM	803 no
17:15	238	10	1	0	4:30 PM	5:30 PM	854 no
17:30	230	8	3	4	4:45 PM	5:45 PM	859 YES
17:45	194	5	0	1	5:00 PM	6:00 PM	844 no
18:00	182	3	1	0	5:15 PM	6:15 PM	606 no
18:15	0	0	0	0			



INTERSECTION: S College Avenue/Lamperti Lane
 PEAK HOUR: 4:45 PM 5:45 PM
 DATE: 6-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR

		N	
		343	376
W	118		267
	72		192
		175	179
		S	

APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR

		343			
		45	158	140	
		RIGHT	THRU	LEFT	
		NORTH			
72	27	LEFT			191
	40	THRU	WEST	EAST	
	5	RIGHT			
		SOUTH			
		LEFT	THRU	RIGHT	
		9	158	12	
			179		
				64	267
				12	

Pedestrians (Peak Hour)	
Crossing Leg	# of
North	0
South	0
East	5
West	1
Total	6

Bikes (Peak Hour)	
Approach	# of
From North:	2
From South:	1
From East:	1
From West:	1
Total	5

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.88	SB
	From South:	0.85	NB
	From East:	0.92	WB
	From West:	0.93	EB
	Total	0.90	All

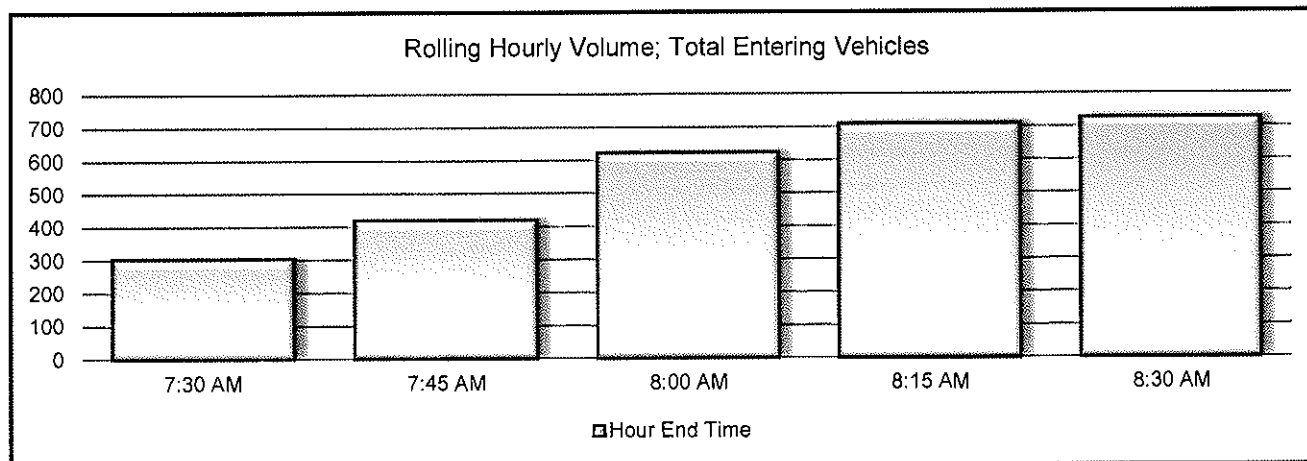
Heavy Vehicles:	From North:	12	3.5%	SB
	From South:	4	2.2%	NB
	From East:	8	3.0%	WB
	From West:	2	2.8%	EB

Location:	S College Avenue/SW 10th Street	City/Town:	College Place
Checker:	GAN	Weather:	Sunny
Date:	5/14/19	Thur	Start Time: 6:30 AM
# of minutes counted per interval:	14.0 minutes	Pk Hr:	7:30 AM 8:30 AM

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	1	23	0	24	1	0	0	1	0	0	1	0	0	1
7:00 AM	0	33	0	33	1	0	1	0	0	2	2	0	0	1
7:15 AM	1	32	1	34	1	0	1	2	0	1	3	0	0	4
7:30 AM	0	37	2	39	3	0	0	3	0	0	3	1	0	6
7:45 AM	1	72	0	73	3	1	0	2	1	0	3	1	2	0
8:00 AM	0	106	0	106	7	0	2	1	0	0	1	0	2	1
8:15 AM	2	71	1	74	3	0	1	0	0	0	0	0	0	1
8:30 AM	0	47	0	47	2	0	0	1	0	0	1	0	0	0
PK HR	3	296	1	300	15	1	3	4	1	0	5	1	4	2
Adj HR	3	317	1	321	16	1	3	4	1	0	5	1	4	2

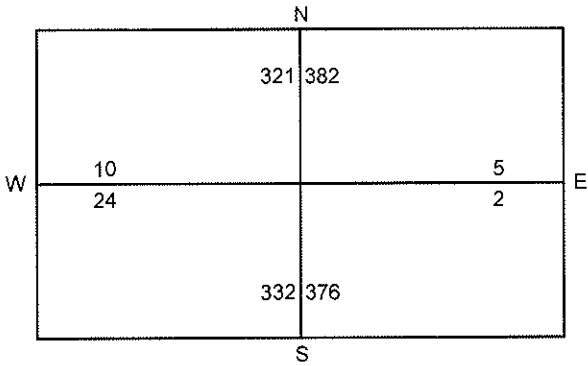
END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	0	26	0	26	2	0	1	0	0	0	0	0	0	2
7:00 AM	1	27	0	28	3	0	0	0	0	1	1	0	0	2
7:15 AM	0	40	0	40	4	0	0	1	0	3	4	1	0	1
7:30 AM	1	39	3	43	5	0	0	1	0	0	1	0	3	1
7:45 AM	0	77	1	78	2	0	0	2	0	4	6	0	0	1
8:00 AM	0	140	2	142	5	2	0	4	0	1	5	1	1	0
8:15 AM	0	78	3	81	2	0	0	5	0	2	7	2	0	0
8:30 AM	1	49	0	50	6	0	0	3	0	1	4	0	1	0
PK HR	1	344	6	351	15	2	0	14	0	8	22	3	1	1
Adj HR	1	369	6	376	16	2	0	15	0	9	24	3	1	1

END TIME	15 Min Totals (adj)							
	Veh	HV	Peds	Bikes				
6:45	55	3	0	4	Time Start - End Rolling Hr Vol Pk Hr?			
7:00	69	4	0	4				
7:15	87	6	0	6	6:30 AM	7:30 AM	303	no
7:30	92	10	3	8	6:45 AM	7:45 AM	419	no
7:45	171	6	3	1	7:00 AM	8:00 AM	622	no
8:00	272	14	5	3	7:15 AM	8:15 AM	709	no
8:15	174	8	0	2	7:30 AM	8:30 AM	726	YES
8:30	109	9	1	0				

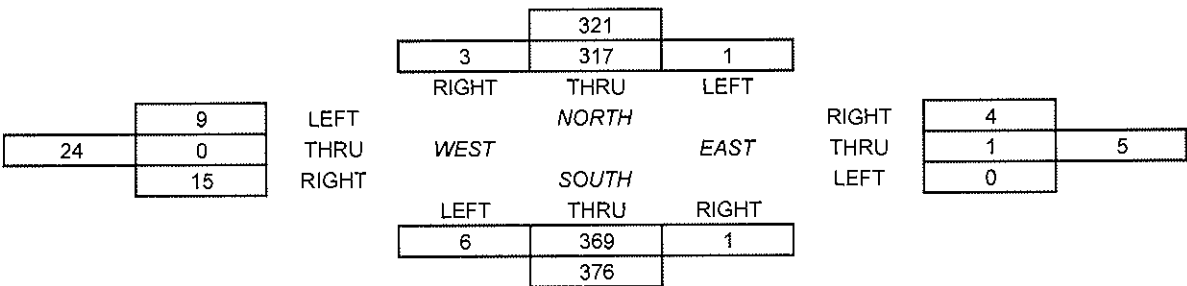


INTERSECTION:	S College Avenue/SW 10th Street
PEAK HOUR:	7:30 AM 8:30 AM
DATE:	14-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR



APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR



Crossing Leg	# of
North	3
South	0
East	2
West	1
Total	6

Approach	# of
From North:	1
From South:	2
From East:	4
From West:	1
Total	8

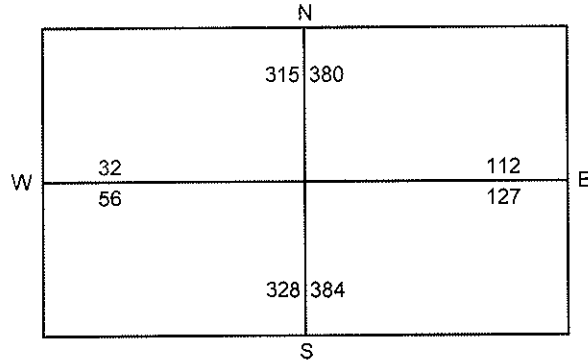
ADJUSTMENT FACTORS DERIVED FROM COUNT	
1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16
17	18
19	20
21	22
23	24
25	26
27	28
29	30
31	32
33	34
35	36
37	38
39	40
41	42
43	44
45	46
47	48
49	50
51	52
53	54
55	56
57	58
59	60
61	62
63	64
65	66
67	68
69	70
71	72
73	74
75	76
77	78
79	80
81	82
83	84
85	86
87	88
89	90
91	92
93	94
95	96
97	98
99	100

Peak Hour Factors:	From North:	0.71	SB
	From South:	0.62	NB
	From East:	0.39	WB
	From West:	0.80	EB
	Total	0.67	All

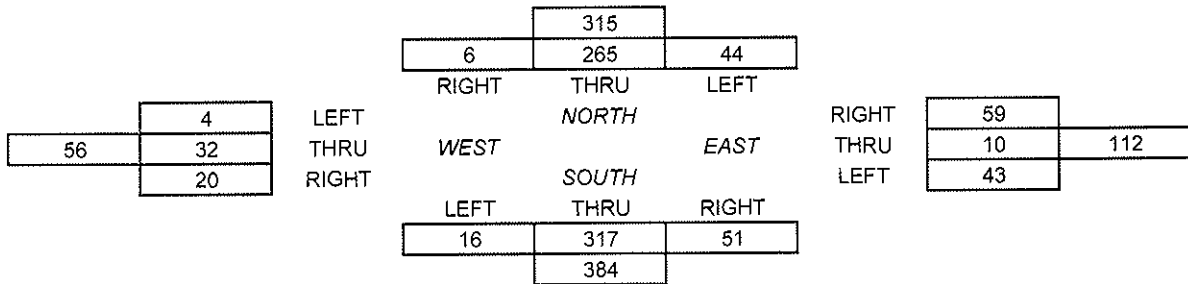
Heavy Vehicles:	From North:	16	5.0%	SB
	From South:	16	4.3%	NB
	From East:	1	20.0%	WB
	From West:	3	12.5%	EB

INTERSECTION:	S College Avenue/SW 12th Street
PEAK HOUR:	7:30 AM 8:30 AM
DATE:	8-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR



APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR



Crossing Leg	# of
North	2
South	1
East	8
West	1
Total	12

Approach	# of
From North:	6
From South:	1
From East:	5
From West:	1
Total	13

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.76	SB
	From South:	0.61	NB
	From East:	0.57	WB
	From West:	0.65	EB
	Total	0.66	All

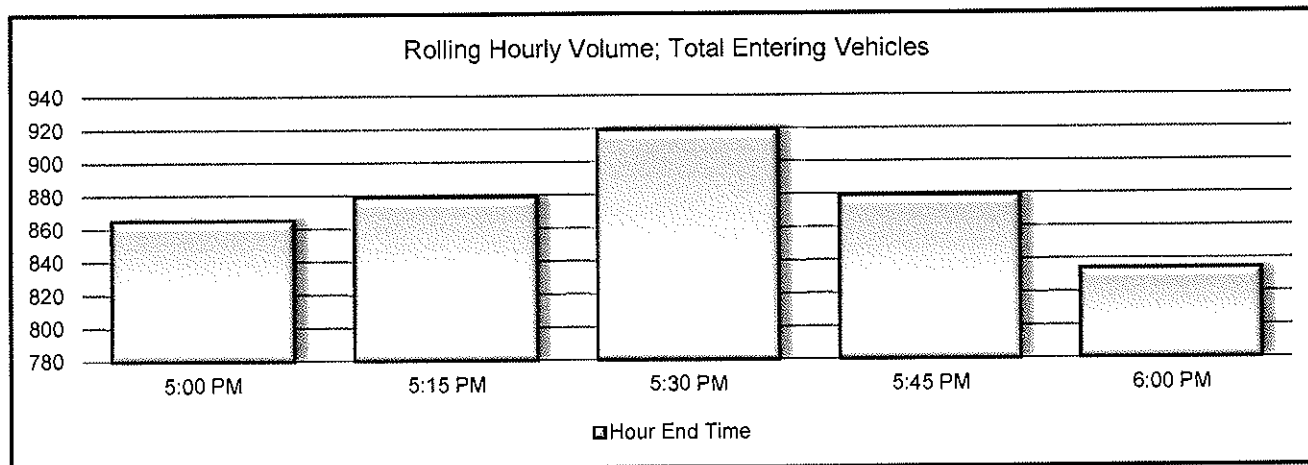
Heavy Vehicles:	From North:	16	5.1%	SB
	From South:	13	3.4%	NB
	From East:	6	5.4%	WB
	From West:	1	1.8%	EB

Location:	S College Avenue/SW 12th Street	City/Town:	College Place
Checker:	GAN	Weather:	Sunny
Date:	5/7/19	Thur	Start Time: 4:00 PM
# of minutes counted per interval:	14.0 minutes	Pk Hr:	4:30 PM 5:30 PM

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:15 PM	2	52	18	72	3	3	2	17	8	9	34	0	0	2
4:30 PM	2	54	22	78	1	2	1	15	2	11	28	0	1	0
4:45 PM	2	57	18	77	2	3	0	23	5	13	41	1	0	1
5:00 PM	3	64	16	83	1	1	2	13	6	12	31	0	1	0
5:15 PM	3	73	12	88	3	0	0	17	4	12	33	1	0	0
5:30 PM	2	61	18	81	1	1	2	19	4	23	46	1	0	0
5:45 PM	3	48	12	63	1	0	0	19	4	11	34	0	0	2
6:00 PM	4	53	14	71	1	1	0	7	9	7	23	1	0	2
PK HR	10	255	64	329	7	5	4	72	19	60	151	3	1	1
Adj HR	11	273	69	353	8	5	4	77	20	64	161	3	1	1

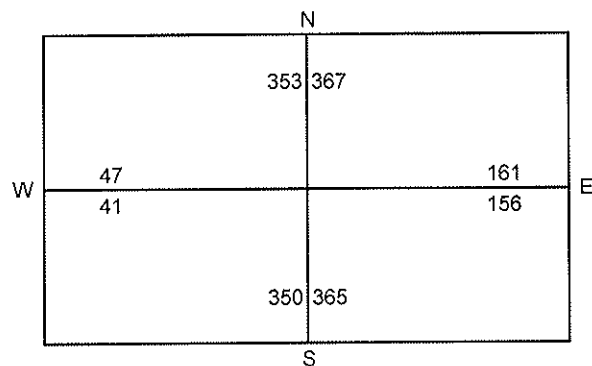
END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:15 PM	20	58	2	80	5	0	1	2	8	1	11	2	0	5
4:30 PM	13	49	1	63	2	0	1	4	4	0	8	1	1	0
4:45 PM	21	64	3	88	6	1	0	3	5	2	10	0	1	0
5:00 PM	18	73	2	93	1	2	0	2	5	3	10	1	0	0
5:15 PM	14	63	2	79	3	0	0	4	3	3	10	0	0	0
5:30 PM	12	60	8	80	0	1	0	3	3	2	8	0	1	0
5:45 PM	12	62	1	75	1	0	0	2	3	1	6	0	0	2
6:00 PM	7	63	1	71	1	0	0	6	4	0	10	0	0	0
PK HR	65	260	15	340	10	4	0	12	16	10	38	1	1	0
Adj HR	70	279	16	365	11	4	0	13	17	11	41	1	1	0

END TIME	15 Min Totals (adj)						
	Veh	HV	Peds	Bikes			
16:15	211	11	3	11	Time Start - End Rolling Hr Vol Pk Hr?		
16:30	190	4	4	2			
16:45	231	10	5	1	4:00 PM 5:00 PM	865	no
17:00	233	3	4	2	4:15 PM 5:15 PM	879	no
17:15	225	8	0	0	4:30 PM 5:30 PM	919	YES
17:30	230	2	3	2	4:45 PM 5:45 PM	879	no
17:45	191	2	0	4	5:00 PM 6:00 PM	834	no
18:00	188	3	1	2			

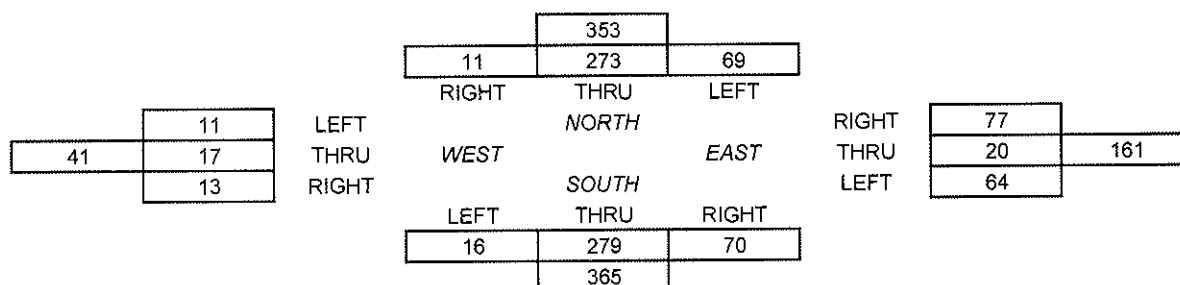


INTERSECTION:	S College Avenue/SW 12th Street
PEAK HOUR:	4:30 PM 5:30 PM
DATE:	7-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR



APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR



Crossing Leg	# of
North	4
South	0
East	1
West	0
Total	5

Bikes (Peak Hour)	
Approach	# of
From North:	5
From South:	4
From East:	1
From West:	1
Total	11

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.94	SB
	From South:	0.92	NB
	From East:	0.82	WB
	From West:	0.96	EB
	Total	0.99	All

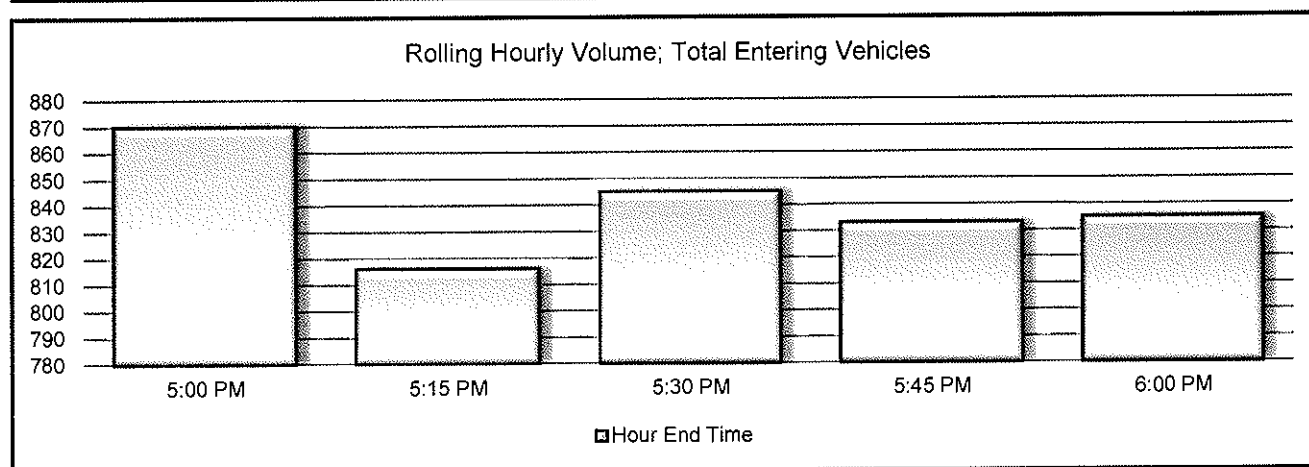
Heavy Vehicles:	From North:	8	2.3%	SB
	From South:	11	3.0%	NB
	From East:	3	1.9%	WB
	From West:	1	2.4%	EB

Location:	S College Avenue/Whitman Drive	City/Town	College Place
Checker:	DN	Weather:	Cloudy
Date:	5/14/19	Thur	Start Time: 4:00 PM
# of minutes counted per interval:		14.0 minutes	
		Job:	» Avenue Traffic Asse
		Pk Hr:	4:00 PM 5:00 PM

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:15 PM	17	60	7	84	3	2	5	3	23	7	33	3	0	2
4:30 PM	12	34	6	52	7	2	5	2	22	4	28	0	0	2
4:45 PM	18	44	6	68	5	2	4	5	26	4	35	1	0	2
5:00 PM	14	49	7	70	2	2	4	6	24	3	33	0	0	3
5:15 PM	10	38	4	52	3	2	4	6	22	7	35	2	0	2
5:30 PM	17	57	5	79	2	2	4	3	24	1	28	0	1	2
5:45 PM	13	43	6	62	3	2	5	5	16	7	28	1	0	2
6:00 PM	17	30	6	53	0	1	5	4	26	9	39	0	0	2
PK HR	61	187	26	274	17	8	18	16	95	18	129	4	0	9
Adj HR	65	200	28	293	18	9	19	17	102	19	138	4	0	10

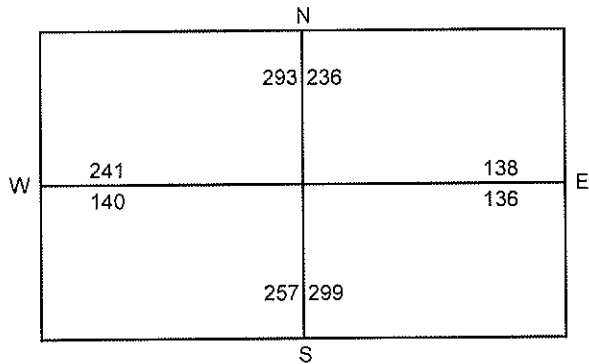
END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:15 PM	8	57	25	90	6	0	7	13	18	9	40	1	0	1
4:30 PM	12	47	15	74	2	0	7	4	9	7	20	0	0	1
4:45 PM	11	36	16	63	5	0	7	9	25	9	43	0	0	1
5:00 PM	3	36	13	52	2	0	7	9	15	3	27	2	0	1
5:15 PM	4	44	11	59	3	0	7	12	23	16	51	1	0	1
5:30 PM	5	41	9	55	1	0	7	8	23	8	39	1	0	1
5:45 PM	3	43	18	64	2	0	7	11	22	11	44	1	0	1
6:00 PM	5	37	14	56	6	24	8	9	20	7	36	0	8	1
PK HR	34	176	69	279	15	0	28	35	67	28	130	3	1	4
Adj HR	36	189	74	299	16	0	30	38	72	30	140	3	1	4

END TIME	15 Min Totals (adj)							
	Veh	HV	Peds	Bikes	Time	Rolling		
16:15	265	14	2	16	Start - End	Hr Vol	Pk Hr?	
16:30	186	10	2	16	4:00 PM 5:00 PM	870	YES	
16:45	224	12	2	15	4:15 PM 5:15 PM	816	no	
17:00	195	6	2	16	4:30 PM 5:30 PM	845	no	
17:15	211	10	2	15	4:45 PM 5:45 PM	833	no	
17:30	215	4	3	15	5:00 PM 6:00 PM	835	no	
17:45	212	8	2	16				
18:00	197	6	35	17				

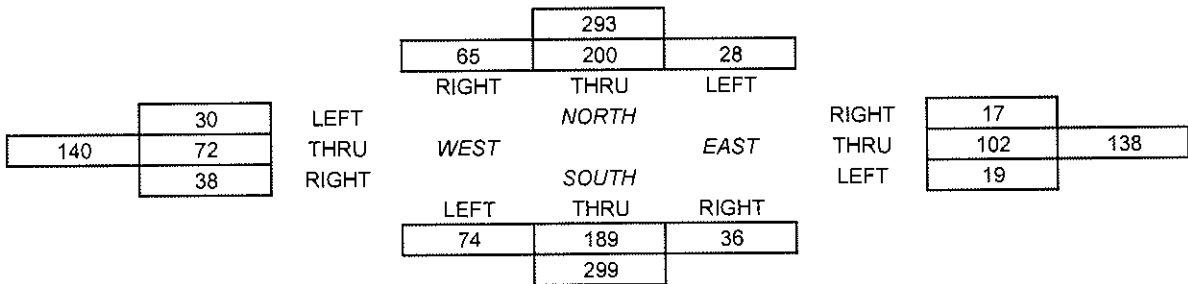


INTERSECTION:	S College Avenue/Whitman Drive
PEAK HOUR:	4:00 PM 5:00 PM
DATE:	14-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR



APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR



Crossing Leg	# of
North	19
South	30
East	10
West	4
Total	63

Approach	# of
From North:	9
From South:	0
From East:	0
From West:	1
Total	10

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.81	SB
	From South:	0.78	NB
	From East:	0.92	WB
	From West:	0.76	EB
	Total	0.82	All

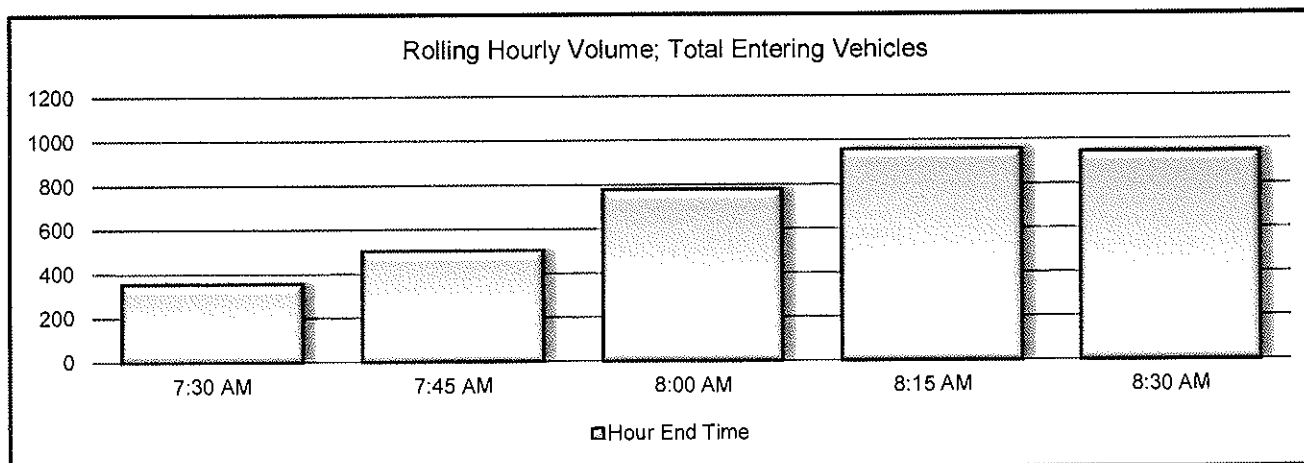
Heavy Vehicles:	From North:	18	6.1%	SB
	From South:	16	5.4%	NB
	From East:	4	2.9%	WB
	From West:	3	2.1%	EB

Location:	S College Way/SW 4th Street	City/Town:	College Place
Checker:	GAN	Weather:	Sunny
Date:	5/9/19	Thur	Start Time: 6:30 AM
# of minutes counted per interval:		14.0 minutes	
		Job:	avenue Traffic Asse
		Pk Hr:	7:15 AM 8:15 AM

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	0	24	1	25	1	0	0	5	4	4	13	1	1	0
7:00 AM	1	17	1	19	1	0	0	1	4	1	6	1	0	0
7:15 AM	1	13	0	14	1	0	0	0	9	4	13	2	0	1
7:30 AM	2	22	2	26	6	0	0	2	8	5	15	2	0	0
7:45 AM	2	32	0	34	2	0	4	3	24	24	51	4	0	0
8:00 AM	1	52	1	54	4	0	3	3	39	32	74	3	0	0
8:15 AM	7	33	4	44	1	0	1	7	27	21	55	1	0	1
8:30 AM	3	27	0	30	6	0	0	3	5	2	10	2	0	0
PK HR	12	139	7	158	13	0	8	15	98	82	195	10	0	1
Adj HR	13	149	8	170	14	0	9	16	105	88	209	11	0	1

END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	2	18	2	22	2	0	0	5	2	2	9	0	0	0
7:00 AM	7	27	2	36	3	0	1	5	2	3	10	0	0	0
7:15 AM	6	26	5	37	3	1	0	8	3	2	13	0	0	1
7:30 AM	12	33	8	53	3	0	1	8	8	3	19	0	0	1
7:45 AM	28	42	21	91	4	0	1	18	12	1	31	0	0	3
8:00 AM	59	39	52	150	4	1	0	15	32	3	50	2	0	0
8:15 AM	18	52	21	91	5	0	0	21	28	7	56	1	0	0
8:30 AM	12	21	11	44	4	0	2	5	8	3	16	0	0	1
PK HR	117	166	102	385	16	1	2	62	80	14	156	3	1	4
Adj HR	125	178	109	412	17	1	2	66	86	15	167	3	1	4

END TIME	15 Min Totals (adj)							
	Veh	HV	Peds	Bikes	Time Start - End	Rolling Hr Vol	Pk Hr?	
6:45	74	4	1	0	6:30 AM 7:30 AM	354	no	
7:00	76	5	0	1	6:45 AM 7:45 AM	502	no	
7:15	83	6	1	2	7:00 AM 8:00 AM	777	no	
7:30	121	12	0	2	7:15 AM 8:15 AM	958	YES	
7:45	222	11	0	9	7:30 AM 8:30 AM	944	no	
8:00	351	14	1	3				
8:15	264	9	0	2				
8:30	107	13	0	3				



INTERSECTION: S College Way/SW 4th Street
 PEAK HOUR: 7:15 AM 8:15 AM
 DATE: 9-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR

		N	
	170	209	
W	227		209
	167		219
		S	
	303	412	

APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR

			170		
	13		149		8
	RIGHT		THRU		LEFT
		WEST	NORTH	EAST	
			SOUTH		
	LEFT		THRU		RIGHT
	109		178		125
			412		
167	15	LEFT		RIGHT	16
	86	THRU		THRU	105
	66	RIGHT		LEFT	88
					209

Pedestrians (Peak Hour)	
Crossing Leg	# of
North	9
South	2
East	1
West	4
Total	16

Bikes (Peak Hour)	
Approach	# of
From North:	0
From South:	1
From East:	0
From West:	1
Total	2

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.73	SB
	From South:	0.64	NB
	From East:	0.66	WB
	From West:	0.70	EB
	Total	0.68	All

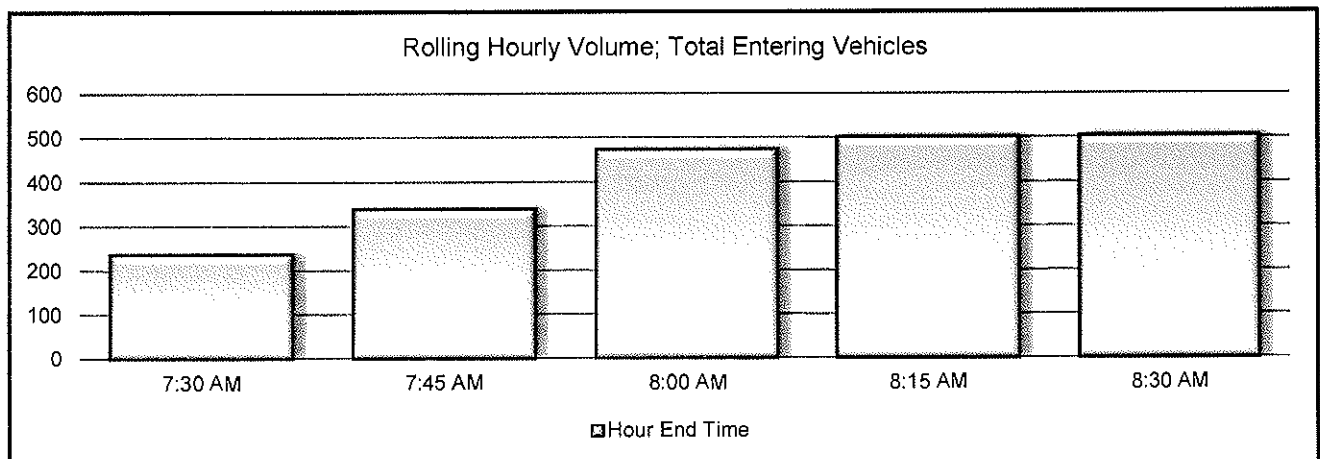
Heavy Vehicles:	From North:	14	8.2%	SB
	From South:	17	4.1%	NB
	From East:	11	5.3%	WB
	From West:	3	1.8%	EB

Location:	S College Avenue/SW 6th Street	City/Town	College Place
Checker:	GAN	Weather:	Cloudy
Date:	5/15/19	Thur	Start Time: 6:30 AM
# of minutes counted per interval:		15.0 minutes	
		Job:	3 Avenue Traffic Asse
		Pk Hr:	7:30 AM 8:30 AM

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	0	18	0	18	1	0	0	0	2	0	2	0	0	1
7:00 AM	1	21	1	23	2	0	0	0	0	0	0	0	0	1
7:15 AM	0	24	2	26	2	0	2	0	0	1	1	2	0	5
7:30 AM	0	27	1	28	2	0	1	3	0	4	7	0	0	7
7:45 AM	0	63	0	63	4	0	0	2	0	3	5	0	0	0
8:00 AM	1	72	0	73	2	0	0	2	0	0	2	0	0	0
8:15 AM	1	42	0	43	2	1	1	2	0	2	4	0	1	2
8:30 AM	2	31	0	33	3	0	0	1	2	0	3	0	0	0
PK HR	4	208	0	212	11	1	1	7	2	5	14	0	1	2
Adj HR	4	208	0	212	11	1	1	7	2	5	14	0	1	2

END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	1	19	0	20	1	0	0	2	0	1	3	3	0	2
7:00 AM	0	26	0	26	2	0	0	1	0	4	5	0	0	4
7:15 AM	3	29	0	32	2	0	0	0	0	0	0	0	0	1
7:30 AM	0	32	6	38	3	0	0	4	1	2	7	1	1	0
7:45 AM	2	71	0	73	1	0	0	2	0	2	4	0	0	0
8:00 AM	1	102	4	107	2	0	0	5	0	2	7	0	0	0
8:15 AM	2	35	1	38	0	0	1	0	1	1	2	0	0	0
8:30 AM	1	37	5	43	4	0	1	1	2	1	4	0	0	0
PK HR	6	245	10	261	7	0	2	8	3	6	17	0	1	0
Adj HR	6	245	10	261	7	0	2	8	3	6	17	0	1	0

END TIME	15 Min Totals (adj)							
	Veh	HV	Peds	Bikes	Time Start - End	Rolling Hr Vol	Pk Hr?	
6:45	43	5	0	3	6:30 AM - 7:30 AM	236	no	
7:00	54	4	0	5	6:45 AM - 7:45 AM	338	no	
7:15	59	6	0	8	7:00 AM - 8:00 AM	473	no	
7:30	80	6	1	8	7:15 AM - 8:15 AM	501	no	
7:45	145	5	0	0	7:30 AM - 8:30 AM	504	YES	
8:00	189	4	0	0				
8:15	87	2	2	4				
8:30	83	7	0	1				



INTERSECTION:	S College Avenue/SW 6th Street
PEAK HOUR:	7:30 AM 8:30 AM
DATE:	15-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR

	212	258	
16			14
17			9
	221	261	

APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR

			212					
			4	208	0			
			RIGHT	THRU	LEFT			
			NORTH					
			WEST		EAST			
			SOUTH					
			LEFT	THRU	RIGHT			
			10	245	6			
			261					

		6		
17		3		
		8		

LEFT				
THRU				
RIGHT				

	7	
	2	14
	5	

Crossing Leg	# of
North	1
South	2
East	2
West	0
Total	5

Approach	# of
From North:	1
From South:	0
From East:	1
From West:	1
Total	3

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.73	SB
	From South:	0.61	NB
	From East:	0.70	WB
	From West:	0.61	EB
	Total	0.67	All

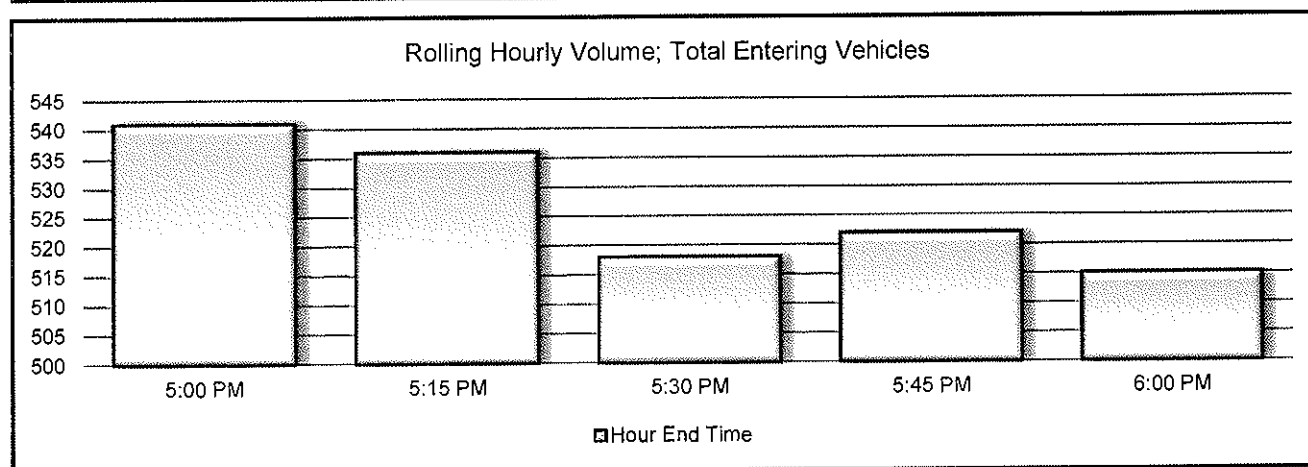
Heavy Vehicles:	From North:	11	5.2%	SB
	From South:	7	2.7%	NB
	From East:	0	0.0%	WB
	From West:	0	0.0%	EB

Location: S College Avenue/SW 6th Street	City/Town: College Place	
Checker: GAN	Weather: Cloudy	Job: Avenue Traffic Asse
Date: 5/14/19 Thur	Start Time: 4:00 PM	Pk Hr: 4:00 PM 5:00 PM
# of minutes counted per interval: 15.0 minutes		

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:15 PM	1	59	4	64	2	1	2	2	1	1	4	0	0	1
4:30 PM	3	57	4	64	4	0	0	0	0	1	1	0	2	2
4:45 PM	0	54	1	55	3	0	0	0	3	3	6	1	0	1
5:00 PM	4	54	6	64	2	0	1	6	2	0	8	0	1	0
5:15 PM	4	59	1	64	2	0	0	0	0	4	4	1	0	2
5:30 PM	4	57	1	62	1	0	0	1	0	1	2	0	0	0
5:45 PM	1	46	3	50	2	1	1	4	2	0	6	0	0	0
6:00 PM	6	51	1	58	0	0	0	1	1	2	4	0	1	4
PK HR	8	224	15	247	11	1	3	8	6	5	19	1	3	4
Adj HR	8	224	15	247	11	1	3	8	6	5	19	1	3	4

END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:15 PM	3	60	1	64	1	0	0	7	1	2	10	0	1	0
4:30 PM	4	60	4	68	3	0	0	8	0	4	12	0	0	1
4:45 PM	3	45	3	51	2	0	0	9	0	1	10	0	2	1
5:00 PM	2	41	4	47	1	0	0	8	0	5	13	0	1	2
5:15 PM	3	56	1	60	2	0	0	7	0	2	9	1	1	1
5:30 PM	3	50	1	54	1	0	0	6	0	3	9	0	0	0
5:45 PM	3	54	4	61	1	0	1	6	2	1	9	0	0	4
6:00 PM	0	51	1	52	1	0	1	7	0	4	11	1	0	0
PK HR	12	206	12	230	7	0	0	32	1	12	45	0	1	4
Adj HR	12	206	12	230	7	0	0	32	1	12	45	0	1	4

END TIME	15 Min Totals (adj)							
	Veh	HV	Peds	Bikes	Time Start - End	Rolling Hr Vol	Pk Hr?	
16:15	142	3	2	3	4:00 PM 5:00 PM	541	YES	
16:30	145	7	2	3	4:15 PM 5:15 PM	536	no	
16:45	122	6	2	2	4:30 PM 5:30 PM	518	no	
17:00	132	3	2	3	4:45 PM 5:45 PM	522	no	
17:15	137	6	1	3	5:00 PM 6:00 PM	515	no	
17:30	127	2	0	0				
17:45	126	3	1	6				
18:00	125	2	1	5				



INTERSECTION:	S College Avenue/SW 6th Street
PEAK HOUR:	4:00 PM 5:00 PM
DATE:	14-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR

	W	E	
N	247	226	
S	261	230	
	45	19	

APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR

			247					
			8	224	15			
			RIGHT	THRU	LEFT			
			NORTH					
			WEST		EAST			
			SOUTH					
			LEFT	THRU	RIGHT			
			12	206	12			
			230					

		12	LEFT					8		
45		1	THRU					6		19
		32	RIGHT					5		

Crossing Leg	# of
North	3
South	0
East	4
West	4
Total	11

Approach	# of
From North:	1
From South:	0
From East:	3
From West:	1
Total	5

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.96	SB
	From South:	0.85	NB
	From East:	0.59	WB
	From West:	0.87	EB
	Total	0.93	All

Heavy Vehicles:	From North:	11	4.5%	SB
	From South:	7	3.0%	NB
	From East:	1	5.3%	WB
	From West:	0	0.0%	EB

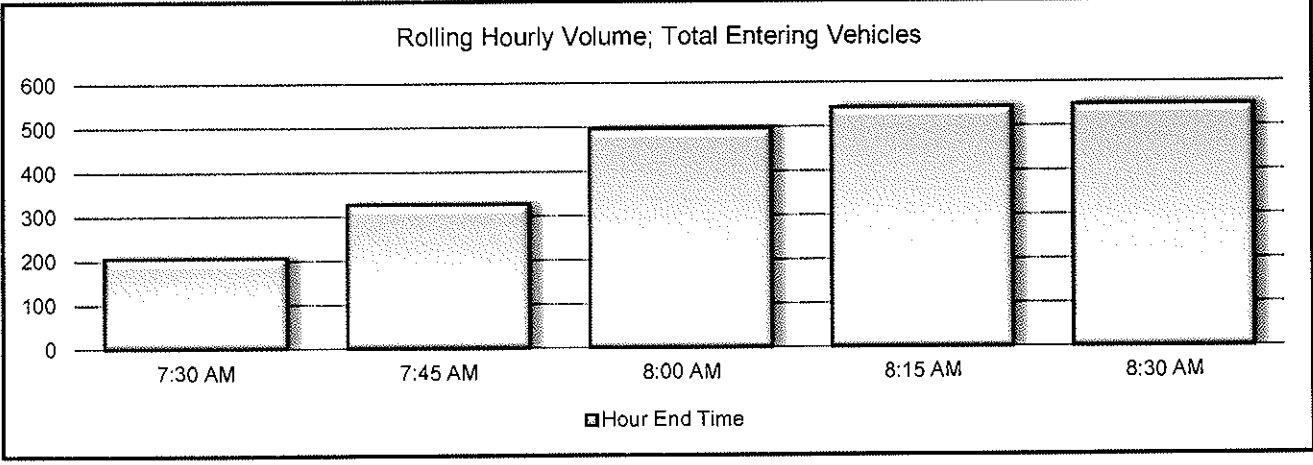
Location: S College Avenue/SW 8th Street	City/Town: College Place
Checker: GAN	Weather: Cloudy
Date: 5/15/19	Job: Avenue Traffic Asse
Thur	Pk Hr: 7:30 AM 8:30 AM
# of minutes counted per interval: 14.0 minutes	

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	0	15	0	15	1	0	0	0	2	0	2	0	0	1
7:00 AM	1	17	1	19	2	0	0	0	0	0	0	0	0	1
7:15 AM	0	18	2	20	2	0	2	0	0	1	1	2	0	5
7:30 AM	0	24	1	25	2	0	1	3	0	4	7	0	0	7
7:45 AM	0	63	0	63	4	0	0	2	0	3	5	0	0	0
8:00 AM	1	72	0	73	2	0	0	2	0	0	2	0	0	0
8:15 AM	1	42	0	43	2	1	1	2	0	2	4	0	1	2
8:30 AM	2	31	0	33	3	0	0	1	2	0	3	0	0	0
PK HR	4	208	0	212	11	1	1	7	2	5	14	0	1	2
Adj HR	4	223	0	227	12	1	1	8	2	5	15	0	1	2

END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	1	12	0	13	1	0	0	2	0	1	3	3	0	2
7:00 AM	0	15	0	15	2	0	0	1	0	4	5	0	0	4
7:15 AM	3	19	0	22	2	0	0	0	0	0	0	0	0	1
7:30 AM	0	32	6	38	3	0	0	4	1	2	7	1	1	0
7:45 AM	2	71	0	73	1	0	0	2	0	2	4	0	0	0
8:00 AM	1	111	4	116	2	0	0	5	0	2	7	0	0	0
8:15 AM	2	35	1	38	0	0	1	0	1	1	2	0	0	0
8:30 AM	1	37	5	43	4	0	1	1	2	1	4	0	0	0
PK HR	6	254	10	270	7	0	2	8	3	6	17	0	1	0
Adj HR	6	272	11	289	8	0	2	9	3	6	18	0	1	0

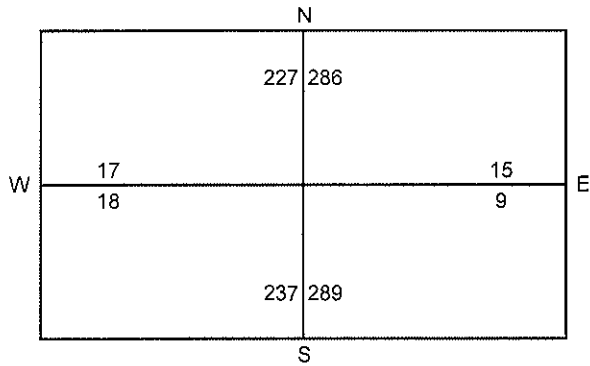
END TIME	15 Min Totals (adj)				
	Veh	HV	Peds	Bikes	
6:45	35	5	0	3	
7:00	42	4	0	5	
7:15	46	6	0	9	
7:30	83	6	1	9	
7:45	155	5	0	0	
8:00	212	4	0	0	
8:15	93	2	2	4	
8:30	89	8	0	1	

Time		Rolling	
Start -	End	Hr Vol	Pk Hr?
6:30 AM	7:30 AM	206	no
6:45 AM	7:45 AM	326	no
7:00 AM	8:00 AM	496	no
7:15 AM	8:15 AM	543	no
7:30 AM	8:30 AM	549	YES

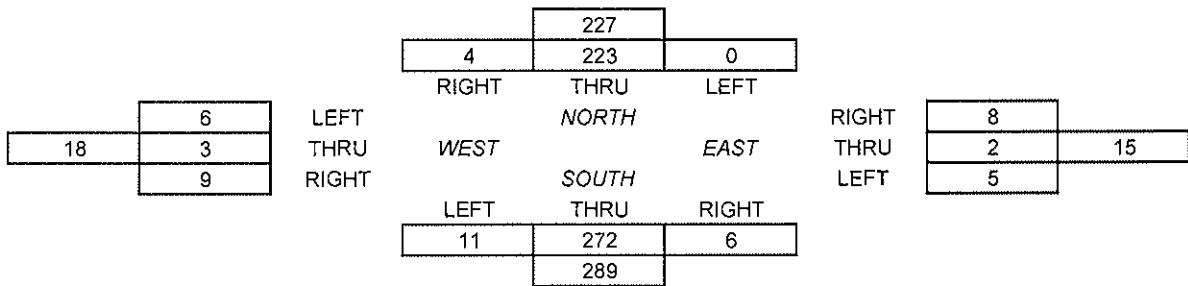


INTERSECTION:	S College Avenue/SW 8th Street
PEAK HOUR:	7:30 AM 8:30 AM
DATE:	15-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR



APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR



Crossing Leg	# of
North	1
South	2
East	2
West	0
Total	5

Approach	# of
From North:	1
From South:	0
From East:	1
From West:	1
Total	3

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:			
From North:	0.73	SB	
From South:	0.58	NB	
From East:	0.70	WB	
From West:	0.60	EB	
Total	0.65	All	

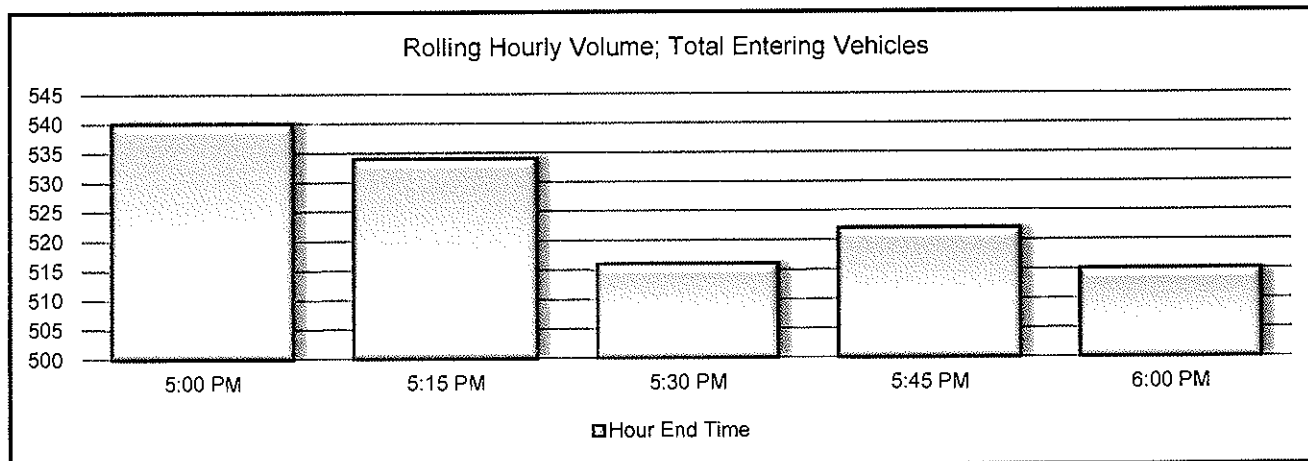
Heavy Vehicles:	From North:	12	5.3%	SB
	From South:	8	2.8%	NB
	From East:	0	0.0%	WB
	From West:	0	0.0%	EB

Location: S College Avenue/SW 8th Street	City/Town: College Place
Checker: GAN	Weather: Cloudy
Date: 5/14/19 Thur	Job: Avenue Traffic Asse
Start Time: 4:00 PM	Pk Hr: 4:00 PM 5:00 PM
# of minutes counted per interval: 15.0 minutes	

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:15 PM	1	59	4	64	2	1	2	2	1	1	4	0	0	1
4:30 PM	3	57	4	64	4	1	2	0	0	1	1	0	2	2
4:45 PM	0	54	1	55	3	0	0	0	3	3	6	1	0	1
5:00 PM	4	54	6	64	2	0	1	6	2	0	8	0	1	0
5:15 PM	4	59	1	64	2	0	0	0	0	4	4	1	0	2
5:30 PM	4	57	1	62	1	0	0	1	0	1	2	0	0	0
5:45 PM	1	46	3	50	2	1	1	4	2	0	6	0	0	0
6:00 PM	6	51	1	58	0	0	0	1	1	2	4	0	1	4
PK HR	8	224	15	247	11	2	5	8	6	5	19	1	3	4
Adj HR	8	224	15	247	11	2	5	8	6	5	19	1	3	4

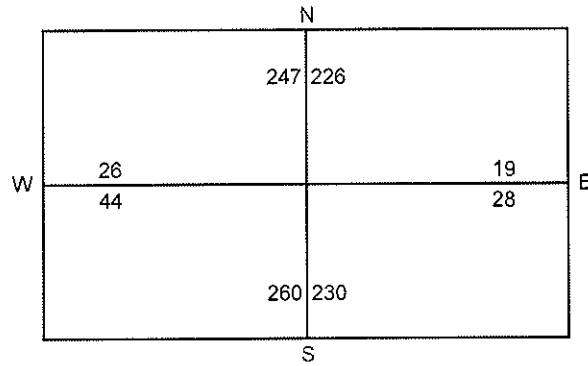
END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:15 PM	3	60	1	64	1	0	0	8	1	2	11	0	1	0
4:30 PM	4	60	4	68	3	0	0	8	0	4	12	0	0	1
4:45 PM	3	45	3	51	2	0	0	7	0	1	8	0	2	1
5:00 PM	2	41	4	47	1	0	0	8	0	5	13	0	1	2
5:15 PM	3	56	1	60	2	0	0	7	0	2	9	1	1	1
5:30 PM	3	50	1	54	1	0	0	6	0	3	9	0	0	0
5:45 PM	3	54	4	61	1	0	1	6	2	1	9	0	0	4
6:00 PM	0	51	1	52	1	0	0	7	0	4	11	1	0	0
PK HR	12	206	12	230	7	0	0	31	1	12	44	0	1	4
Adj HR	12	206	12	230	7	0	0	31	1	12	44	0	1	4

END TIME	15 Min Totals (adj)				Time			
	Veh	HV	Peds	Bikes	Start	End	Rolling Hr Vol	Pk Hr?
16:15	143	3	2	3	4:00 PM	5:00 PM	540	YES
16:30	145	7	3	5	4:15 PM	5:15 PM	534	no
16:45	120	6	2	2	4:30 PM	5:30 PM	516	no
17:00	132	3	2	3	4:45 PM	5:45 PM	522	no
17:15	137	6	1	3	5:00 PM	6:00 PM	515	no
17:30	127	2	0	0				
17:45	126	3	1	6				
18:00	125	2	1	4				

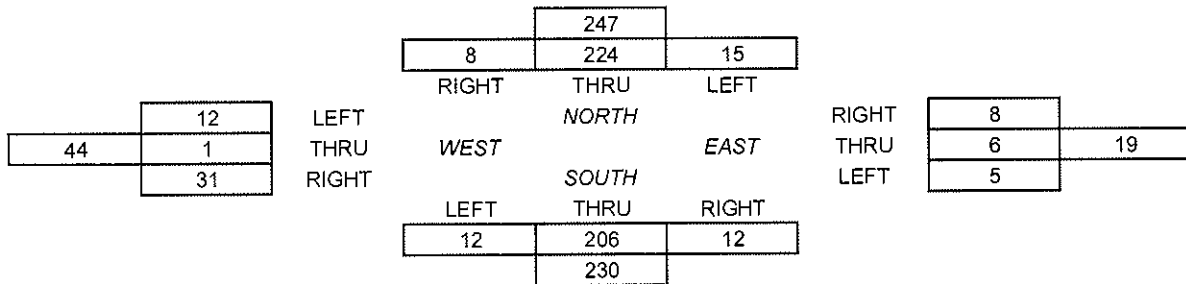


INTERSECTION:	S College Avenue/SW 8th Street
PEAK HOUR:	4:00 PM 5:00 PM
DATE:	14-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR



APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR



Crossing Leg	# of
North	5
South	0
East	4
West	4
Total	13

Approach	# of
From North:	2
From South:	0
From East:	3
From West:	1
Total	6

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.96	SB
	From South:	0.85	NB
	From East:	0.59	WB
	From West:	0.85	EB
	Total	0.93	All

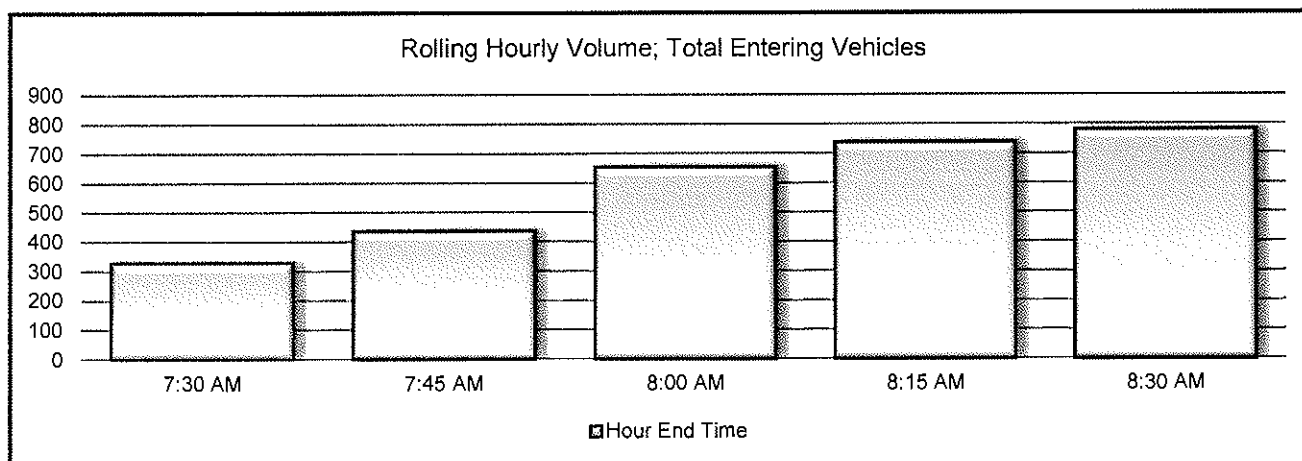
Heavy Vehicles:	From North:	11	4.5%	SB
	From South:	7	3.0%	NB
	From East:	1	5.3%	WB
	From West:	0	0.0%	EB

Location:	S College Avenue/Whitman Drive			City/Town	College Place	
Checker:	DN	Weather:	Cloudy	Job:	Avenue Traffic Asse	
Date:	5/15/19	Thur	Start Time:	6:30 AM	Pk Hr:	7:30 AM 8:30 AM
# of minutes counted per interval:		14.0 minutes				

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	2	19	2	23	2	0	3	1	1	3	5	0	0	2
7:00 AM	3	13	2	18	3	0	3	2	2	1	5	1	0	1
7:15 AM	2	14	2	18	1	1	3	2	4	3	9	0	0	1
7:30 AM	4	17	5	26	3	1	3	0	6	0	6	0	0	1
7:45 AM	7	35	11	53	1	1	3	6	10	6	22	0	1	1
8:00 AM	28	44	12	84	2	0	3	13	37	12	62	1	0	1
8:15 AM	14	29	5	48	3	0	3	12	8	11	31	1	0	1
8:30 AM	9	32	0	41	5	0	2	1	12	5	18	1	1	1
PK HR	58	140	28	226	11	1	11	32	67	34	133	3	2	4
Adj HR	62	150	30	242	12	1	12	34	72	36	142	3	2	4

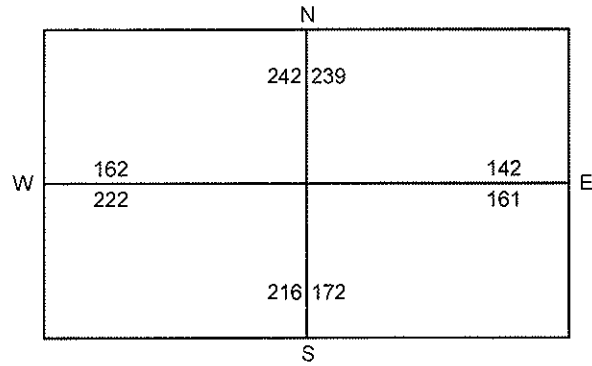
END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
6:45 AM	1	17	2	20	1	0	4	4	7	3	14	2	0	2
7:00 AM	2	23	5	30	4	0	4	5	10	8	23	1	0	1
7:15 AM	1	23	5	29	4	1	4	3	19	6	28	4	0	2
7:30 AM	1	22	2	25	2	1	4	6	11	10	27	1	0	1
7:45 AM	2	31	3	36	2	1	4	9	31	12	52	0	0	1
8:00 AM	5	38	6	49	1	0	4	10	35	39	84	0	0	1
8:15 AM	5	18	13	36	1	0	4	6	26	15	47	2	0	1
8:30 AM	5	31	4	40	2	3	1	3	13	8	24	0	1	1
PK HR	17	118	26	161	6	4	13	28	105	74	207	2	1	4
Adj HR	18	126	28	172	6	4	14	30	113	79	222	2	1	4

END TIME	15 Min Totals (adj)							
	Veh	HV	Peds	Bikes	Time Start - End		Rolling Hr Vol	Pk Hr?
6:45	66	5	0	12	6:30 AM 7:30 AM	327	no	
7:00	81	10	0	10				
7:15	90	10	2	11	6:45 AM 7:45 AM	436	no	
7:30	90	6	2	10				
7:45	175	3	3	10	7:00 AM 8:00 AM	654	no	
8:00	299	4	0	10				
8:15	174	8	0	10	7:15 AM 8:15 AM	738	no	
8:30	132	9	5	5				
					7:30 AM 8:30 AM 780 YES			

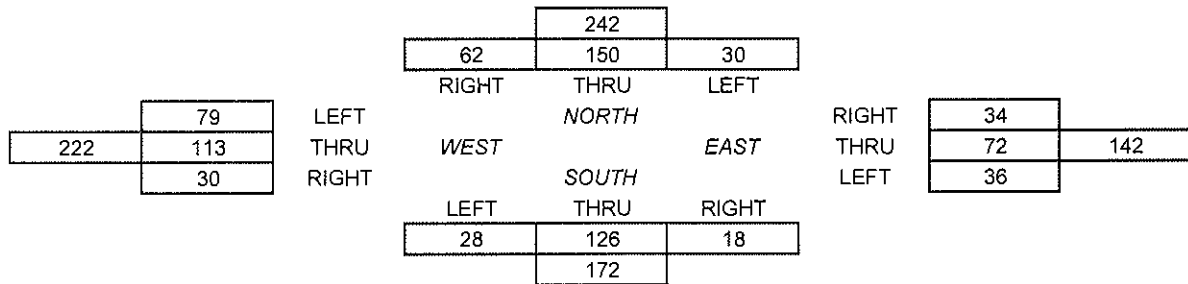


INTERSECTION:	S College Avenue/Whitman Drive
PEAK HOUR:	7:30 AM 8:30 AM
DATE:	15-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR



APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR



Crossing Leg	# of
North	12
South	14
East	4
West	4
Total	34

Approach	# of
From North:	1
From South:	4
From East:	2
From West:	1
Total	8

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.67	SB
	From South:	0.82	NB
	From East:	0.53	WB
	From West:	0.62	EB
	Total	0.65	All

Heavy Vehicles:	From North:	12	5.0%	SB
	From South:	6	3.5%	NB
	From East:	3	2.1%	WB
	From West:	2	0.9%	EB

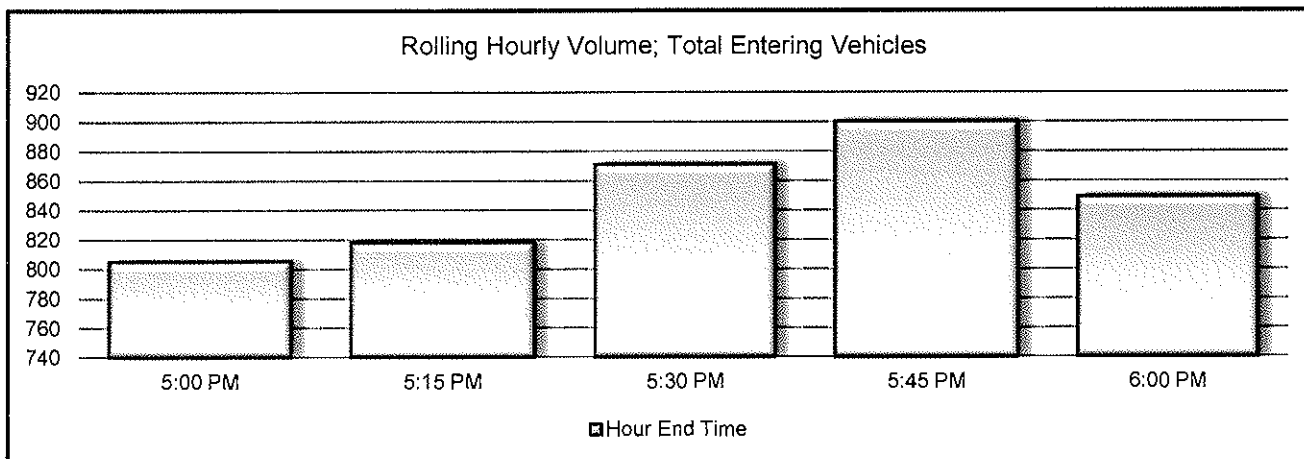
Location: S College Avenue/SW 4th Street	City/Town: College Place	
Checker: GAN	Weather: Sunny	Job: Avenue Traffic Asse
Date: 5/8/19	Thur	Start Time: 4:00 PM
# of minutes counted per interval: 14.0 minutes		Pk Hr: 4:45 PM 5:45 PM

END TIME	From the NORTH (SOUTHBOUND)						N Leg Peds	From the EAST (WESTBOUND)						E Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:15 PM	2	47	3	52	1	0	0	3	11	23	37	2	1	3
4:30 PM	6	28	1	35	1	0	1	6	6	14	26	3	0	0
4:45 PM	3	47	1	51	3	0	1	4	9	13	26	1	0	0
5:00 PM	2	60	7	69	7	0	1	2	13	12	27	0	0	1
5:15 PM	2	44	2	48	3	0	1	4	12	15	31	2	0	3
5:30 PM	4	50	3	57	2	0	0	2	10	18	30	1	0	1
5:45 PM	6	56	1	63	2	1	1	4	16	12	32	0	0	1
6:00 PM	3	40	3	46	0	0	4	0	14	16	30	0	0	2
PK HR	14	210	13	237	14	1	3	12	51	57	120	3	0	6
Adj HR	15	225	14	254	15	1	3	13	55	61	129	3	0	6

END TIME	From the SOUTH (NORTHBOUND)						S Leg Peds	From the WEST (EASTBOUND)						W Leg Peds
	RT	TH	LT	TOTAL	HV	Bikes		RT	TH	LT	TOTAL	HV	Bikes	
4:15 PM	15	51	11	77	4	0	0	17	13	7	37	2	0	2
4:30 PM	9	46	10	65	2	3	2	11	7	5	23	3	0	0
4:45 PM	13	35	9	57	6	0	4	14	12	11	37	0	0	0
5:00 PM	13	59	19	91	5	0	2	12	20	9	41	0	0	0
5:15 PM	14	57	21	92	6	0	3	20	16	9	45	1	0	3
5:30 PM	14	46	13	73	2	2	4	10	21	8	39	1	0	1
5:45 PM	10	42	14	66	6	1	1	16	15	6	37	1	0	2
6:00 PM	13	37	17	67	1	0	0	16	18	3	37	0	0	4
PK HR	51	204	67	322	19	3	10	58	72	32	162	3	1	6
Adj HR	55	219	72	346	20	3	11	62	77	34	173	3	1	6

END TIME	15 Min Totals (adj)							
	Veh	HV	Peds	Bikes				
16:15	218	10	1	5				
16:30	160	10	3	3				
16:45	183	11	0	5				
17:00	244	13	0	4				
17:15	231	13	0	11				
17:30	213	6	2	6				
17:45	212	10	2	5				
18:00	193	1	0	11				

Time	Rolling	
Start - End	Hr Vol	Pk Hr?
4:00 PM 5:00 PM	805	no
4:15 PM 5:15 PM	818	no
4:30 PM 5:30 PM	871	no
4:45 PM 5:45 PM	900	YES
5:00 PM 6:00 PM	849	no



INTERSECTION: S College Avenue/SW 4th Street
 PEAK HOUR: 4:45 PM 5:45 PM
 DATE: 8-May-19

DIRECTIONAL LEG VOLUMES -- PEAK HOUR

		N	
		254	266
W	142		129
	173		146
		348	346
		S	

APPROACH VOLUME TURN MOVEMENTS -- PEAK HOUR

		254			
		15	225	14	
		RIGHT	THRU	LEFT	
		NORTH			
173	34	LEFT			RIGHT
	77	THRU	WEST	EAST	THRU
	62	RIGHT			LEFT
		SOUTH			
		LEFT	THRU	RIGHT	
		72	219	55	
		346			
				13	
				55	129
				61	

Pedestrians (Peak Hour)	
Crossing Leg	# of
North	3
South	11
East	6
West	6
Total	26

Bikes (Peak Hour)	
Approach	# of
From North:	1
From South:	3
From East:	0
From West:	1
Total	5

ADJUSTMENT FACTORS DERIVED FROM COUNT

Peak Hour Factors:	From North:	0.86	SB
	From South:	0.88	NB
	From East:	0.94	WB
	From West:	0.90	EB
	Total	0.92	All

Heavy Vehicles:	From North:	15	5.9%	SB
	From South:	20	5.8%	NB
	From East:	3	2.3%	WB
	From West:	3	1.7%	EB

Intersection Capacity Analysis Summary Page

Analysis Time: Fri Mar 13 08:40:41 21
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whilman	AWSC	0.44	20.22	C	22.80	C
2031	N College & SE 3rd St.	TWSC	0.00	1.31	A	12.75	B
2032	S College Ave & SW 4th St	AWSC	0.45	245.93	F	550.76	F
2033	S College Ave & SE 6th St	TWSC	0.00	1.21	A	18.25	C
2034	S College Ave & SE 8th St	TWSC	0.00	1.15	A	19.82	C
2035	S College Ave & SE 10th St	TWSC	0.00	1.32	A	27.94	D
2036	S College Ave & SE 12th St	AWSC	0.80	59.51	F	100.80	F
2037	S College and 13th 13th St	TWSC	0.00	0.29	A	18.12	C
2038	S College Ave & Lamperti	AWSC	0.69	52.93	F	87.74	F
2039	SE 3rd & Ash Ave	TWSC	0.00	9.51	A	11.27	B

Node 2030: College & Whitman

Control Type
Method
Average Delay
Average LOS

AWSC
HCM 6th Edition
20.22
C

Volume and Adjustments

Approach	N			E			S			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	23.00	156.00	62.00	37.00	72.00	34.00	29.00	134.00	35.00	82.00	108.00	32.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
Flow Rate	35.38	240.00	95.38	56.92	110.77	52.31	44.62	206.15	53.85	126.15	166.15	49.23
Geometry Group	1			1			1			1		

Saturation Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	370.77	220.00	304.62	341.54				
Left Turn Flow Rate	35.38	56.92	44.62	126.15				
Right Turn Flow Rate	95.38	52.31	53.85	49.23				
PLT, Proportion LT	0.10	0.26	0.15	0.37				
PRT, Proportion RT	0.26	0.24	0.18	0.14				
PHV, Proportion HV	0.00	0.00	0.00	0.00				
hLT,adj, Headway adjustment for left turns	0.20	0.20	0.20	0.20				
hRT,adj, Headway adjustment for right turns	-0.60	-0.60	-0.60	-0.60				
hHV,adj, Headway adjustment for heavy vehicles	1.70	1.70	1.70	1.70				
hadj, Headway adjustment	-0.14	-0.09	-0.08	-0.01				

Departure Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	370.77	220.00	304.62	341.54				
hd initial	3.20	3.20	3.20	3.20				
x initial	0.33	0.20	0.27	0.30				
hd, iteration 1	4.99	5.27	5.12	5.22				
Difference, iteration 1	1.79	2.07	1.92	2.02				
hd, iteration 2	5.83	6.22	6.00	6.05				
Difference, iteration 2	0.83	0.95	0.88	0.83				
hd, iteration 3	6.21	6.68	6.41	6.45				
Difference, iteration 3	0.39	0.46	0.41	0.40				
hd, iteration 4	6.40	6.91	6.61	6.64				
Difference, iteration 4	0.19	0.22	0.20	0.19				
hd, iteration 5	6.50	7.02	6.71	6.74				
Difference, iteration 5	0.09	0.11	0.10	0.10				
hd, iteration 6	6.55	7.08	6.77	6.79				
Difference, iteration 6	0.05	0.06	0.05	0.05				
Convergence	Y	Y	Y	Y				
hd final, Departure Headway	6.55	7.08	6.77	6.79				
x final, Degree of Utilization	0.57	0.43	0.57	0.64				

Capacity and Level of Service

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	370.77	220.00	304.62	341.54				
hd, Departure Headway	6.55	7.08	6.77	6.79				
x, Degree of Utilization	0.67	0.43	0.57	0.64				
m, Move Up Time	2.00	2.00	2.00	2.00				
ts, Service Time	4.55	5.08	4.77	4.79				
Capacity	549.64	508.11	531.89	530.32				
Delay	22.80	15.44	18.72	21.84				
LOS	C	C	C	C				
Q95, 95% Queue Length	5.83	2.25	3.88	5.15				
Approach Delay	22.80	15.44	18.72	21.84				
Approach LOS	C	C	C	C				
Intersection Delay	20.22							
Intersection LOS	C							

Node 2031: N Collage & SE 3rd St

Control Type TWSC
 Method HCM 6th Edition
 dl, Average Delay 1.31
 Worst Case Delay 12.75
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	136.00	5.00	5.00	5.00	5.00	6.00	139.00	12.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	209.23	7.69	7.69	7.69	7.69	9.23	213.85	18.46	7.69	7.69	7.69

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	7.69	9.23			7.69	7.69	7.69
Conflicting Volume (Veh)	232.31			477.69	473.85	223.08	216.92			477.69	479.23	213.08
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	232.31			477.69	473.85	223.08	216.92			477.69	479.23	213.08
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
opx, Potential Capacity	1347.23			501.22	492.04	821.46	1364.76			501.22	488.61	832.03
Capacity	1347.23			485.23	485.04	821.46	1364.76			485.21	481.66	832.03

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
lf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	209.23	7.69	7.69	7.69	7.69	9.23	213.85	18.46	7.69	7.69	7.69
cmx, Capacity	1347.23			485.23	485.04	821.46	1364.76			485.21	481.66	832.03
V / C	0.01			0.02	0.02	0.01	0.01			0.02	0.02	0.01
d, Delay	7.69			12.69	12.70	9.66	7.68			12.69	12.75	9.60
LOS	A			B	B	A	A			B	B	A
dA, Approach Delay		0.26			11.68			0.29			11.68	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.05						0.06				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)	W
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	224.62	23.08	241.54	23.08	
Flared Storage Size					
cmx, Capacity	1347.23	561.80	1364.76	561.90	
V / C	0.17	0.04	0.18	0.04	
Q95, 95% Queue Length	0.02	0.13	0.02	0.13	
d, Delay	7.69	11.68	7.66	11.68	
LOS		B		B	
dA, Approach Delay	0.26	11.68	0.29	11.68	
Approach LOS		B		B	

Node 2032: S College Ave & SW 4th St

Control Type AWSC
 Method HCM 6th Edition
 Average Delay 245.93
 Average LOS F

Volume and Adjustments

Approach	N			E			S			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	18.00	146.00	14.00	104.00	100.00	16.00	110.00	191.00	119.00	25.00	82.00	78.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
Flow Rate	27.69	224.62	21.54	160.00	153.85	24.62	169.23	293.85	183.08	38.46	126.15	116.92
Geometry Group	1			1			1			1		

Saturation Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	273.85	338.46	646.15	281.54				
Left Turn Flow Rate	27.69	160.00	169.23	38.46				
Right Turn Flow Rate	21.54	24.62	183.08	116.92				
PLT, Proportion LT	0.10	0.47	0.26	0.14				
PRT, Proportion RT	0.08	0.07	0.28	0.42				
PHV, Proportion HV	0.00	0.00	0.00	0.00				
hLT,adj, Headway adjustment for left turns	0.20	0.20	0.20	0.20				
hRT,adj, Headway adjustment for right turns	-0.60	-0.60	-0.60	-0.60				
hHV,adj, Headway adjustment for heavy vehicles	1.70	1.70	1.70	1.70				
hadj, Headway adjustment	-0.03	0.05	-0.12	-0.22				

Departure Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	273.85	338.46	646.15	281.54				
hd initial	3.20	3.20	3.20	3.20				
x initial	0.24	0.30	0.57	0.25				
hd, iteration 1	5.55	5.78	5.08	5.57				
Difference, iteration 1	2.35	2.58	1.88	2.37				
hd, iteration 2	6.98	7.07	6.15	6.98				
Difference, iteration 2	1.43	1.29	1.07	1.41				
hd, iteration 3	7.57	7.53	6.80	7.49				
Difference, iteration 3	0.59	0.46	0.65	0.51				
hd, iteration 4	7.78	7.70	7.06	7.67				
Difference, iteration 4	0.21	0.17	0.25	0.18				
hd, iteration 5	7.85	7.76	7.15	7.74				
Difference, iteration 5	0.08	0.06	0.09	0.07				
Convergence	Y	Y	Y	Y				
hd final, Departure Headway	7.85	7.76	7.15	7.74				
x final, Degree of Utilization	0.60	0.73	1.28	0.61				

Capacity and Level of Service

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	273.85	338.46	646.15	281.54				
hd, Departure Headway	7.85	7.76	7.15	7.74				
x, Degree of Utilization	0.60	0.73	1.28	0.61				
m, Move Up Time	2.00	2.00	2.00	2.00				
ts, Service Time	5.85	5.76	5.16	5.74				
Capacity	457.84	463.40	646.15	485.20				
Delay	22.32	30.85	550.76	22.41				
LOS	C	D	F	C				
Q95, 95% Queue Length	4.25	7.25	83.01	4.39				
Approach Delay	22.32	30.85	550.76	22.41				
Approach LOS	C	D	F	C				
Intersection Delay	245.93							
Intersection LOS	F							

Node 2033: S College Ave & SE 6th St

Control Type TWSC
 Method HCM 6th Edition
 dl, Average Delay 1.21
 Worst Case Delay 18.25
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	227.00	7.00	5.00	5.00	7.00	10.00	253.00	6.00	6.00	5.00	8.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	349.23	10.77	7.69	7.69	10.77	15.38	389.23	9.23	9.23	7.69	12.31

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	10.77	15.38			9.23	7.69	12.31
Conflicting Volume (Veh)	398.46			804.62	800.00	393.85	360.00			803.85	799.23	354.82
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	398.46			804.62	800.00	393.85	360.00			803.85	799.23	354.82
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpv, Potential Capacity	1171.11			303.33	320.44	659.55	1209.81			303.69	320.77	693.79
Capacity	1171.11			286.92	312.61	659.55	1209.81			287.67	312.93	693.79

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	349.23	10.77	7.69	7.69	10.77	15.38	389.23	9.23	9.23	7.69	12.31
cmv, Capacity	1171.11			286.92	312.61	659.55	1209.81			287.67	312.93	693.79
V / C	0.01			0.03	0.02	0.02	0.01			0.03	0.02	0.02
d, Delay	8.09			18.22	17.19	11.14	8.01			18.25	17.24	10.93
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.17			15.00			0.30			14.90	
Approach LOS					C						B	
dRank1, Rank 1 Delay		0.07						0.13				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	367.69	26.15	413.85	29.23				
Planned Storage Size								
cmv, Capacity	1171.11	388.06	1209.81	392.64				
V / C	0.31	0.07	0.34	0.07				
Q95, 95% Queue Length	0.02	0.22	0.04	0.24				
d, Delay	8.09	15.00	8.01	14.90				
LOS		C		B				
dA, Approach Delay	0.17	15.00	0.30	14.90				
Approach LOS		C		B				

Node 2034: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.15
 Worst Case Delay 19.82
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	240.00	5.00	5.00	5.00	8.00	11.00	282.00	6.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	369.23	7.69	7.69	7.69	13.85	16.92	433.85	9.23	7.69	7.69	7.69

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	13.85	16.92			7.69	7.69	7.69
Conflicting Volume (Veh)	443.08			868.46	864.62	438.46	376.92			871.54	865.38	373.08
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	443.08			868.46	864.62	438.46	376.92			871.54	865.38	373.08
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
opx, Potential Capacity	1127.71			274.72	293.97	622.58	1192.63			273.41	293.66	677.47
Capacity	1127.71			260.50	285.93	622.58	1192.63			256.41	285.64	677.47

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	369.23	7.69	7.69	7.69	13.85	16.92	433.85	9.23	7.69	7.69	7.69
cmx, Capacity	1127.71			260.50	285.93	622.58	1192.63			256.41	285.64	677.47
V / C	0.01			0.03	0.03	0.02	0.01			0.03	0.03	0.01
d, Delay	8.21			19.65	18.42	11.61	8.06			19.82	18.38	11.09
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.16			15.52			0.30			16.43	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.07						0.15				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	384.62	29.23	460.00		23.08			
Flared Storage Size								
cmx, Capacity	1127.71	371.55	1192.63		337.95			
V / C	0.34	0.08	0.39		0.07			
Q95, 95% Queue Length	0.02	0.26	0.04		0.22			
d, Delay	8.21	15.52	8.06		16.43			
LOS		C			C			
dA, Approach Delay	0.16	15.52	0.30		16.43			
Approach LOS		C			C			

Node 2035: S College Ave & SE 10th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.32
 Worst Case Delay 27.94
 Worst Case LOS D

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	314.00	5.00	5.00	5.00	5.00	8.00	379.00	5.00	9.00	5.00	15.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	483.08	7.69	7.69	7.69	7.69	9.23	583.08	7.69	13.85	7.69	23.08

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	7.69	9.23			13.85	7.69	23.08
Conflicting Volume (Veh)	590.77			1123.08	1111.54	586.92	490.77			1115.38	1111.54	486.92
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	590.77			1123.08	1111.54	586.92	490.77			1115.38	1111.54	486.92
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	994.76			184.51	210.65	513.34	1083.02			186.76	210.65	584.68
Capacity	994.76			169.14	205.76	513.34	1083.02			175.56	205.76	584.68

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,lt, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
lf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	483.08	7.69	7.69	7.69	7.69	9.23	583.08	7.69	13.85	7.69	23.08
cmx, Capacity	994.76			169.14	205.76	513.34	1083.02			175.56	205.76	584.68
V / C	0.01			0.05	0.04	0.01	0.01			0.08	0.04	0.04
d, Delay	8.65			27.94	24.15	13.67	8.35			27.82	24.81	13.47
LOS	A			D	C	B	A			D	C	B
dA, Approach Delay		0.13			21.92			0.13			19.88	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.09						0.11				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	498.46	23.08	600.00		44.62			
Flared Storage Size								
cmx, Capacity	994.76	235.84	1083.02		286.51			
V / C	0.50	0.10	0.55		0.16			
Q95, 95% Queue Length	0.02	0.32	0.03		0.55			
d, Delay	8.65	21.92	8.35		19.88			
LOS		C			C			
dA, Approach Delay	0.13	21.92	0.13		19.88			
Approach LOS		C			C			

Node 2036: S College Ave & SE 12th St

Control Type AWS
 Method HCM 6th Edition
 Average Delay 59.51
 Average LOS F

Volume and Adjustments

Approach	N			E			S			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	47.00	259.00	6.00	59.00	10.00	59.00	16.00	323.00	58.00	9.00	31.00	20.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
Flow Rate	72.31	398.46	9.23	90.77	15.38	90.77	24.62	495.92	89.23	13.85	47.89	30.77
Geometry Group	1			1			1			1		

Saturation Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	480.00	196.92	610.77	92.31				
Left Turn Flow Rate	72.31	90.77	24.62	13.85				
Right Turn Flow Rate	9.23	90.77	89.23	30.77				
PLT, Proportion LT	0.15	0.46	0.04	0.15				
PRT, Proportion RT	0.02	0.46	0.15	0.33				
PHV, Proportion HV	0.00	0.00	0.00	0.00				
hLT,adj, Headway adjustment for left turns	0.20	0.20	0.20	0.20				
hRT,adj, Headway adjustment for right turns	-0.60	-0.60	-0.60	-0.60				
hHV,adj, Headway adjustment for heavy vehicles	1.70	1.70	1.70	1.70				
hadj, Headway adjustment	0.02	-0.18	-0.08	-0.17				

Departure Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	480.00	196.92	610.77	92.31				
hd initial	3.20	3.20	3.20	3.20				
x initial	0.43	0.18	0.54	0.09				
hd, iteration 1	4.93	5.56	4.72	5.71				
Difference, iteration 1	1.73	2.36	1.52	2.51				
hd, iteration 2	5.62	6.48	5.37	6.81				
Difference, iteration 2	0.70	0.92	0.65	1.10				
hd, iteration 3	5.93	6.87	5.65	7.29				
Difference, iteration 3	0.31	0.39	0.28	0.48				
hd, iteration 4	6.06	7.04	5.77	7.50				
Difference, iteration 4	0.14	0.17	0.12	0.21				
hd, iteration 5	6.12	7.12	5.83	7.59				
Difference, iteration 5	0.06	0.08	0.06	0.09				
Convergence	Y	Y	Y	Y				
hd final, Departure Headway	6.12	7.12	5.83	7.59				
x final, Degree of Utilization	0.82	0.39	0.99	0.19				

Capacity and Level of Service

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	480.00	196.92	610.77	92.31				
hd, Departure Headway	6.12	7.12	5.83	7.59				
x, Degree of Utilization	0.82	0.39	0.99	0.19				
m, Move Up Time	2.00	2.00	2.00	2.00				
ts, Service Time	4.12	5.12	3.83	5.59				
Capacity	587.81	505.59	617.33	474.07				
Delay	34.45	14.63	100.80	12.43				
LOS	D	B	F	B				
Q95, 95% Queue Length	11.08	1.89	28.54	0.72				
Approach Delay	34.45	14.63	100.80	12.43				
Approach LOS	D	B	F	B				
Intersection Delay	59.51							
Intersection LOS	F							

Node 2037: S College and 13th 13th St

Control Type	TWSC
Method	HCM 6th Edition
dI, Average Delay	0.29
Worst Case Delay	18.12
Worst Case LOS	C

Volume and Adjustments

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Base Volume	258.00	5.00	5.00	357.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	396.92	7.69	7.69	549.23	7.69	7.69

Pedestrians

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Flow (Ped/hr)			0.00		0.00	0.00
w, Lane Width (ft)			12.00		12.00	12.00
Sp, Walking Speed (ft/s)			3.50		3.50	3.50
fpb, Percent Blockage			0.00		0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Rank	1	1	2	1	3	2
vx, Volume			7.69		7.69	7.69
Conflicting Volume (Veh)			404.62		965.38	400.77
Conflicting Volume (Ped)			0.00		0.00	0.00
Conflicting Volume			404.62		965.38	400.77
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median Refuge Area						
cpx, Potential Capacity			1165.03		285.01	653.68
Capacity			1165.03		282.30	653.68

Critical Headway and Follow Up Headway

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
tc,base, Base Critical Headway			4.10		7.10	6.20
tc,base,I, Base Critical Headway (Stage I)						
tc,base,II, Base Critical Headway (Stage II)						
tc,HV, Heavy Vehicles Adjustment Factor			1.00		1.00	1.00
Phv, % Heavy Vehicles			0.00		0.00	0.00
tc,G, Grade Adjustment Factor			0.00		0.20	0.10
G, % Grade		0.00	0.00		0.00	
T3,II, Geometry Adjustment Factor			0.00		0.70	0.00
tc, Critical Headway			4.10		6.40	6.20
tc,I, Critical Headway (Stage I)						
tc,II, Critical Headway (Stage II)						
tf,base, Base Follow-Up Headway			2.20		3.50	3.30
tf,hv, Heavy Vehicles Adjustment Factor			0.90		0.90	0.90
tf, Follow-Up Headway			2.20		3.50	3.30

Delay and Level of Service by Movement

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Volume	396.92	7.69	7.69	549.23	7.69	7.69
cmx, Capacity			1165.03		282.30	653.68
V / C			0.01		0.03	0.01
d, Delay			8.11		18.12	10.88
LOS			A		C	B
dA, Approach Delay		0.00		0.11		14.50
Approach LOS						B
dRank1, Rank 1 Delay		0.00		0.08		

Delay and Level of Service by Lane

Approach	N (Major)		S (Major)		W	
	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	T, R1	L1, T	L1, R1			
vx, Volume	404.62	556.92	15.38			
Flared Storage Size						
cmx, Capacity		1165.03	394.32			
V / C		0.48	0.04			
Q95, 95% Queue Length		0.02	0.12			
d, Delay		8.11	14.50			
LOS			B			
dA, Approach Delay		0.00	0.11			
Approach LOS			B			

Node 2038: S College Ave & Lampert

Control Type AWSC
 Method HCM 6th Edition
 Average Delay 52.93
 Average LOS F

Volume and Adjustments

Approach	N			E			S			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	80.00	242.00	15.00	51.00	16.00	85.00	10.00	247.00	43.00	42.00	39.00	34.00
PHF, Peak-hour factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
Flow Rate	123.08	372.31	23.08	78.46	24.62	130.77	15.38	380.00	66.15	64.62	60.00	52.31
Geometry Group	1			1			1			1		

Saturation Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	518.46	233.85	461.54	176.92				
Left Turn Flow Rate	123.08	78.46	15.38	64.62				
Right Turn Flow Rate	23.08	130.77	66.15	52.31				
PLT, Proportion LT	0.24	0.34	0.03	0.37				
PRT, Proportion RT	0.04	0.56	0.14	0.30				
PHV, Proportion HV	0.00	0.00	0.00	0.00				
hLT, adj. Headway adjustment for left turns	0.20	0.20	0.20	0.20				
hRT, adj. Headway adjustment for right turns	-0.60	-0.60	-0.60	-0.60				
hHV, adj. Headway adjustment for heavy vehicles	1.70	1.70	1.70	1.70				
hadj, Headway adjustment	0.02	-0.27	-0.08	-0.10				

Departure Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	518.46	233.85	461.54	176.92				
hd initial	3.20	3.20	3.20	3.20				
x initial	0.46	0.21	0.41	0.16				
hd, iteration 1	5.03	5.41	4.98	5.65				
Difference, iteration 1	1.83	2.21	1.78	2.45				
hd, iteration 2	5.85	6.48	5.85	6.79				
Difference, iteration 2	0.82	1.07	0.87	1.14				
hd, iteration 3	6.27	7.01	6.29	7.37				
Difference, iteration 3	0.42	0.53	0.44	0.58				
hd, iteration 4	6.49	7.29	6.52	7.67				
Difference, iteration 4	0.22	0.28	0.23	0.30				
hd, iteration 5	6.61	7.44	6.64	7.84				
Difference, iteration 5	0.12	0.15	0.12	0.16				
hd, iteration 6	6.67	7.52	6.71	7.93				
Difference, iteration 6	0.06	0.08	0.07	0.09				
Convergence	Y	Y	Y	Y				
hd final, Departure Headway	6.67	7.52	6.71	7.93				
x final, Degree of Utilization	0.96	0.49	0.86	0.39				

Capacity and Level of Service

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	518.46	233.85	461.54	176.92				
hd, Departure Headway	6.67	7.52	6.71	7.93				
x, Degree of Utilization	0.96	0.49	0.86	0.39				
m, Move Up Time	2.00	2.00	2.00	2.00				
ts, Service Time	4.67	5.52	4.71	5.93				
Capacity	538.71	478.43	536.36	453.71				
Delay	87.74	17.64	45.89	15.96				
LOS	F	C	E	C				
Q95, 95% Queue Length	23.14	2.80	13.57	1.89				
Approach Delay	87.74	17.64	45.89	15.96				
Approach LOS	F	C	E	C				
Intersection Delay	52.93							
Intersection LOS	F							

Node 2039: SE 3rd & Ash Ave

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 9.51
 Worst Case Delay 11.27
 Worst Case LOS B

Volume and Adjustments

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	85.00	5.00	5.00	5.00	6.00	5.00	118.00	5.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	130.77	7.69	7.69	7.69	9.23	7.69	181.54	7.69	7.69	7.69	7.69

Pedestrians

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
w, Lane Width (ft)	12.00	12.00	12.00	12.00			12.00	12.00	12.00	12.00		
Sp, Walking Speed (ft/s)	3.50	3.50	3.50	3.50			3.50	3.50	3.50	3.50		
fpb, Percent Blockage	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		

Capacity of Movements below Rank 1

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	4	3	2	2	1	1	4	3	2	2	1	1
vx, Volume	7.69	130.77	7.69	7.69			7.69	181.54	7.69	7.69		
Conflicting Volume (Veh)	149.23	58.46	12.31	15.38			123.85	59.23	11.54	16.92		
Conflicting Volume (Ped)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
Conflicting Volume	149.23	58.46	12.31	15.38			123.85	59.23	11.54	16.92		
Two-Stage Gap Acceptance	No	No					No	No				
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	823.26	836.43	1074.07	1615.51			855.15	835.62	1075.11	1613.44		
Capacity	674.51	828.40	1074.07	1615.51			740.82	827.60	1075.11	1613.44		

Critical Headway and Follow Up Headway

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,hv, Heavy Vehicles Adjustment Factor	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00		
Phv, % Heavy Vehicles	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc,G, Grade Adjustment Factor	0.20	0.20	0.10	0.00			0.20	0.20	0.10	0.00		
G, % Grade		0.00			0.00			0.00			0.00	
T3,It, Geometry Adjustment Factor	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
If,base, Base Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		
If,hv, Heavy Vehicles Adjustment Factor	0.90	0.90	0.90	0.90			0.90	0.90	0.90	0.90		
If, Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		

Delay and Level of Service by Movement

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	130.77	7.69	7.69	7.69	9.23	7.69	181.54	7.69	7.69	7.69	7.69
cmx, Capacity	674.51	828.40	1074.07	1615.51			740.82	827.60	1075.11	1613.44		
V / C	0.01	0.16	0.01	0.00			0.01	0.22	0.01	0.00		
d, Delay	11.27	10.28	9.28	7.24			11.20	10.69	9.69	7.24		
LOS	B	B	A	A			B	B	A	A		
dA, Approach Delay		10.28			2.26			10.67			2.41	
Approach LOS		B						B				
dRank1, Rank 1 Delay					0.03						0.03	

Delay and Level of Service by Lane

Approach	N		E (Major)		S		W (Major)	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	146.15	24.62	196.92	23.08				
Flared Storage Size								
cmx, Capacity	828.42	1615.51	831.27	1613.44				
V / C	0.18	0.02	0.24	0.01				
Q95, 95% Queue Length	0.64	0.01	0.93	0.01				
d, Delay	10.28	7.24	10.67	7.24				
LOS	B		B					
dA, Approach Delay	10.28	2.26	10.67	2.41				
Approach LOS	B		B					

Intersection Capacity Analysis Summary Page

Analysis Time: Thu Mar 12 20:05:23 :
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whitman	Signalized	0.49	13.26	B	14.92	B
2031	N College & SE 3rd St.	TWSC	0.00	1.36	A	12.62	B
2032	S College Ave & SW 4th St	Signalized	0.26	17.89	B	25.13	C
2033	S College Ave & SE 6th St	TWSC	0.00	1.47	A	17.30	C
2034	S College Ave & SE 8th St	TWSC	0.00	1.38	A	18.87	C
2035	S College Ave & SE 10th St	TWSC	0.00	1.31	A	26.88	D
2036	S College Ave & SE 12th St	Signalized	0.52	9.30	A	24.97	C
2037	S College and 13th 13th St	TWSC	0.00	0.30	A	17.01	C
2038	S College Ave & Lamperti	Signalized	0.52	12.08	B	21.30	C
2039	SE 3rd & Ash Ave	TWSC	0.00	9.54	A	11.49	B

1. **Principles of the Theory of the Firm**

Node 2031: N College & SE 3rd St.

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.36
 Worst Case Delay 12.62
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	136.00	5.00	6.00	5.00	5.00	6.00	131.00	12.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	209.23	7.69	9.23	7.69	7.69	9.23	201.54	18.46	7.69	7.69	7.69

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			9.23	7.69	7.69	9.23			7.69	7.69	7.69
Conflicting Volume (Veh)	220.00			465.38	461.54	210.77	218.92			465.38	466.92	213.08
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	220.00			465.38	461.54	210.77	218.92			465.38	466.92	213.08
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1361.23			510.71	499.98	834.49	1364.76			510.71	496.48	832.03
Capacity	1361.23			494.55	492.91	834.49	1364.76			494.61	489.48	832.03

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,lt, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	209.23	7.69	9.23	7.69	7.69	9.23	201.54	18.46	7.69	7.69	7.69
cmx, Capacity	1361.23			494.55	492.91	834.49	1364.76			494.61	489.48	832.03
V / C	0.01			0.02	0.02	0.01	0.01			0.02	0.02	0.01
d, Delay	7.66			12.57	12.59	6.60	7.66			12.55	12.62	9.59
LOS	A			B	B	A	A			B	B	A
dA, Approach Delay		0.26			11.65			0.31			11.59	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.05						0.06				

Delay and Level of Service by Lane

Approach	N (Major)	E	S (Major)	W
Lane	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	224.62	24.62	229.23	23.08
Flared Storage Size				
cmx, Capacity	1361.23	566.02	1364.76	569.62
V / C	0.17	0.04	0.17	0.04
Q95, 95% Queue Length	0.02	0.14	0.02	0.13
d, Delay	7.66	11.65	7.66	11.59
LOS		B		B
dA, Approach Delay	0.26	11.65	0.31	11.59
Approach LOS		B		B

Approx.	H	E	S	W
Line Group	C	C	C	C
10	8922	8931	8909	8925
Line	178	174	176	178
Complexity	Perm	Perm	Perm	Perm
V. Value	280	305	337	269
Pt. T. Position Left Turn	0.06	0.39	0.25	0.13
WAT, Approach Right Turn	0.07	0.08	0.30	0.32

Appendix: Correl. Data; and Level of Service Dimension				
	N	E	S	W
Appraisal	8922	8913	8920	8913
Level of Service				
COTDS Type	Param	Param	Param	Param
V. Volume	280	302.03	636.92	299.13
a. Sat. Capacity	1418	1706	1373	1869
c. Capacity	894	448	817	123
g. Green/Cycle	356	0.18	0.06	0.31
k. Volume/Capacity	331	0.04	0.76	0.52
l. v/capacity Daily	724	18.55	19.46	17.38
n. Delay/Caravan	0.56	0.92	0.58	0.58
o. Interarterial Delay	0.92	0.64	0.74	3.06
p. Intersection Delay	0.90	0.90	0.90	0.90
m. Throughput	1.00	1.00	1.00	1.00
n. Intersection/Along the Green	0.56	0.31	0.66	0.31
pp. Intersection Factor	1.00	1.00	1.00	1.00
d. Delay	8.16	25.13	17.49	21.03
LOS	A	C	B	C
da. Approach Delay	6.418	25.13	17.49	21.03
Approach LOS	A	C	B	C
da. Intersection Delay				
Intersection LOS				

Sigant Timing Information	H	E	A	W
Approach	8970	8921	8900	8923
Landing Time	P/min	P/min	P/min	P/min
Circuit Type	P	P	P	P
Signal Type	40.00	50.00	60.00	40.00
G Cycle Length	0	0	0	0
CO Minimum Maximum Timing	4.00	4.00	4.00	4.00
A. Totalless Time per Cycle	2.00	2.00	2.00	2.00
B. StandUp Time	2.00	2.00	2.00	2.00
HP Minimum Start Up Lock Time	2.00	2.00	2.00	2.00
D. Clear Less Time	2.00	2.00	2.00	2.00
Green Time Start	3	3	3	3
Green Time End	33.3	33	33	32
G. All Green Time	33.3	33.7	33.3	33.7
g. Green Green Time	33.3	33.7	33.3	33.7
g2. Green Green	0.56	0.31	0.56	0.31
V30 Volume / Saturation Flow Rate	0.19	0.24	0.44	0.18
Cycle Loss in Seconds				

LES Turn Adjustment Factors for Periodic Pricing					
Adjustment	H	E	S	W	
Line Timing	0.872	0.911	0.970	0.913	
Convert Type	Perm	Perm	Perm	Perm	
Busway (a single) or bus(M)	S	S	S	S	
Equivalent by Convert (S) to bus(M)	S	S	S	S	
C. Cycle Length	00.00	00.00	00.00	00.00	
QV: Acc'd/GT	33.33	33.33	33.33	33.33	
QV: E: perm. GT	33.33	33.33	33.33	33.33	
QV: E: Opposing E: GT	33.33	33.33	33.33	33.33	
N: Number Lanes in Opposing	1	1	1	1	
N: Number Left Lanes	1	1	1	1	
V: Acc LT Time Ratio	26.15	19.52	100.00	32.85	
P: Proportional to Left Lane Oppos	0.95	0.75	0.95	0.75	
P: Proportional to Left Lane Oppos	0.25	0.13	0.09	0.33	
LT Time per Cycle	0.44	1.05	2.87	0.56	
V: Opposing Time	604.02	259.23	202.00	503.68	
V: Acc'd Opposing Time	10.82	4.49	0.87	5.05	
F: Opposing Time Unsat	1.00	1.00	1.00	1.00	
R: Opposing Ratio Minus 0	0.00	1.00	1.00	1.00	
Opposing Queue Offset	13.62	3.65	4.76	8.76	
Opposing Queue Offset	0.44	0.61	0.44	0.61	
Opposing Queue Clearing Time	24.15	11.21	7.96	15.34	
Opposing Queue Clearing Time	8.65	3.45	25.44	3.45	
P	0.09	0.39	0.75	0.13	
delta caused by PL = 1.0					
PL	1.48	1.50	1.53	1.44	
E: 2	2.02	2.01	1.06	1.90	
QV	8.93	9.15	3.10	7.07	
QV	0.96	0.81	0.92	0.99	
T: L: Turn Adjustment	0.96	0.81	0.92	0.99	

[illegible]Alliance Life Group Properties

ICAMSS/MOQ 2010, 8th Edition, 1-40, Tuesday 10/13/10 13:20:36, North 2032

Node 2033: S College Ave & SE 6th St

Control Type TWSC
 Method HCM 6th Edition
 dl, Average Delay 1.47
 Worst Case Delay 17.3
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	198.00	5.00	5.00	5.00	7.00	10.00	240.00	6.00	13.00	5.00	7.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	304.82	7.69	7.69	7.69	10.77	15.38	369.23	9.23	20.00	7.69	10.77

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	10.77	15.38			20.00	7.69	10.77
Conflicting Volume (Veh)	378.46			737.69	732.31	373.85	312.31			737.69	733.08	308.46
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	378.46			737.69	732.31	373.85	312.31			737.69	733.08	308.46
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1191.08			336.40	350.57	676.80	1259.48			336.40	350.22	736.25
Capacity	1191.08			320.04	342.45	676.80	1259.48			319.63	342.10	736.25

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,lt, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
lf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	304.82	7.69	7.69	7.69	10.77	15.38	369.23	9.23	20.00	7.69	10.77
cmx, Capacity	1191.08			320.04	342.45	676.80	1259.48			319.63	342.10	736.25
V/C	0.01			0.02	0.02	0.02	0.01			0.06	0.02	0.01
d, Delay	8.04			16.82	16.08	10.89	7.89			17.30	16.56	10.92
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.19			14.16			0.31			15.36	
Approach LOS					B						C	
dRank1, Rank 1 Delay		0.06						0.12				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	320.00	26.15	393.85	38.46				
Flared Storage Size								
cmx, Capacity	1191.08	419.07	1259.48	385.83				
V/C	0.27	0.06	0.31	0.10				
Q95, 95% Queue Length	0.02	0.20	0.04	0.33				
d, Delay	8.04	14.16	7.89	15.36				
LOS		B	C	C				
dA, Approach Delay	0.19	14.16	0.31	15.36				
Approach LOS		B	C	C				

Node 2034: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.38
 Worst Case Delay 18.87
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	214.00	5.00	8.00	5.00	8.00	16.00	267.00	8.00	6.00	5.00	9.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	329.23	7.69	9.23	7.69	12.31	24.62	410.77	9.23	9.23	7.69	13.85

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			9.23	7.69	12.31	24.62			9.23	7.69	13.85
Conflicting Volume (Veh)	420.00			823.85	816.92	415.38	336.92			823.08	817.69	333.08
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	420.00			823.85	816.92	415.38	336.92			823.08	817.69	333.08
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
opx, Potential Capacity	1149.97			294.42	313.29	641.45	1233.61			294.77	312.97	713.31
Capacity	1149.97			275.76	302.52	641.45	1233.61			276.16	302.31	713.31

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
uf, basa, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
uf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
uf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	329.23	7.69	9.23	7.69	12.31	24.62	410.77	9.23	9.23	7.69	13.85
cmx, Capacity	1149.97			275.76	302.62	641.45	1233.61			276.16	302.31	713.31
V / C	0.01			0.03	0.03	0.02	0.02			0.03	0.03	0.02
d, Delay	8.15			18.87	17.71	11.43	7.98			18.81	17.69	10.82
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.18			15.43			0.44			14.94	
Approach LOS					C						B	
dRank1, Rank 1 Delay		0.07						0.21				

Delay and Level of Service by Lane

Approach	N (Major)	E	S (Major)	W
Lane	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	344.62	29.23	444.62	30.77
Flared Storage Size				
cmx, Capacity	1149.97	374.37	1233.61	393.06
V / C	0.30	0.08	0.36	0.08
Q95, 95% Queue Length	0.02	0.25	0.06	0.25
d, Delay	8.15	15.43	7.98	14.94
LOS		C		B
dA, Approach Delay	0.18	15.43	0.44	14.94
Approach LOS		C		B

Node 2035: S College Ave & SE 10th St

Control Type TWSC
 Method HCM 6th Edition
 dl, Average Delay 1.31
 Worst Case Delay 26.88
 Worst Case LOS D

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	309.00	5.00	5.00	5.00	5.00	8.00	368.00	5.00	9.00	5.00	15.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	475.38	7.69	7.69	7.69	7.69	9.23	566.15	7.69	13.85	7.69	23.08

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	7.69	9.23			13.85	7.69	23.08
Conflicting Volume (Veh)	573.85			1098.46	1086.92	570.00	483.08			1090.77	1086.92	479.23
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	573.85			1098.46	1086.92	570.00	483.08			1090.77	1086.92	479.23
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1009.19			191.79	217.82	524.79	1090.12			194.12	217.82	590.54
Capacity	1009.19			176.12	212.87	524.79	1090.12			182.79	212.87	590.54

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	475.38	7.69	7.69	7.69	7.69	9.23	566.15	7.69	13.85	7.69	23.08
cmx, Capacity	1009.19			176.12	212.87	524.79	1090.12			182.79	212.87	590.54
V / C	0.01			0.04	0.04	0.01	0.01			0.08	0.04	0.04
d, Delay	8.59			26.88	23.45	13.40	8.33			26.88	24.07	13.26
LOS	A			D	C	B	A			D	C	B
dA, Approach Delay		0.13			21.27			0.13			19.34	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.09						0.10				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	490.77	23.08	583.08					
Flared Storage Size								
cmx, Capacity	1009.19	244.28	1090.12					
V / C	0.49	0.09	0.53					
Q95, 95% Queue Length	0.02	0.31	0.03					
d, Delay	8.59	21.27	8.33					
LOS		C						
dA, Approach Delay	0.13	21.27	0.13					
Approach LOS		C						

Node 0206: 3 College Ave & NB 12th St

Control Type
Wavema
Average Delay
9.3
Average LOS
A
VOC
0.52
Lost Time
8

Volume and Adjustment by Movement

Approach	N	E	S	W
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11

Volume and Adjustment by Lane Group

Approach	N	E	S	W
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11

Capacity and Delay

Approach	N	E	S	W
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11

Capacity, Delay, and Level of Service Determination

Approach	N	E	S	W
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11

Base of Queue

Approach	N	E	S	W
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11

Signal Timing Information

Approach	N	E	S	W
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11

Left Turn Adjustment Factors for Pedestrian Crossing

Approach	N	E	S	W
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11

Pedestrian and Bicycle Adjustment Factors

Approach	N	E	S	W
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11

Adjusted Signal Parameters

Approach	N	E	S	W
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11

Adjusted Lane Group Parameters

Approach	N	E	S	W
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11

Pedestrian and Bicycle Analysis

Approach	N	E	S	W
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11
Left Turn	11	11	11	11
Thru/Right Turn	11	11	11	11
Right Turn	11	11	11	11

Node 2037: S College and 13th 13th St

Control Type TWSC
 Method HCM 6th Edition
 dl, Average Delay 0.3
 Worst Case Delay 17.01
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
Base Volume	231.00	5.00	5.00	343.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	355.38	7.69	7.69	527.69	7.69	7.69

Pedestrians

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
vx, Flow (Ped/hr)			0.00		0.00	0.00
w, Lane Width (ft)			12.00		12.00	12.00
Sp, Walking Speed (ft/s)			3.50		3.50	3.50
fpb, Percent Blockage			0.00		0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
Rank	1	1	2	1	3	2
vx, Volume			7.69		7.69	7.69
Conflicting Volume (Veh)			363.08		902.31	359.23
Conflicting Volume (Ped)			0.00		0.00	0.00
Conflicting Volume			363.08		902.31	359.23
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median Refuge Area						
cpx, Potential Capacity			1206.67		310.62	689.68
Capacity			1206.67		307.82	689.68

Critical Headway and Follow Up Headway

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
tc,base, Base Critical Headway			4.10		7.10	6.20
tc,base,I, Base Critical Headway (Stage I)						
tc,base,II, Base Critical Headway (Stage II)						
tc,HV, Heavy Vehicles Adjustment Factor			1.00		1.00	1.00
Phv, % Heavy Vehicles			0.00		0.00	0.00
tc,G, Grade Adjustment Factor			0.00		0.20	0.10
G, % Grade		0.00		0.00		0.00
T3,I, Geometry Adjustment Factor			0.00		0.70	0.00
tc, Critical Headway			4.10		6.40	6.20
tc,I, Critical Headway (Stage I)						
tc,II, Critical Headway (Stage II)						
tf,base, Base Follow-Up Headway			2.20		3.50	3.30
tf,hv, Heavy Vehicles Adjustment Factor			0.90		0.90	0.90
tf, Follow-Up Headway			2.20		3.50	3.30

Delay and Level of Service by Movement

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
vx, Volume	355.38	7.69	7.69	527.69	7.69	7.69
cmx, Capacity			1206.67		307.82	689.68
V / C			0.01		0.02	0.01
d, Delay			8.00		17.01	10.54
LOS			A		C	B
dA, Approach Delay		0.00		0.11		13.77
Approach LOS						B
dRank1, Rank 1 Delay		0.00		0.07		

Delay and Level of Service by Lane

Approach	N (Major)	S (Major)	W
Lane	Lane 1	Lane 1	Lane 1
Movements	T, R1	L1, T	L1, R1
vx, Volume	355.38	535.38	15.38
Flared Storage Size			
cmx, Capacity		1206.67	425.66
V / C		0.44	0.04
Q95, 95% Queue Length		0.02	0.11
d, Delay		8.00	13.77
LOS			B
dA, Approach Delay	0.00	0.11	13.77
Approach LOS			B

***NORTH 2012: 5 Canada Ave B, London**

Control Type	Signature
NetVox	NetVox Ethernet
Average Delay	12-25
Average LOS	0
W/C	0.52
Link Time	3

Verifying Your Assumptions in Minutes

Applicant	N			E			S			W		
Mileage	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	53	241	33	51	18	83	12	719	45	33	45	34
Pool, 100% interest	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Peak 10 Volume	20	93	5	20	7	32	8	92	17	33	17	13
Adjusted Volume	32	321	20	78	78	128	18	368	62	54	59	52

Values and Norms of the Field

	M	E	S	W
Agasson	C	C	C	C
Lana Group				
10	9930	9930	9928	9933
Latex	LTR	LTR	LTR	LTR
Quartz Type	Plum	Plum	Plum	Plum
V. Volume	472	214	452	175
PhL, Phosphoricum Turns	0.17	0.34	0.03	0.31
PhL, Phosphoricum Hg Turns	0.14	0.55	0.16	0.30

Session 104

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Capacity, Control, and Change in Service Organizations

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References

Appraisal	H	R	S	W
Annual Expend	5	3	2	3
Land Group	8320	6705	8778	6831
Ag. Green Factor	0.50	0.28	0.56	0.58
PR2, Irrigation Factor	1.00	1.00	1.00	1.00
Q1, Freshwater Demand	2.56	2.56	2.56	2.56
Q2, Sewerage Demand	2.64	2.43	3.37	2.95
Q3, Upstream Factor	1.00	1.00	1.00	1.00
L, Land Use Factor	1.00	1.00	1.00	1.00
H, Early Availability Factor	1.00	1.00	1.00	1.00
Q, Average Flow of Water	2.56	2.56	2.56	2.56
Q, No Factor	1.00	1.00	1.00	1.00
Q, Flow of Water Demand	96	96	96	96
Q, Flow of Water Demand	5.44	6.25	4.03	5.53

Scoring Test Information

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Let's Not Ignore the Risks for Payday Prisons

Variable	N	E	S	W
Line Length	6000	52.19	6978	8731
Current Type	Perm	Perm	Perm	Perm
Budget = Budgets of M2(M4)	6	8	8	8
Openings = Openings of M2(M4)	9	8	8	8
Cycle Length	60.02	60.09	60.00	60.00
Gap Accel LT	45.20	16.10	35.30	16.70
Gap Acc. Perm. GT	16.10	16.10	35.30	16.70
Gap Opening Eff. GT	35.30	16.10	35.30	16.70
Acc. Buffer Length in Opening	1	1	1	1
Acc. Buffer Length	1	1	1	1
V/L Acc. LT Spacing	51.51	78.45	15.38	53.65
Per. Proportion of Line Length	0.17	0.24	0.25	0.31
Per. Proportion of Opening	0.03	0.31	0.17	0.34
LT Value per Cycle	1.36	1.31	0.26	0.90
V/L Opening Flow	623.31	172.38	172.31	234.05
V/L Acc. LT Opening Flow	7.54	2.95	7.87	3.00
Acc. Opening Line Utilization	1.00	1.00	1.00	1.00
Acc. Opening Pattern Ratio	1.00	1.00	1.00	1.00
q	1.78	1.63	27.09	4.35
q/L Opening Queue Ratio	2.41	0.72	0.41	0.72
q/L Opening Queue Clearing Time	10.95	7.13	20.59	9.11
q	24.37	6.57	17.60	1.05
q/L	0.37	0.34	0.05	0.33
deletes caused by PL = 1.0				
EL1	1.01	1.36	1.73	1.49
EL2	1.05	1.05	1.05	1.05
q/L1	1.68	3.30	0.90	4.83
PL	0.90	0.96	0.99	0.96
PL, 1.0 = Equivalent	0.92	0.96	0.99	0.95

Project 57 and Social Adjustment / 1939

[illegible]

Abstract

Abstract

Abstract

Node 2039: SE 3rd & Ash Ave

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 9.54
 Worst Case Delay 11.49
 Worst Case LOS B

Volume and Adjustments

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	78.00	5.00	5.00	9.00	5.00	5.00	132.00	5.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	120.00	7.69	7.69	13.85	9.23	7.69	203.08	7.69	7.69	7.69	7.69

Pedestrians

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
w, Lane Width (ft)	12.00	12.00	12.00	12.00			12.00	12.00	12.00	12.00		
Sp, Walking Speed (ft/s)	3.50	3.50	3.50	3.50			3.50	3.50	3.50	3.50		
fpb, Percent Blockage	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		

Capacity of Movements below Rank 1

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	4	3	2	2	1	1	4	3	2	2	1	1
vx, Volume	7.69	120.00	7.69	7.69			7.69	203.08	7.69	7.69		
Conflicting Volume (Veh)	166.15	64.62	18.46	15.38			124.62	65.38	11.54	23.08		
Conflicting Volume (Ped)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
Conflicting Volume	166.15	64.62	18.46	15.38			124.62	65.38	11.54	23.08		
Two-Stage Gap Acceptance	No	No					No	No				
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	802.65	829.99	1065.74	1615.51			854.16	829.19	1075.11	1605.18		
Capacity	640.35	821.98	1065.74	1615.51			747.62	821.19	1075.11	1605.18		

Critical Headway and Follow Up Headway

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00		
Phv, % Heavy Vehicles	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, G, Grade Adjustment Factor	0.20	0.20	0.10	0.00			0.20	0.20	0.10	0.00		
G, % Grade		0.00			0.00			0.00			0.00	
T3, II, Geometry Adjustment Factor	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
If, base, Base Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		
If, hv, Heavy Vehicles Adjustment Factor	0.90	0.90	0.90	0.90			0.90	0.90	0.90	0.90		
If, Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		

Delay and Level of Service by Movement

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	120.00	7.69	7.69	13.85	9.23	7.69	203.08	7.69	7.69	7.69	7.69
cmx, Capacity	640.35	821.98	1065.74	1615.51			747.62	821.19	1075.11	1605.18		
V / C	0.01	0.15	0.01	0.00			0.01	0.25	0.01	0.00		
d, Delay	11.49	10.25	9.25	7.24			11.38	10.95	9.92	7.25		
LOS	B	B	A	A			B	B	A	A		
dA, Approach Delay		10.26			1.81			10.93			2.42	
Approach LOS		B						B				
dRank1, Rank 1 Delay					0.03						0.04	

Delay and Level of Service by Lane

Approach	N		E (Major)		S		W (Major)	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	135.38	30.77	218.46	23.08				
Flared Storage Size								
cmx, Capacity	819.43	1615.51	825.19	1605.18				
V / C	0.17	0.02	0.26	0.01				
Q95, 95% Queue Length	0.59	0.01	1.06	0.01				
d, Delay	10.26	7.24	10.93	7.25				
LOS	B		B					
dA, Approach Delay	10.26	1.81	10.93	2.42				
Approach LOS	B		B					

Intersection Capacity Analysis Summary Page

Analysis Time: Thu Mar 12 20:30:29
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whitman	Signalized	0.36	10.72	B	19.62	B
2031	N College & SE 3rd St.	TWSC	0.00	1.39	A	11.88	B
2032	S College Ave & SW 4th St	Signalized	0.15	11.77	B	18.59	B
2033	S College Ave & SE 6th St	TWSC	0.00	2.15	A	14.31	B
2034	S College Ave & SE 8th St	TWSC	0.00	2.09	A	14.57	B
2035	S College Ave & SE 10th St	TWSC	0.00	1.18	A	20.00	C
2036	S College Ave & SE 12th St	Signalized	0.42	9.15	A	25.75	C
2037	S College and 13th 13th St	TWSC	0.00	0.34	A	14.27	B
2038	S College Ave & Lampert	Signalized	0.51	12.96	B	16.93	B
2039	SE 3rd & Ash Ave	TWSC	0.00	6.25	A	9.41	A

Product and Buyer Analysis

Node 2031: N College & SE 3rd St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.39
 Worst Case Delay 11.88
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	168.00	5.00	10.00	5.00	10.00	8.00	147.00	9.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	5.56	186.67	5.56	11.11	5.56	11.11	8.89	163.33	10.00	5.56	5.56	5.56

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	5.56			11.11	5.56	11.11	8.89			5.56	5.56	5.56
Conflicting Volume (Veh)	173.33			392.22	389.44	168.33	192.22			395.00	391.67	189.44
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	173.33			392.22	389.44	168.33	192.22			395.00	391.67	189.44
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1415.62			570.77	548.84	880.97	1393.36			568.37	547.26	857.55
Capacity	1415.62			557.73	542.56	880.97	1393.36			551.97	541.01	857.55

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
lf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	5.56	186.67	5.56	11.11	5.56	11.11	8.89	163.33	10.00	5.56	5.56	5.56
cmx, Capacity	1415.62			557.73	542.56	880.97	1393.36			551.97	541.01	857.55
V / C	0.00			0.02	0.01	0.01	0.01			0.01	0.01	0.01
d, Delay	7.55			11.70	11.88	9.33	7.60			11.68	11.81	9.36
LOS	A			B	B	A	A			B	B	A
dA, Approach Delay		0.21			10.79			0.37			10.95	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.03						0.05				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	197.78	27.78	182.22	16.67		
Flared Storage Size						
cmx, Capacity	1415.62	649.41	1393.36	621.61		
V / C	0.14	0.04	0.13	0.03		
Q95, 95% Queue Length	0.01	0.13	0.02	0.08		
d, Delay	7.55	10.79	7.60	10.95		
LOS		B		B		
dA, Approach Delay	0.21	10.79	0.37	10.95		
Approach LOS		B		B		

Volume and Adjustments by Statement											
Approval	H			E			S			W	
	L1	R1	R1	L1	R1	L1	R1	L1	R1	L1	R1
Base Volume	20	216	18	18	200	15	200	25	20	27	26
Peak to volume	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
Peak to volume	0	65	4	13	19	4	10	61	10	10	21
Adjusted volume	22	251	37	32	69	14	41	244	61	40	68

[illegible]

Deck Of Cards	M	C	S	W
Alphabet	3	3	3	3
Letter Group	15322	15371	15200	15323
Q's, Q's Only	0.50	0.31	0.56	0.31
Q's, Q's Only	1.00	1.00	1.00	1.00
Q's, Q's Only	1.71	2.11	2.11	2.03
Q's, Q's Only	0.28	0.17	0.32	0.15
Q's, Q's Only	0.01	0.02	0.00	0.00
Q's, Q's Only	1.00	1.00	1.00	1.00
Q's, Q's Only	2.00	1.60	1.00	1.00
Q's, Q's Only	2.51	1.38	2.05	2.34
Q's, Q's Only	1.65	1.80	1.50	1.60
Q's, Q's Only	0.00	0.00	0.00	0.00
Q's, Q's Only	2.62	2.42	4.42	4.21

Let's Test Acquisition Pattern for Parametric Planning				
	N	G	S	W
Learn To Walk	15222	15221	15250	15213
Control Type	Perm	Perm	Perm	Perm
Subjective to G(s) or W(s) or U(s)	S	S	S	S
Objective to G(s) or W(s) or U(s)	S	S	S	S
Cycle Length	60.00	60.00	60.00	60.00
g(s) Actual ST	13.30	13.10	13.30	13.10
g(s) Control GT	13.30	13.70	13.10	13.10
g(s) Acquisition GT	13.10	13.70	13.30	13.10
W, Normalized Lanes in Occupancy	1	1	1	1
N, Normalized Lanes	1	1	1	1
W, Lanes Left Lanes	22.22	22.22	41.11	40.00
W, Lanes Right Lanes	0.27	0.41	0.12	0.20
PL, Acquisition Lanes in Lane Group	0.12	0.20	0.17	0.41
PL, Acquisition Lanes in Occupancy	0.37	0.37	0.59	0.64
W, Occupancy Flow	125.67	143.63	200.00	125.64
W, Actual vs Occupancy Flow	5.76	3.31	5.00	2.75
Flow, Occupancy Lane Utilization	1.00	1.00	1.00	1.00
Flow, Occupancy Lane Utilization	1.00	1.00	1.00	1.00
Flow, Occupancy Pattern Ratio	13.04	2.91	13.05	8.97
g(s) Occupancy Queue Ratio	0.44	0.97	0.44	0.82
g(s) Occupancy Queue Clearing Time	15.05	5.47	13.05	8.97
g(s)	15.14	15.78	20.75	11.73
W, Actual vs g(s) by PL = 1.0	0.57	0.41	0.12	0.30
PL, 1	1.92	1.40	1.56	1.30
PL, 2	1.00	1.45	1.98	1.00
PL, 3	2.00	5.50	2.00	0.00
PL, 4	0.18	0.83	0.98	0.97
PL, 5	0.18	0.83	0.98	0.97

Abstract from *Abstracts of the 1994 Annual Meeting of the American Psychological Association*, Washington, DC, August 12-16, 1994.

Keywords: *workplace spirituality, organizational commitment, organizational citizenship behavior, turnover intention, organizational trust*

Node 2033: S College Ave & SE 6th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 2.15
 Worst Case Delay 14.31
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	15.00	223.00	8.00	5.00	8.00	8.00	29.00	173.00	12.00	12.00	5.00	32.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	16.67	247.78	8.89	5.56	6.67	8.89	32.22	192.22	13.33	13.33	5.56	35.56

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	16.67			5.56	6.67	8.89	32.22			13.33	5.56	35.56
Conflicting Volume (Veh)	205.56			569.44	553.33	198.89	256.67			556.67	555.56	252.22
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	205.56			569.44	553.33	198.89	256.67			556.67	555.56	252.22
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1377.85			435.69	443.65	947.26	1319.91			444.29	442.36	791.37
Capacity	1377.85			398.98	425.31	947.26	1319.91			420.69	424.07	791.37

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3,lt, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
lf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	16.67	247.78	8.89	5.56	6.67	8.89	32.22	192.22	13.33	13.33	5.56	35.56
cmx, Capacity	1377.85			398.98	425.31	947.26	1319.91			420.69	424.07	791.37
V / C	0.01			0.01	0.02	0.01	0.02			0.03	0.01	0.04
d, Delay	7.64			14.31	13.75	9.53	7.80			14.14	14.07	10.13
LOS	A			B	B	A	A			B	B	B
dA, Approach Delay		0.47			12.12			1.06			11.52	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.11						0.22				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	273.33	21.11	237.78			54.44		
Flared Storage Size								
cmx, Capacity	1377.85	526.58	1319.91			606.80		
V / C	0.20	0.04	0.18			0.09		
Q85, 95% Queue Length	0.04	0.13	0.08			0.30		
d, Delay	7.64	12.12	7.80			11.52		
LOS		B	B			B		
dA, Approach Delay	0.47	12.12	1.06			11.52		
Approach LOS		B	B			B		

Node 2034: S Collage Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 2.09
 Worst Case Delay 14.57
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	15.00	226.00	7.00	8.00	7.00	8.00	27.00	191.00	12.00	12.00	5.00	27.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	16.67	251.11	7.78	8.89	7.78	8.89	30.00	212.22	13.33	13.33	5.56	30.00

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	16.67			8.89	7.78	8.89	30.00			13.33	5.56	30.00
Conflicting Volume (Veh)	225.56			585.00	571.11	218.89	258.89			575.56	573.89	255.00
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	225.56			585.00	571.11	218.89	258.89			575.56	573.89	255.00
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1354.89			425.43	433.45	825.67	1317.44			431.63	431.88	788.55
Capacity	1354.89			392.69	416.08	825.87	1317.44			408.05	414.57	788.55

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
lf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	16.67	251.11	7.78	8.89	7.78	8.89	30.00	212.22	13.33	13.33	5.56	30.00
cmx, Capacity	1354.89			392.69	416.08	825.87	1317.44			408.05	414.57	788.55
V / C	0.01			0.02	0.02	0.01	0.02			0.03	0.01	0.04
d, Delay	7.69			14.57	14.06	9.76	7.80			14.39	14.25	10.13
LOS	A			B	B	A	A			B	B	B
dA, Approach Delay		0.47			12.74			0.92			11.76	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.11						0.20				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	275.56	25.56	255.56	48.89				
Flared Storage Size								
cmx, Capacity	1354.89	490.59	1317.44	581.17				
V / C	0.20	0.05	0.19	0.08				
Q95, 95% Queue Length	0.04	0.16	0.07	0.28				
d, Delay	7.69	12.74	7.80	11.76				
LOS	B	B	B	B				
dA, Approach Delay	0.47	12.74	0.92	11.76				
Approach LOS		B		B				

Node 2035: S Collage Ave & SE 10th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.18
 Worst Case Delay 20
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Base Volume	11.00	364.00	13.00	5.00	5.00	5.00	19.00	358.00	5.00	13.00	5.00	9.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	12.22	393.33	14.44	5.56	5.56	5.56	21.11	397.78	5.56	14.44	5.56	10.00

Pedestrians

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	12.22			5.56	5.56	5.56	21.11			14.44	5.56	10.00
Conflicting Volume (Veh)	403.33			875.56	875.00	400.56	407.78			873.33	870.56	400.56
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	403.33			875.56	875.00	400.56	407.78			873.33	870.56	400.56
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpv, Potential Capacity	1166.30			271.71	289.91	653.86	1161.92			272.65	291.64	653.86
Capacity	1166.30			256.16	279.27	653.86	1161.92			258.80	280.94	653.86

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
lf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Volume	12.22	393.33	14.44	5.56	5.56	5.56	21.11	397.78	5.56	14.44	5.56	10.00
cmv, Capacity	1166.30			256.16	279.27	653.86	1161.92			258.80	280.94	653.86
V / C	0.01			0.02	0.02	0.01	0.02			0.06	0.02	0.02
d, Delay	8.12			19.62	18.46	11.08	8.16			20.00	18.90	11.60
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.24			16.39			0.41			17.00	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.11						0.19				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Lane								
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	420.00	16.67	424.44		30.00			
Flared Storage Size								
cmv, Capacity	1166.30	332.82	1161.92		330.10			
V / C	0.36	0.06	0.37		0.09			
Q95, 95% Queue Length	0.03	0.16	0.06		0.30			
d, Delay	8.12	16.39	8.16		17.00			
LOS		C			C			
dA, Approach Delay	0.24	16.39	0.41		17.00			
Approach LOS		C			C			

Journal of the Philosophy of Education Society of Great Britain

Node 2037: S College and 13th/13th St

Control Type	TWSC
Method	HCM 6th Edition
dI, Average Delay	0.34
Worst Case Delay	14.27
Worst Case LOS	B

Volume and Adjustments						
Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
Base Volume	298.00	5.00	5.00	335.00	5.00	11.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	331.11	5.56	5.56	372.22	5.56	12.22

Pedestrians						
Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
vx, Flow (Ped/hr)			0.00		0.00	0.00
w, Lane Width (ft)			12.00		12.00	12.00
Sp, Walking Speed (ft/s)			3.50		3.50	3.50
fpb, Percent Blockage			0.00		0.00	0.00

Capacity of Movements below Rank 1						
Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
Rank	1	1	2	1	3	2
vx, Volume			5.56		5.56	12.22
Conflicting Volume (Veh)			336.67		717.22	333.89
Conflicting Volume (Ped)			0.00		0.00	0.00
Conflicting Volume			336.67		717.22	333.89
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median Refuge Area						
cpx, Potential Capacity			1233.87		399.15	712.56
Capacity			1233.87		396.88	712.56

Critical Headway and Follow Up Headway						
Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
tc, base, Base Critical Headway			4.10		7.10	6.20
tc, base, I, Base Critical Headway (Stage I)						
tc, base, II, Base Critical Headway (Stage II)						
tc, HV, Heavy Vehicles Adjustment Factor			1.00		1.00	1.00
Phv, % Heavy Vehicles			0.00		0.00	0.00
tc, G, Grade Adjustment Factor			0.00		0.20	0.10
G, % Grade		0.00		0.00		0.00
T3, II, Geometry Adjustment Factor			0.00		0.70	0.00
tc, Critical Headway			4.10		6.40	6.20
tc, I, Critical Headway (Stage I)						
tc, II, Critical Headway (Stage II)						
tf, base, Base Follow-Up Headway			2.20		3.50	3.30
tf, hv, Heavy Vehicles Adjustment Factor			0.90		0.90	0.90
tf, Follow-Up Headway			2.20		3.50	3.30

Delay and Level of Service by Movement						
Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
vx, Volume	331.11	5.56	5.56	372.22	5.56	12.22
cmx, Capacity			1233.87		396.88	712.56
V / C			0.00		0.01	0.02
d, Delay			7.93		14.27	10.25
LOS			A		B	B
dA, Approach Delay		0.00		0.12		11.51
Approach LOS						B
dRank1, Rank 1 Delay		0.00		0.05		

Delay and Level of Service by Lane						
Approach	N (Major)		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	T, R1	L1, T	L1, R1			
vx, Volume	336.67	377.78	17.78			
Flared Storage Size						
cmx, Capacity		1233.87	570.71			
V / C		0.31	0.03			
Q95, 95% Queue Length		0.01	0.10			
d, Delay		7.93	11.51			
LOS			B			
dA, Approach Delay		0.00	0.12			
Approach LOS			B			

Node 2024, 9 College Ave & Temple	
Control Type	Signalized
Version	MCN 04 Edition
Average Delay	17.06
Average LOS	B
WQ	0.51
Wq1 Time	A

Variable and Adjustment by Measurement	L1		R1		L2		R2		L3		R3		L4		R4		L5		R5	
Age (years)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Weight (kg)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Height (cm)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Body mass index (kg/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical activity (MET-min/week)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Energy intake (kcal/day)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Energy expenditure (kcal/day)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Energy balance (kcal/day)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/kg)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ² /min)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO ₂ max, ml/min/m ²)	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12	11	12
Physical fitness (VO																				

Volume and Assortments by Lane Group				
Approach	N	C	B	W
Lane Group	C	C	C	C
ID	15000	15000	15000	15000
Lane	LTR	LTR	LTR	LTR
Control Type	Pilot	Pilot	Pilot	Pilot
V. Volume	374	259	199	10
Per Assortment Unit	0.41	0.04	0.05	0.35
Per Assortment Unit	0.13	0.71	0.07	0.07

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Category, Control Delay, and Level of Service Determination	H	E	N	W
Approach	10000	10000	10000	10000
Left-Turn Delay		Planned	Planned	Planned
Control Delay	176.48	735.81	108.13	60
V. Volume	1558	1519	1717	1115
A. Saturation Flow Rate				
C. Capacity	826	641	607	612
Q. Queue at Stop	0.49	0.38	0.49	0.38
Q. Queue at Stop	0.49	0.46	0.22	0.18
Delay (seconds per vehicle)	9.97	14.51	8.78	17.29
A. Delay (seconds)	2.99	5.00	2.96	6.95
Q. Queue at Stop	1.81	2.47	0.66	0.66
Q. Delay (seconds)	0.00	0.00	0.00	0.00
A. Delay (seconds)	1.00	1.00	1.00	1.00
A. Delay (seconds)	0.49	0.38	0.49	0.38
Pl. Designated Priority	1.00	1.00	1.00	1.00
Q. Delay	11.37	16.05	9.32	12.73
LOS	B	B	A	B
A. Approach Delay	11.37	16.05	9.32	12.73
Approach Delay	B	B	A	B
Q. Delay (seconds)		17.93		
Q. Delay (seconds)				

Aspect of Change	N	E	S	W
Appraisal	3	3	3	3
Activity Type	19300	16200	10600	19300
Learning Group	0.49	0.33	0.47	0.34
PC: Group/Cyber	1.00	1.00	1.00	1.00
PC: Instructional Factor	1.64	2.18	1.70	0.59
PC: Instructional Quality	0.41	0.43	0.14	0.08
PC: Instructional Quantity	0.00	0.00	0.02	0.00
PC: Instructional Style	1.00	1.00	1.00	1.00
PC: Instructional Support	1.00	1.00	1.00	1.00
PC: Early Arrival Day, Foster	1.69	3.22	1.15	0.81
PC: Early Arrival Day, Foster	1.90	1.80	1.80	1.80
PC: Early Arrival Day, Foster	95	95	95	95
PC: Early Arrival Day, Foster	1.57	1.60	1.62	1.70

Signal Timing Information				
Approach	H	E	S	W
Left Group	15.930	15.929	15.915	15.931
Center Right	16.000	16.000	16.000	16.000
Signal Type	P	P	P	P
Cycle Length	60.00	60.00	60.00	60.00
1. Maximum Green Time (Sec)	0	0	0	0
2. Minimum Green Time per Cycle	1.00	1.00	6.00	4.00
3. Start-up Lost Time	2.00	2.00	2.00	2.00
4.9. Minimum Start-up Lost Time	2.00	2.00	2.00	2.00
5. Clearance Loss Time	2.00	2.00	2.00	2.00
6. Green Time Start	26.5	0	26.5	0
7. Green Time End	56	22.5	56	22.5
8. All-Red Green Time	23.5	22.5	24.5	22.5
9. All-Red Queue Time	22.5	22.5	24.5	22.5
10. Green Queue	0.49	0.58	0.49	0.58
11. Volume / Saturation Flow Rate	0.29	0.19	0.12	0.16

[illegible][illegible]

Accepted Article

Abstract *See page 1033*

Research and Consulting

Node 2039: SE 3rd & Ash Ave

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 6.25
 Worst Case Delay 9.41
 Worst Case LOS A

Volume and Adjustments

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	5.00	5.00	5.00	7.00	5.00	5.00	20.00	5.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	5.56	5.56	5.56	5.56	7.78	5.56	5.56	22.22	5.56	5.56	5.56	5.56

Pedestrians

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
w, Lane Width (ft)	12.00	12.00	12.00	12.00			12.00	12.00	12.00	12.00		
Sp, Walking Speed (ft/s)	3.50	3.50	3.50	3.50			3.50	3.50	3.50	3.50		
fpb, Percent Blockage	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		

Capacity of Movements below Rank 1

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	4	3	2	2	1	1	4	3	2	2	1	1
vx, Volume	5.56	5.56	5.56	5.56			5.56	22.22	5.56	5.56		
Conflicting Volume (Veh)	55.00	43.89	10.56	11.11			46.67	43.89	8.33	13.33		
Conflicting Volume (Ped)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
Conflicting Volume	55.00	43.89	10.56	11.11			46.67	43.89	8.33	13.33		
Two-Stage Gap Acceptance	No	No					No	No				
Number of Storage Spaces in Median Refuge Area												
opx, Potential Capacity	947.73	851.87	1076.45	1621.28			959.57	851.87	1079.48	1618.28		
Capacity	919.11	845.99	1076.45	1621.28			944.85	845.99	1079.48	1618.28		

Critical Headway and Follow Up Headway

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00		
Phv, % Heavy Vehicles	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc,G, Grade Adjustment Factor	0.20	0.20	0.10	0.00			0.20	0.20	0.10	0.00		
G, % Grade		0.00			0.00			0.00			0.00	
T3,It, Geometry Adjustment Factor	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		
tf,hv, Heavy Vehicles Adjustment Factor	0.90	0.90	0.90	0.90			0.90	0.90	0.90	0.90		
tf, Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		

Delay and Level of Service by Movement

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	5.56	5.56	5.56	5.56	7.78	5.56	5.56	22.22	5.56	5.56	5.56	5.56
cmx, Capacity	919.11	845.99	1076.45	1621.28			944.85	845.99	1079.48	1618.28		
V / C	0.01	0.01	0.01	0.00			0.01	0.03	0.01	0.00		
d, Delay	8.99	9.32	8.41	7.23			8.97	9.41	8.49	7.23		
LOS	A	A	A	A			A	A	A	A		
dA, Approach Delay		8.91			2.13			9.18			2.41	
Approach LOS		A						A				
dRank1, Rank 1 Delay					0.02						0.02	

Delay and Level of Service by Lane

Approach	N	E (Major)	S	W (Major)
Lane	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	16.67	18.89	33.33	16.67
Flared Storage Size				
cmx, Capacity	937.78	1621.28	893.80	1618.28
V / C	0.02	0.01	0.04	0.01
Q95, 95% Queue Length	0.05	0.01	0.12	0.01
d, Delay	8.91	7.23	9.18	7.23
LOS	A		A	
dA, Approach Delay	8.91	2.13	9.18	2.41
Approach LOS	A		A	

Intersection Capacity Analysis Summary Page

Analysis Time: Thu Mar 12 21:33:17
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whitman	AWSC	0.33	12.81	B	13.97	B
2031	N College & SE 3rd St	TWSC	0.00	1.25	A	11.82	B
2032	S College Ave & SW 4th St	AWSC	0.37	13.78	B	16.12	C
2033	S College Ave & SE 6th St	TWSC	0.00	1.77	A	14.58	B
2034	S College Ave & SE 8th St	TWSC	0.00	1.62	A	14.41	B
2035	S College Ave & SE 10th St	TWSC	0.00	1.18	A	20.17	C
2036	S College Ave & SE 12th St	AWSC	0.45	14.45	B	15.45	C
2037	S College and 13th 13th St	TWSC	0.00	0.33	A	14.66	B
2038	S College Ave & Lampert	AWSC	0.26	13.04	B	15.34	C
2039	SE 3rd & Ash Ave	TWSC	0.00	6.87	A	9.39	A

Node 2030: College & Whitman

Control Type AWSC
 Method HCM 6th Edition
 Average Delay 12.81
 Average LOS B

Volume and Adjustments

Approach	N			E			S			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	30.00	200.00	65.00	27.00	100.00	18.00	76.00	196.00	38.00	31.00	71.00	38.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
Flow Rate	33.33	222.22	72.22	30.00	111.11	20.00	84.44	217.78	40.00	34.44	78.89	42.22
Geometry Group	1			1			1			1		

Saturation Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	327.78	161.11	342.22	155.56				
Left Turn Flow Rate	33.33	30.00	84.44	34.44				
Right Turn Flow Rate	72.22	20.00	40.00	42.22				
PLT, Proportion LT	0.10	0.19	0.25	0.22				
PRT, Proportion RT	0.22	0.12	0.12	0.27				
PHV, Proportion HV	0.00	0.00	0.00	0.00				
hLT,adj, Headway adjustment for left turns	0.20	0.20	0.20	0.20				
hRT,adj, Headway adjustment for right turns	-0.60	-0.60	-0.60	-0.60				
hHV,adj, Headway adjustment for heavy vehicles	1.70	1.70	1.70	1.70				
hadj, Headway adjustment	-0.11	-0.04	-0.02	-0.12				

Departure Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	327.78	161.11	342.22	155.56				
hd initial	3.20	3.20	3.20	3.20				
x initial	0.29	0.14	0.30	0.14				
hd, iteration 1	4.62	5.12	4.69	5.04				
Difference, iteration 1	1.42	1.92	1.49	1.84				
hd, iteration 2	5.10	5.72	5.16	5.66				
Difference, iteration 2	0.49	0.60	0.47	0.61				
hd, iteration 3	5.26	5.92	5.32	5.86				
Difference, iteration 3	0.16	0.20	0.16	0.20				
hd, iteration 4	5.32	5.99	5.38	5.93				
Difference, iteration 4	0.05	0.07	0.05	0.07				
Convergence	Y	Y	Y	Y				
hd final, Departure Headway	5.32	5.99	5.38	5.93				
x final, Degree of Utilization	0.48	0.27	0.51	0.26				

Capacity and Level of Service

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	327.78	161.11	342.22	155.56				
hd, Departure Headway	5.32	5.99	5.38	5.93				
x, Degree of Utilization	0.48	0.27	0.51	0.26				
m, Move Up Time	2.00	2.00	2.00	2.00				
ts, Service Time	3.32	3.99	3.38	3.93				
Capacity	676.36	600.08	669.07	606.73				
Delay	13.28	11.19	13.97	10.97				
LOS	B	B	B	B				
Q95, 95% Queue Length	2.77	1.09	3.08	1.03				
Approach Delay	13.28	11.19	13.97	10.97				
Approach LOS	B	B	B	B				
Intersection Delay	12.81							
Intersection LOS	B							

Node 2031: N College & SE 3rd St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.25
 Worst Case Delay 11.82
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	163.00	5.00	5.00	5.00	10.00	8.00	152.00	9.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	5.56	181.11	5.56	5.56	5.56	11.11	8.89	168.89	10.00	5.56	5.56	5.56

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	5.56			5.56	5.56	11.11	8.89			5.56	5.56	5.56
Conflicting Volume (Veh)	178.89			392.22	389.44	173.89	185.67			395.00	391.67	183.89
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	178.89			392.22	389.44	173.89	185.67			395.00	391.67	183.89
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
opx, Potential Capacity	1409.03			570.77	549.84	874.74	1399.87			568.37	547.26	863.65
Capacity	1409.03			557.76	542.56	874.74	1399.87			551.92	541.01	863.65

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3, It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
If, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
If, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
If, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	5.56	181.11	5.56	5.56	5.56	11.11	8.89	168.89	10.00	5.56	5.56	5.56
cmx, Capacity	1409.03			557.76	542.56	874.74	1399.87			551.92	541.01	863.65
V / C	0.00			0.01	0.01	0.01	0.01			0.01	0.01	0.01
d, Delay	7.57			11.84	11.82	9.30	7.59			11.88	11.81	9.33
LOS	A			B	B	A	A			B	B	A
dA, Approach Delay		0.22			10.51			0.36			10.94	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.03						0.05				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	192.22	22.22	187.78					
Planned Storage Size								
cmx, Capacity	1409.03	675.41	1399.87					
V / C	0.14	0.03	0.13					
Q95, 95% Queue Length	0.01	0.10	0.02					
d, Delay	7.57	10.51	7.59					
LOS		B						
dA, Approach Delay	0.22	10.51	0.36					
Approach LOS		B						

Node 2032: S College Ave & SW 4th St

Control Type AWSC
 Method HCM 6th Edition
 Average Delay 13.78
 Average LOS B

Volume and Adjustments

Approach	N			E			S			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	15.00	226.00	15.00	75.00	46.00	13.00	74.00	221.00	55.00	40.00	74.00	69.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
Flow Rate	16.67	251.11	16.67	83.33	51.11	14.44	82.22	245.56	61.11	44.44	82.22	76.67
Geometry Group	1			1			1			1		

Saturation Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	284.44	148.89	388.89	203.33				
Left Turn Flow Rate	16.67	83.33	82.22	44.44				
Right Turn Flow Rate	16.67	14.44	61.11	76.67				
PLT, Proportion LT	0.06	0.56	0.21	0.22				
PRT, Proportion RT	0.06	0.10	0.16	0.38				
PHV, Proportion HV	0.00	0.00	0.00	0.00				
hLT,adj, Headway adjustment for left turns	0.20	0.20	0.20	0.20				
hRT,adj, Headway adjustment for right turns	-0.60	-0.60	-0.60	-0.60				
hHV,adj, Headway adjustment for heavy vehicles	1.70	1.70	1.70	1.70				
hadj, Headway adjustment	-0.02	0.05	-0.05	-0.18				

Departure Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	284.44	148.89	388.89	203.33				
hd initial	3.20	3.20	3.20	3.20				
x initial	0.25	0.13	0.35	0.18				
hd, iteration 1	4.81	5.27	4.69	4.97				
Difference, iteration 1	1.61	2.07	1.49	1.77				
hd, iteration 2	5.37	5.94	5.20	5.61				
Difference, iteration 2	0.56	0.67	0.51	0.64				
hd, iteration 3	5.56	6.18	5.38	5.84				
Difference, iteration 3	0.20	0.24	0.18	0.22				
hd, iteration 4	5.64	6.27	5.44	5.92				
Difference, iteration 4	0.07	0.09	0.06	0.08				
Convergence	Y	Y	Y	Y				
hd final, Departure Headway	5.64	6.27	5.44	5.92				
x final, Degree of Utilization	0.45	0.26	0.59	0.33				

Capacity and Level of Service

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	284.44	148.89	388.89	203.33				
hd, Departure Headway	5.64	6.27	5.44	5.92				
x, Degree of Utilization	0.45	0.26	0.59	0.33				
m, Move Up Time	2.00	2.00	2.00	2.00				
ts, Service Time	3.64	4.27	3.44	3.82				
Capacity	638.61	573.75	661.57	608.41				
Delay	13.14	11.46	16.12	11.88				
LOS	B	B	C	B				
Q95, 95% Queue Length	2.38	1.05	4.15	1.49				
Approach Delay	13.14	11.46	16.12	11.88				
Approach LOS	B	B	C	B				
Intersection Delay	13.78							
Intersection LOS	B							

Node 2033: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.77
 Worst Case Delay 14.58
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	15.00	299.00	13.00	5.00	5.00	9.00	12.00	211.00	11.00	11.00	5.00	33.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	16.67	265.56	14.44	5.56	5.56	10.00	13.33	234.44	12.22	12.22	5.56	36.67

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	16.67			5.56	5.56	10.00	13.33			12.22	5.56	36.67
Conflicting Volume (Veh)	246.67			594.44	580.56	240.56	280.00			581.11	579.44	272.78
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	246.67			594.44	580.56	240.56	280.00			581.11	579.44	272.78
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1331.06			419.32	428.13	803.28	1294.24			427.98	428.75	770.78
Capacity	1331.06			387.30	416.72	803.28	1294.24			409.86	417.33	770.78

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
If,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
If,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
If, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	16.67	265.56	14.44	5.56	5.56	10.00	13.33	234.44	12.22	12.22	5.56	36.67
cmx, Capacity	1331.06			387.30	416.72	803.28	1294.24			409.86	417.33	770.78
V / C	0.01			0.01	0.01	0.01	0.01			0.03	0.01	0.05
d, Delay	7.74			14.58	13.92	9.77	7.81			14.38	14.22	10.27
LOS	A			B	B	A	A			B	B	B
dA, Approach Delay		0.43			12.13			0.40			11.60	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.11						0.09				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	296.67	21.11	260.00					
Flared Storage Size								
cmx, Capacity	1331.06	526.14	1294.24					600.25
V / C	0.22	0.04	0.20					0.09
Q95, 95% Queue Length	0.04	0.13	0.03					0.30
d, Delay	7.74	12.13	7.81					11.60
LOS		B	B					B
dA, Approach Delay	0.43	12.13	0.40					11.60
Approach LOS		B						B

Node 2034: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 dl, Average Delay 1.62
 Worst Case Delay 14.41
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	14.00	236.00	12.00	5.00	6.00	9.00	12.00	214.00	12.00	9.00	5.00	26.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	15.56	262.22	13.33	5.56	6.67	10.00	13.33	237.78	13.33	10.00	5.56	28.89

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	15.56			5.56	6.67	10.00	13.33			10.00	5.56	28.89
Conflicting Volume (Veh)	251.11			588.33	577.78	244.44	275.56			579.44	577.78	268.89
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	251.11			588.33	577.78	244.44	275.56			579.44	577.78	268.89
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1326.09			423.27	429.69	799.29	1299.09			429.07	429.69	774.63
Capacity	1326.09			395.47	416.66	799.29	1299.09			410.38	416.66	774.63

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, hv, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	15.56	262.22	13.33	5.56	6.67	10.00	13.33	237.78	13.33	10.00	5.56	28.89
cmx, Capacity	1326.09			395.47	416.66	799.29	1299.09			410.38	416.66	774.63
V / C	0.01			0.01	0.02	0.01	0.01			0.02	0.01	0.04
d, Delay	7.75			14.41	13.90	9.81	7.80			14.26	14.09	10.14
LOS	A			B	B	A	A			B	B	B
dA, Approach Delay		0.41			12.19			0.39			11.56	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.11						0.09				

Delay and Level of Service by Lane

Approach	N (Major)	E	S (Major)	W
Lane	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	291.11	22.22	264.44	44.44
Flared Storage Size				
cmx, Capacity	1326.09	523.09	1299.09	593.14
V / C	0.22	0.04	0.20	0.07
Q95, 95% Queue Length	0.04	0.13	0.03	0.24
d, Delay	7.75	12.19	7.80	11.56
LOS		B		B
dA, Approach Delay	0.41	12.19	0.39	11.56
Approach LOS		B		B

Node 2035: S College Ave & SE 10th St

Control Type TWSC
 Method HCM 6th Edition
 dl, Average Delay 1.18
 Worst Case Delay 20.17
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	11.00	352.00	13.00	5.00	5.00	5.00	19.00	366.00	5.00	13.00	5.00	9.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	12.22	391.11	14.44	5.56	5.56	5.56	21.11	406.67	5.56	14.44	5.56	10.00

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	12.22			5.56	5.56	5.56	21.11			14.44	5.56	10.00
Conflicting Volume (Veh)	412.22			882.22	881.67	409.44	405.56			880.00	877.22	398.33
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	412.22			882.22	881.67	409.44	405.56			880.00	877.22	398.33
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cap, Potential Capacity	1157.56			268.91	267.33	646.40	1164.11			269.84	289.05	655.74
Capacity	1157.56			253.46	276.74	646.40	1164.11			256.03	278.39	655.74

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,lt, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	12.22	391.11	14.44	5.56	5.56	5.56	21.11	406.67	5.56	14.44	5.56	10.00
cmx, Capacity	1157.56			263.46	276.74	646.40	1164.11			256.03	278.39	655.74
V / C	0.01			0.02	0.02	0.01	0.02			0.06	0.02	0.02
d, Delay	8.14			19.79	18.59	11.15	8.15			20.17	19.04	11.60
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.24			16.51			0.40			17.10	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.11						0.19				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	417.78	16.67	433.33	30.00		
Flared Storage Size						
cmx, Capacity	1157.56	329.45	1164.11	327.43		
V / C	0.36	0.05	0.37	0.09		
Q95, 95% Queue Length	0.03	0.16	0.06	0.30		
d, Delay	8.14	16.51	8.15	17.10		
LOS		C		C		
dA, Approach Delay	0.24	16.51	0.40	17.10		
Approach LOS		C		C		

Node 2036: S College Ave & SE 12th St

Control Type AWSC
 Method HCM 6th Edition
 Average Delay 14.45
 Average LOS B

Volume and Adjustments

Approach	N			E			S			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	72.00	270.00	11.00	77.00	19.00	78.00	16.00	282.00	75.00	15.00	16.00	13.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
Flow Rate	80.00	300.00	12.22	85.56	21.11	86.67	17.78	313.33	83.33	16.67	17.78	14.44
Geometry Group	1			1			1			1		

Saturation Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	392.22	193.33	414.44	48.89				
Left Turn Flow Rate	80.00	85.56	17.78	16.67				
Right Turn Flow Rate	12.22	86.67	83.33	14.44				
PLT, Proportion LT	0.20	0.44	0.04	0.34				
PRT, Proportion RT	0.03	0.45	0.20	0.30				
PHV, Proportion HV	0.00	0.00	0.00	0.00				
hLT,adj, Headway adjustment for left turns	0.20	0.20	0.20	0.20				
hRT,adj, Headway adjustment for right turns	-0.60	-0.60	-0.60	-0.60				
hHV,adj, Headway adjustment for heavy vehicles	1.70	1.70	1.70	1.70				
hadj, Headway adjustment	0.02	-0.18	-0.11	-0.11				

Departure Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	392.22	193.33	414.44	48.89				
hd initial	3.20	3.20	3.20	3.20				
x initial	0.35	0.17	0.37	0.04				
hd, iteration 1	4.68	5.08	4.52	5.31				
Difference, iteration 1	1.48	1.88	1.32	2.11				
hd, iteration 2	5.10	5.65	4.95	6.03				
Difference, iteration 2	0.42	0.57	0.43	0.72				
hd, iteration 3	5.24	5.82	5.09	6.26				
Difference, iteration 3	0.14	0.17	0.13	0.23				
hd, iteration 4	5.28	5.88	5.13	6.33				
Difference, iteration 4	0.04	0.06	0.04	0.07				
Convergence	Y	Y	Y	Y				
hd final, Departure Headway	5.28	5.88	5.13	6.33				
x final, Degree of Utilization	0.58	0.32	0.59	0.09				

Capacity and Level of Service

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	392.22	193.33	414.44	48.89				
hd, Departure Headway	5.28	5.88	5.13	6.33				
x, Degree of Utilization	0.58	0.32	0.59	0.09				
m, Move Up Time	2.00	2.00	2.00	2.00				
ts, Service Time	3.28	3.88	3.13	4.33				
Capacity	681.79	611.91	701.80	568.09				
Delay	15.36	11.58	15.45	9.93				
LOS	C	B	C	A				
Q95, 95% Queue Length	3.95	1.38	4.20	0.28				
Approach Delay	15.36	11.58	15.45	9.93				
Approach LOS	C	B	C	A				
Intersection Delay	14.45							
Intersection LOS	B							

Node 2037: S College and 13th 13th St

Control Type	TWSC
Method	HCM 6th Edition
dl, Average Delay	0.33
Worst Case Delay	14.66
Worst Case LOS	B

Volume and Adjustments

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Base Volume	313.00	8.00	5.00	345.00	5.00	11.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	347.78	8.89	5.56	383.33	5.56	12.22

Pedestrians

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Flow (Ped/hr)			0.00		0.00	0.00
w, Lane Width (ft)			12.00		12.00	12.00
Sp, Walking Speed (ft/s)			3.50		3.50	3.50
fpb, Percent Blockage			0.00		0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Rank	1	1	2	1	3	2
vx, Volume			5.56		5.56	12.22
Conflicting Volume (Veh)			356.67		746.67	352.22
Conflicting Volume (Ped)			0.00		0.00	0.00
Conflicting Volume			356.67		746.67	352.22
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median Refuge Area						
cpx, Potential Capacity			1213.22		383.61	695.94
Capacity			1213.22		381.38	695.94

Critical Headway and Follow Up Headway

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
tc,base, Base Critical Headway			4.10		7.10	6.20
tc,base,I, Base Critical Headway (Stage I)						
tc,base,II, Base Critical Headway (Stage II)						
tc,HV, Heavy Vehicles Adjustment Factor			1.00		1.00	1.00
Phv, % Heavy Vehicles			0.00		0.00	0.00
tc,G, Grade Adjustment Factor			0.00		0.20	0.10
G, % Grade		0.00		0.00		0.00
T3,II, Geometry Adjustment Factor			0.00		0.70	0.00
tc, Critical Headway			4.10		6.40	6.20
tc,I, Critical Headway (Stage I)						
tc,II, Critical Headway (Stage II)						
tf,base, Base Follow-Up Headway			2.20		3.50	3.30
tf,hv, Heavy Vehicles Adjustment Factor			0.90		0.90	0.90
tf, Follow-Up Headway			2.20		3.50	3.30

Delay and Level of Service by Movement

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Volume	347.78	8.89	5.56	383.33	5.56	12.22
cmx, Capacity			1213.22		381.38	695.94
V / C			0.00		0.01	0.02
d, Delay			7.98		14.66	10.39
LOS			A		B	B
dA, Approach Delay		0.00		0.11		11.72
Approach LOS						B
dRank1, Rank 1 Delay		0.00		0.05		

Delay and Level of Service by Lane

Approach	N (Major)		S (Major)		W	
	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	T, R1	L1, T	L1, R1			
vx, Volume	356.67	388.89	17.78			
Flared Storage Size						
cmx, Capacity		1213.22	553.32			
V / C		0.32	0.03			
Q95, 95% Queue Length		0.01	0.10			
d, Delay		7.98	11.72			
LOS			B			
dA, Approach Delay		0.00	0.11			
Approach LOS			B			

Node 2038: S College Ave & Lampert

Control Type AWSC
 Method HCM 6th Edition
 Average Delay 13.04
 Average LOS B

Volume and Adjustments

Approach	N			E			S			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	144.00	159.00	46.00	12.00	61.00	191.00	9.00	185.00	9.00	29.00	37.00	5.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
Flow Rate	160.00	178.67	53.33	13.33	67.78	212.22	10.00	183.33	10.00	32.22	41.11	5.56
Geometry Group	1			1			1			1		

Saturation Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	390.00	293.33	203.33	78.89				
Left Turn Flow Rate	160.00	13.33	10.00	32.22				
Right Turn Flow Rate	53.33	212.22	10.00	5.56				
PLT, Proportion LT	0.41	0.05	0.05	0.41				
PRT, Proportion RT	0.14	0.72	0.05	0.07				
PHV, Proportion HV	0.00	0.00	0.00	0.00				
hLT,adj, Headway adjustment for left turns	0.20	0.20	0.20	0.20				
hRT,adj, Headway adjustment for right turns	-0.60	-0.60	-0.60	-0.60				
hHV,adj, Headway adjustment for heavy vehicles	1.70	1.70	1.70	1.70				
hadj, Headway adjustment	0.00	-0.42	-0.02	0.04				

Departure Headway

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	390.00	293.33	203.33	78.89				
hd initial	3.20	3.20	3.20	3.20				
x initial	0.35	0.26	0.18	0.07				
hd, iteration 1	4.71	4.53	4.65	5.21				
Difference, iteration 1	1.51	1.33	1.65	2.01				
hd, iteration 2	5.11	5.05	5.34	5.85				
Difference, iteration 2	0.40	0.52	0.49	0.64				
hd, iteration 3	5.25	5.19	5.51	6.05				
Difference, iteration 3	0.14	0.14	0.17	0.20				
hd, iteration 4	5.29	5.24	5.56	6.12				
Difference, iteration 4	0.04	0.05	0.05	0.07				
Convergence	Y	Y	Y	Y				
hd final, Departure Headway	5.29	5.24	5.56	6.12				
x final, Degree of Utilization	0.57	0.43	0.31	0.13				

Capacity and Level of Service

Approach	N		E		S		W	
Lanes	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Total Lane Flow Rate	390.00	293.33	203.33	78.89				
hd, Departure Headway	5.29	5.24	5.56	6.12				
x, Degree of Utilization	0.57	0.43	0.31	0.13				
m, Move Up Time	2.00	2.00	2.00	2.00				
ts, Service Time	3.29	3.24	3.56	4.12				
Capacity	680.21	686.07	646.54	587.97				
Delay	15.34	12.14	11.11	10.07				
LOS	C	B	B	B				
Q85, 95% Queue Length	3.92	2.21	1.37	0.46				
Approach Delay	15.34	12.14	11.11	10.07				
Approach LOS	C	B	B	B				
Intersection Delay	13.04							
Intersection LOS	B							

Node 2039: SE 3rd & Ash Ave

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 6.87
 Worst Case Delay 9.39
 Worst Case LOS A

Volume and Adjustments

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	19.00	5.00	5.00	5.00	5.00	5.00	19.00	5.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	5.56	21.11	5.56	5.56	5.56	5.56	5.56	21.11	5.56	5.56	5.56	5.56

Pedestrians

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
w, Lane Width (ft)	12.00	12.00	12.00	12.00			12.00	12.00	12.00	12.00		
Sp, Walking Speed (ft/s)	3.50	3.50	3.50	3.50			3.50	3.50	3.50	3.50		
fpb, Percent Blockage	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		

Capacity of Movements below Rank 1

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	4	3	2	2	1	1	4	3	2	2	1	1
vx, Volume	5.56	21.11	5.56	5.56			5.56	21.11	5.56	5.56		
Conflicting Volume (Veh)	52.22	41.67	8.33	11.11			52.22	41.67	8.33	11.11		
Conflicting Volume (Ped)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
Conflicting Volume	52.22	41.67	8.33	11.11			52.22	41.67	8.33	11.11		
Two-Stage Gap Acceptance	No	No					No	No				
Number of Storage Spaces in Median Refuge Area												
cp, Potential Capacity	951.66	854.25	1079.48	1621.28			951.66	854.25	1079.48	1621.28		
Capacity	923.92	848.36	1079.48	1621.28			923.92	848.36	1079.48	1621.28		

Critical Headway and Follow Up Headway

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00		
Phv, % Heavy Vehicles	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, G, Grade Adjustment Factor	0.20	0.20	0.10	0.00			0.20	0.20	0.10	0.00		
G, % Grade		0.00			0.00			0.00			0.00	
T3, It, Geometry Adjustment Factor	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		
tf, hv, Heavy Vehicles Adjustment Factor	0.90	0.90	0.90	0.90			0.90	0.90	0.90	0.90		
tf, Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		

Delay and Level of Service by Movement

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	5.56	21.11	5.56	5.56	5.56	5.56	5.56	21.11	5.56	5.56	5.56	5.56
cmx, Capacity	923.92	848.36	1079.48	1621.28			923.92	848.36	1079.48	1621.28		
V / C	0.01	0.02	0.01	0.00			0.01	0.02	0.01	0.00		
d, Delay	9.05	9.39	8.49	7.23			9.05	9.39	8.49	7.23		
LOS	A	A	A	A			A	A	A	A		
dA, Approach Delay		9.18			2.41			9.18			2.41	
Approach LOS		A						A				
dRank1, Rank 1 Delay					0.02						0.02	

Delay and Level of Service by Lane

Approach	N	E (Major)	S	W (Major)
Lane	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	32.22	16.67	32.22	16.67
Planned Storage Size				
cmx, Capacity	893.97	1621.28	893.97	1621.28
V / C	0.04	0.01	0.04	0.01
Q95, 95% Queue Length	0.11	0.01	0.11	0.01
d, Delay	9.18	7.23	9.18	7.23
LOS	A		A	
dA, Approach Delay	9.18	2.41	9.18	2.41
Approach LOS	A		A	

Intersection Capacity Analysis Summary Page

Analysis Time: Wed Mar 11 14:36:26
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whitman	Signalized	0.45	11.51	B	19.73	B
2031	N College & SE 3rd St.	TWSC	0.00	1.02	A	13.81	B
2032	S College Ave & SW 4th St	Signalized	0.42	10.25	B	20.85	C
2033	S College Ave & SE 6th St	TWSC	0.00	1.95	A	13.44	B
2034	S College Ave & SE 8th St	TWSC	0.00	2.58	A	14.00	B
2035	S College Ave & SE 10th St	TWSC	0.00	1.18	A	18.68	C
2036	S College Ave & SE 12th St	Signalized	0.44	11.05	B	25.55	C
2037	S College and 13th 13th St	TWSC	0.00	0.36	A	13.21	B
2038	S College Ave & Lamperti	Signalized	0.56	13.52	B	17.74	B
2039	SE 3rd & Ash Ave	TWSC	0.00	6.17	A	9.46	A

Phonetic and Syntactic Analysis

Node 2031: N College & SE 3rd St.

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.02
 Worst Case Delay 13.81
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	253.00	5.00	7.00	5.00	10.00	8.00	217.00	14.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	5.56	281.11	5.56	7.78	5.56	11.11	8.89	241.11	15.56	5.56	5.56	5.56

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	5.56			7.78	5.56	11.11	8.89			5.56	5.56	5.56
Conflicting Volume (Veh)	256.67			567.22	564.44	248.89	286.67			570.00	569.44	283.89
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	256.67			567.22	564.44	248.89	286.67			570.00	569.44	283.89
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpv, Potential Capacity	1319.91			437.17	437.25	794.75	1286.99			435.32	434.40	759.87
Capacity	1319.91			425.42	431.55	794.75	1286.99			420.80	428.73	759.87

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,hv, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,lt, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
uf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
uf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
uf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	5.56	281.11	5.56	7.78	5.56	11.11	8.89	241.11	15.56	5.56	5.56	5.56
cmv, Capacity	1319.91			425.42	431.55	794.75	1286.99			420.80	428.73	759.87
V / C	0.00			0.02	0.01	0.01	0.01			0.01	0.01	0.01
d, Delay	7.74			13.78	13.66	9.84	7.82			13.81	13.65	9.89
LOS	A			B	B	A	A			B	B	A
dA, Approach Delay		0.15			11.96			0.26			12.48	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.04						0.06				

Delay and Level of Service by Lane

Approach	N (Major)	E	S (Major)	W
Lane	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	282.22	24.44	265.56	16.67
Flared Storage Size				
cmv, Capacity	1319.91	541.57	1286.99	497.93
V / C	0.22	0.05	0.21	0.03
Q95, 95% Queue Length	0.01	0.14	0.02	0.10
d, Delay	7.74	11.96	7.82	12.48
LOS		B		B
dA, Approach Delay	0.15	11.96	0.26	12.48
Approach LOS		B		B

North 2040 LT Channel Flow & RV (ft/s)

Control Type	Signalized
Method	RTSM 5th Edition
Average Delay	10.25
Average LOS	B
V/C	0.42
Lost Time	8

Volume and Adjustments by Movement

Approach	N	E	S	W
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0

Volume and Adjustments by Lane Group

Approach	N	E	S	W
Lane Group	2044	2045	2044	2047
Control Type	Perm	Perm	Perm	Perm
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0

Detailed Flow Data

Approach	N	E	S	W
Lane Group	2044	2045	2044	2047
Control Type	Perm	Perm	Perm	Perm
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0

Capacity, Control Delay, and Level of Service Determination

Approach	N	E	S	W
Lane Group	2044	2045	2044	2047
Control Type	Perm	Perm	Perm	Perm
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0

Back of Queue

Approach	N	E	S	W
Lane Group	2044	2045	2044	2047
Control Type	Perm	Perm	Perm	Perm
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0

Signal Timing Information

Approach	N	E	S	W
Lane Group	2044	2045	2044	2047
Control Type	Perm	Perm	Perm	Perm
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0

Left Turn Adjustment Factors for Permitted Parking

Approach	N	E	S	W
Lane Group	2044	2045	2044	2047
Control Type	Perm	Perm	Perm	Perm
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0

Pedestrian and Bicycle Adjustment Factors

Approach	N	E	S	W
Lane Group	2044	2045	2044	2047
Control Type	Perm	Perm	Perm	Perm
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0

Additional Input Data

Approach	N	E	S	W
Lane Group	2044	2045	2044	2047
Control Type	Perm	Perm	Perm	Perm
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0

Additional Input Data

Approach	N	E	S	W
Lane Group	2044	2045	2044	2047
Control Type	Perm	Perm	Perm	Perm
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0

Additional Input Data

Approach	N	E	S	W
Lane Group	2044	2045	2044	2047
Control Type	Perm	Perm	Perm	Perm
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0
Left Turn	11	7	11	7
Through	27	27	27	27
Right Turn	0	0	0	0

Node 2033: S College Ave & SE 6th St

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 1.95
 Worst Case Delay 13.44
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	17.00	213.00	14.00	8.00	8.00	9.00	5.00	175.00	11.00	21.00	7.00	16.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	18.89	236.67	15.56	6.67	8.89	10.00	5.56	194.44	12.22	23.33	7.78	17.78

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	18.89			6.67	8.89	10.00	5.56			23.33	7.78	17.78
Conflicting Volume (Veh)	206.67			506.67	501.67	200.56	252.22			503.33	500.00	244.44
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	206.67			506.67	501.67	200.56	252.22			503.33	500.00	244.44
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cp, Potential Capacity	1376.56			479.58	474.57	845.46	1324.85			482.01	475.60	799.29
Capacity	1376.56			455.64	464.76	845.46	1324.85			461.98	465.77	799.29

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,hv, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3,II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	8.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	18.89	236.67	15.56	6.67	8.89	10.00	5.56	194.44	12.22	23.33	7.78	17.78
cmx, Capacity	1376.56			455.64	464.76	845.46	1324.85			461.98	465.77	799.29
V / C	0.01			0.01	0.02	0.01	0.00			0.05	0.02	0.02
d, Delay	7.65			13.21	13.05	9.56	7.73			13.44	13.38	10.15
LOS	A			B	B	A	A			B	B	B
dA, Approach Delay		0.53			11.73		0.20				12.23	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.12					0.04					

Delay and Level of Service by Lane

Approach	N (Major)	E	S (Major)	W
Lane	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	271.11	25.56	212.22	48.89
Flared Storage Size				
cmx, Capacity	1376.56	560.61	1324.85	546.56
V / C	0.20	0.05	0.16	0.09
Q95, 95% Queue Length	0.04	0.14	0.01	0.29
d, Delay	7.65	11.73	7.73	12.23
LOS		B		B
dA, Approach Delay	0.53	11.73	0.20	12.23
Approach LOS		B		B

Node 2034: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 2.58
 Worst Case Delay 14
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	18.00	195.00	8.00	10.00	10.00	9.00	29.00	155.00	20.00	12.00	5.00	35.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	20.00	216.67	8.89	11.11	11.11	10.00	32.22	172.22	22.22	13.33	5.56	38.89

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fbp, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	20.00			11.11	11.11	10.00	32.22			13.33	5.56	38.89
Conflicting Volume (Veh)	194.44			531.11	513.33	183.33	225.56			519.44	520.00	221.11
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	194.44			531.11	513.33	183.33	225.56			519.44	520.00	221.11
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1390.76			461.99	467.41	864.26	1354.89			470.30	463.37	823.53
Capacity	1390.76			421.76	447.43	864.26	1354.89			441.22	443.56	823.53

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Pliv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3,lt, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	20.00	216.67	8.89	11.11	11.11	10.00	32.22	172.22	22.22	13.33	5.56	38.89
cmx, Capacity	1390.76			421.76	447.43	864.26	1354.89			441.22	443.56	823.53
V / C	0.01			0.03	0.02	0.01	0.02			0.03	0.01	0.05
d, Delay	7.63			14.00	13.52	9.63	7.72			13.71	13.67	9.93
LOS	A			B	B	A	A			B	B	A
dA, Approach Delay		0.62			12.48			1.10			11.16	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.13						0.21				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	245.56	32.22	226.67	57.78		
Flared Storage Size						
cmx, Capacity	1390.76	513.52	1354.89	642.21		
V / C	0.18	0.06	0.17	0.09		
Q95, 95% Queue Length	0.04	0.20	0.07	0.30		
d, Delay	7.63	12.48	7.72	11.16		
LOS		B		B		
dA, Approach Delay	0.62	12.48	1.10	11.16		
Approach LOS		B		B		

Node 2035: S College Ave & SE 10th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.18
 Worst Case Delay 18.68
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	11.00	332.00	13.00	5.00	5.00	5.00	19.00	332.00	7.00	12.00	5.00	9.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	12.22	368.89	14.44	5.56	5.56	5.56	21.11	368.89	7.78	13.33	5.56	10.00

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	12.22			5.56	5.56	5.56	21.11			13.33	5.56	10.00
Conflicting Volume (Veh)	376.67			823.33	822.78	372.78	383.33			821.11	819.44	376.11
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	376.67			823.33	822.78	372.78	383.33			821.11	819.44	376.11
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
capx, Potential Capacity	1192.89			294.65	310.88	677.74	1186.19			295.67	312.24	674.83
Capacity	1192.89			278.52	299.89	677.74	1186.19			281.34	301.23	674.83

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3,II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
If,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
If,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
If, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	12.22	368.89	14.44	5.56	5.56	5.56	21.11	368.89	7.78	13.33	5.56	10.00
cmx, Capacity	1192.89			278.52	299.89	677.74	1186.19			281.34	301.23	674.83
V / C	0.01			0.02	0.02	0.01	0.02			0.05	0.02	0.01
d, Delay	8.05			18.42	17.50	10.81	8.09			18.68	17.83	11.22
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.25			15.57			0.43			15.93	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.10						0.18				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	395.56	16.67	397.78	28.89				
Flared Storage Size								
cmx, Capacity	1192.89	357.12	1186.19	358.18				
V / C	0.33	0.05	0.34	0.08				
Q95, 95% Queue Length	0.03	0.15	0.05	0.26				
d, Delay	8.05	15.57	8.09	15.93				
LOS		C		C				
dA, Approach Delay	0.25	15.57	0.43	15.93				
Approach LOS		C		C				

Node 2024 - 2024 WPOD LT Channelization Worksheet

Control Type	Uncontrolled
Signalized	0.00
Unsignalized	0.00
Control Type	Uncontrolled
Signalized	0.00
Unsignalized	0.00
Control Type	Uncontrolled
Signalized	0.00
Unsignalized	0.00

Volume and Delay by Movement

Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Volume	77	227	17	23	91	13	237	87	15	43	11	
Delay (seconds)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Passive Volume	22	83	5	15	26	4	69	18	4	12	3	
Active Volume	55	224	12	8	65	10	268	69	11	31	8	

Volume and Delay by Lane Group

Lane Group	N	E	S	W
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00

Signalized Phase Data

Lane Group	N	E	S	W
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00

Capacity, Control Delay, and Level of Service Determination

Lane Group	N	E	S	W
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00

Signalized Phase Data

Lane Group	N	E	S	W
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00

Signalized Phase Data

Lane Group	N	E	S	W
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00

Lane Group Adjustment Factors for Permitted Flowing

Lane Group	N	E	S	W
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00

Permitted Flowing Adjustment Factors

Lane Group	N	E	S	W
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00

Adjusted Phase Data

Lane Group	N	E	S	W
Control Type	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Signalized	0.00	0.00	0.00	0.00
Unsignalized	0.00	0.00	0.00	0.00

Node 2037: S College and 13th/13th St

Control Type	TWSC
Method	HCM 6th Edition
dt, Average Delay	0.36
Worst Case Delay	13.21
Worst Case LOS	B

Volume and Adjustments

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Base Volume	268.00	5.00	5.00	285.00	5.00	10.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	297.78	5.56	5.56	316.67	5.56	11.11

Pedestrians

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Flow (Ped/hr)			0.00		0.00	0.00
w, Lane Width (ft)			12.00		12.00	12.00
Sp, Walking Speed (ft/s)			3.50		3.50	3.50
fpb, Percent Blockage			0.00		0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Rank	1	1	2	1	3	2
vx, Volume			5.56		5.56	11.11
Conflicting Volume (Veh)			303.33		628.33	300.56
Conflicting Volume (Ped)			0.00		0.00	0.00
Conflicting Volume			303.33		628.33	300.56
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median Refuge Area						
cpx, Potential Capacity			1269.05		449.81	743.77
Capacity			1269.05		447.42	743.77

Critical Headway and Follow Up Headway

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
tc,base, Base Critical Headway			4.10		7.10	6.20
tc,base,I, Base Critical Headway (Stage I)						
tc,base,II, Base Critical Headway (Stage II)						
tc,HV, Heavy Vehicles Adjustment Factor			1.00		1.00	1.00
Phv, % Heavy Vehicles			0.00		0.00	0.00
tc,G, Grade Adjustment Factor			0.00		0.20	0.10
G, % Grade		0.00		0.00		0.00
T3,II, Geometry Adjustment Factor			0.00		0.70	0.00
tc, Critical Headway			4.10		6.40	6.20
tc,I, Critical Headway (Stage I)						
tc,II, Critical Headway (Stage II)						
tf,base, Base Follow-Up Headway			2.20		3.50	3.30
tf,hv, Heavy Vehicles Adjustment Factor			0.90		0.90	0.90
tf, Follow-Up Headway			2.20		3.50	3.30

Delay and Level of Service by Movement

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Volume	297.78	5.56	5.56	316.67	5.56	11.11
cmx, Capacity			1269.05		447.42	743.77
V / C			0.00		0.01	0.01
d, Delay			7.85		13.21	10.01
LOS			A		B	B
dA, Approach Delay		0.00		0.14		11.07
Approach LOS						B
dRank1, Rank 1 Delay		0.00		0.04		

Delay and Level of Service by Lane

Approach	N (Major)	S (Major)	W
	Lane 1	Lane 1	Lane 1
Movements	T, R1	L1, T	L1, R1
vx, Volume	303.33	322.22	16.67
Flared Storage Size			
cmx, Capacity		1269.05	609.26
V / C		0.25	0.03
Q95, 95% Queue Length		0.01	0.08
d, Delay		7.85	11.07
LOS			B
dA, Approach Delay		0.00	11.07
Approach LOS			B

Node 2300: 3 Colapsos e 1 Limpado		
Control Type		Significado
Water		Indica em Secção
Average Delay		13.32
Average LOS		0
V/C		0.64
Total Time		0

Pharmaceutical Contracts by Molecule												
Agreement	N	RT	LT	S	RT	LT	S	RT	LT	W	RT	
Movie 1	155	187	80	21	95	92	700	8	58	63	53	
Movie 2	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Part 1	37	51	18	6	24	63	5	28	4	12	14	
Part 2	147	200	68	20	97	232	22	221	16	58	58	

Approximate Sample Size	N C	E C	S C	W C
(1)	20004	26753	26022	26060
Latent	178	178	178	178
Observed	4449	4449	4449	4449
WLSMV	416	302	263	192
RMSEA (approximate)	0.56	0.47	0.48	0.56
RMSEA (approximate)	0.16	0.64	0.66	0.12

[illegible]

Appendix 1: Capacity, Delay, and Level of Service Determination				
	N	E	S	W
Approach	2055A	2055A	2055B	2055B
Level of Service	Planned	Planned	Planned	Planned
Capacity (veh/h)	415.22	331.52	255.7	158.7
Volume	1915	1560	1098	1198
Volume-to-Capacity Ratio	4.64	4.69	4.29	7.56
Delay (s)	800	660	899	605
Level of Service	F	F	F	F
Queue Length (ft)	0.49	0.34	0.49	0.34
Time to Clear (s)	0.5	0.41	0.29	0.18
Time to Clear (min)	10.28	14.65	8.11	12.53
Clearance (ft)	0.56	0.59	0.62	0.63
Time to Clear (min)	2.35	2.89	2.85	2.80
Time to Clear (sec)	0.00	0.00	0.00	0.00
Time to Clear (min)	1.00	1.00	1.00	1.00
Time to Clear (sec)	0.49	0.34	0.49	0.34
Time to Clear (min)	1.00	1.00	1.00	1.00
Time to Clear (sec)	12.47	12.74	9.92	13.16
Level of Service	F	F	A	F
Time to Clear (min)	12.47	12.74	9.92	13.16
Approach	9	9	A	9
Level of Service	F	F	A	F
Time to Clear (min)	12.47	12.74	9.92	13.16
Time to Clear (sec)	0	0	0	0

Part of Group	N	N	N	N
Approx	5	3	3	3
Arrest Type	5	3	3	3
Line Court	26054	26053	26052	26050
gk Direct Court	0.49	0.34	0.49	0.34
gk Indirect Court	1.00	1.00	1.00	1.00
Q1 Private Court	3.06	3.15	3.03	0.87
Q2 Community Court	0.52	0.62	0.55	0.11
Q3 Community Court	0.00	0.00	0.00	0.00
Q4 Community Court	1.00	1.00	1.00	1.00
Q5 Community Court	1.00	1.00	1.00	1.00
Q6 Community Court	1.00	1.00	1.00	1.00
Q7 Community Court	1.00	1.00	1.00	1.00
Q8 Community Court	1.00	1.00	1.00	1.00
Q9 Community Court	1.00	1.00	1.00	1.00
Q10 Community Court	1.00	1.00	1.00	1.00
Q11 Community Court	1.00	1.00	1.00	1.00
Q12 Community Court	1.00	1.00	1.00	1.00
Q13 Community Court	1.00	1.00	1.00	1.00
Q14 Community Court	1.00	1.00	1.00	1.00
Q15 Community Court	1.00	1.00	1.00	1.00
Q16 Community Court	1.00	1.00	1.00	1.00
Q17 Community Court	1.00	1.00	1.00	1.00
Q18 Community Court	1.00	1.00	1.00	1.00
Q19 Community Court	1.00	1.00	1.00	1.00
Q20 Community Court	1.00	1.00	1.00	1.00
Q21 Community Court	1.00	1.00	1.00	1.00
Q22 Community Court	1.00	1.00	1.00	1.00
Q23 Community Court	1.00	1.00	1.00	1.00
Q24 Community Court	1.00	1.00	1.00	1.00
Q25 Community Court	1.00	1.00	1.00	1.00
Q26 Community Court	1.00	1.00	1.00	1.00
Q27 Community Court	1.00	1.00	1.00	1.00
Q28 Community Court	1.00	1.00	1.00	1.00
Q29 Community Court	1.00	1.00	1.00	1.00
Q30 Community Court	1.00	1.00	1.00	1.00
Q31 Community Court	1.00	1.00	1.00	1.00
Q32 Community Court	1.00	1.00	1.00	1.00
Q33 Community Court	1.00	1.00	1.00	1.00
Q34 Community Court	1.00	1.00	1.00	1.00
Q35 Community Court	1.00	1.00	1.00	1.00
Q36 Community Court	1.00	1.00	1.00	1.00
Q37 Community Court	1.00	1.00	1.00	1.00
Q38 Community Court	1.00	1.00	1.00	1.00
Q39 Community Court	1.00	1.00	1.00	1.00
Q40 Community Court	1.00	1.00	1.00	1.00
Q41 Community Court	1.00	1.00	1.00	1.00
Q42 Community Court	1.00	1.00	1.00	1.00
Q43 Community Court	1.00	1.00	1.00	1.00
Q44 Community Court	1.00	1.00	1.00	1.00
Q45 Community Court	1.00	1.00	1.00	1.00
Q46 Community Court	1.00	1.00	1.00	1.00
Q47 Community Court	1.00	1.00	1.00	1.00
Q48 Community Court	1.00	1.00	1.00	1.00
Q49 Community Court	1.00	1.00	1.00	1.00
Q50 Community Court	1.00	1.00	1.00	1.00
Q51 Community Court	1.00	1.00	1.00	1.00
Q52 Community Court	1.00	1.00	1.00	1.00
Q53 Community Court	1.00	1.00	1.00	1.00
Q54 Community Court	1.00	1.00	1.00	1.00
Q55 Community Court	1.00	1.00	1.00	1.00
Q56 Community Court	1.00	1.00	1.00	1.00
Q57 Community Court	1.00	1.00	1.00	1.00
Q58 Community Court	1.00	1.00	1.00	1.00
Q59 Community Court	1.00	1.00	1.00	1.00
Q60 Community Court	1.00	1.00	1.00	1.00
Q61 Community Court	1.00	1.00	1.00	1.00
Q62 Community Court	1.00	1.00	1.00	1.00
Q63 Community Court	1.00	1.00	1.00	1.00
Q64 Community Court	1.00	1.00	1.00	1.00
Q65 Community Court	1.00	1.00	1.00	1.00
Q66 Community Court	1.00	1.00	1.00	1.00
Q67 Community Court	1.00	1.00	1.00	1.00
Q68 Community Court	1.00	1.00	1.00	1.00
Q69 Community Court	1.00	1.00	1.00	1.00
Q70 Community Court	1.00	1.00	1.00	1.00
Q71 Community Court	1.00	1.00	1.00	1.00
Q72 Community Court	1.00	1.00	1.00	1.00
Q73 Community Court	1.00	1.00	1.00	1.00
Q74 Community Court	1.00	1.00	1.00	1.00
Q75 Community Court	1.00	1.00	1.00	1.00
Q76 Community Court	1.00	1.00	1.00	1.00
Q77 Community Court	1.00	1.00	1.00	1.00
Q78 Community Court	1.00	1.00	1.00	1.00
Q79 Community Court	1.00	1.00	1.00	1.00
Q80 Community Court	1.00	1.00	1.00	1.00
Q81 Community Court	1.00	1.00	1.00	1.00
Q82 Community Court	1.00	1.00	1.00	1.00
Q83 Community Court	1.00	1.00	1.00	1.00
Q84 Community Court	1.00	1.00	1.00	1.00
Q85 Community Court	1.00	1.00	1.00	1.00
Q86 Community Court	1.00	1.00	1.00	1.00
Q87 Community Court	1.00	1.00	1.00	1.00
Q88 Community Court	1.00	1.00	1.00	1.00
Q89 Community Court	1.00	1.00	1.00	1.00
Q90 Community Court	1.00	1.00	1.00	1.00
Q91 Community Court	1.00	1.00	1.00	1.00
Q92 Community Court	1.00	1.00	1.00	1.00
Q93 Community Court	1.00	1.00	1.00	1.00
Q94 Community Court	1.00	1.00	1.00	1.00
Q95 Community Court	1.00	1.00	1.00	1.00
Q96 Community Court	1.00	1.00	1.00	1.00
Q97 Community Court	1.00	1.00	1.00	1.00
Q98 Community Court	1.00	1.00	1.00	1.00
Q99 Community Court	1.00	1.00	1.00	1.00
Q100 Community Court	1.00	1.00	1.00	1.00
Q101 Community Court	1.00	1.00	1.00	1.00
Q102 Community Court	1.00	1.00	1.00	1.00
Q103 Community Court	1.00	1.00	1.00	1.00
Q104 Community Court	1.00	1.00	1.00	1.00
Q105 Community Court	1.00	1.00	1.00	1.00
Q106 Community Court	1.00	1.00	1.00	1.00
Q107 Community Court	1.00	1.00	1.00	1.00
Q108 Community Court	1.00	1.00	1.00	1.00
Q109 Community Court	1.00	1.00	1.00	1.00
Q110 Community Court	1.00	1.00	1.00	1.00
Q111 Community Court	1.00	1.00	1.00	1.00
Q112 Community Court	1.00	1.00	1.00	1.00
Q113 Community Court	1.00	1.00	1.00	1.00
Q114 Community Court	1.00	1.00	1.00	1.00
Q115 Community Court	1.00	1.00	1.00	1.00
Q116 Community Court	1.00	1.00	1.00	1.00
Q117 Community Court	1.00	1.00	1.00	1.00
Q118 Community Court	1.00	1.00	1.00	1.00
Q119 Community Court	1.00	1.00	1.00	1.00
Q120 Community Court	1.00	1.00	1.00	1.00
Q121 Community Court	1.00	1.00	1.00	1.00
Q122 Community Court	1.00	1.00	1.00	1.00
Q123 Community Court	1.00	1.00	1.00	1.00
Q124 Community Court	1.00	1.00	1.00	1.00
Q125 Community Court	1.00	1.00	1.00	1.00
Q126 Community Court	1.00	1.00	1.00	1.00
Q127 Community Court	1.00	1.00	1.00	1.00
Q128 Community Court	1.00	1.00	1.00	1.00
Q129 Community Court	1.00	1.00	1.00	1.00
Q130 Community Court	1.00	1.00	1.00	1.00
Q131 Community Court	1.00	1.00	1.00	1.00
Q132 Community Court	1.00	1.00	1.00	1.00
Q133 Community Court	1.00	1.00	1.00	1.00
Q134 Community Court	1.00	1.00	1.00	1.00
Q135 Community Court	1.00	1.00	1.00	1.00
Q136 Community Court	1.00	1.00	1.00	1.00
Q137 Community Court	1.00	1.00	1.00	1.00
Q138 Community Court	1.00	1.00	1.00	1.00
Q139 Community Court	1.00	1.00	1.00	1.00
Q140 Community Court	1.00	1.00	1.00	1.00
Q141 Community Court	1.00	1.00	1.00	1.00
Q142 Community Court	1.00	1.00	1.00	1.00
Q143 Community Court	1.00	1.00	1.00	1.00
Q144 Community Court	1.00	1.00	1.00	1.00
Q145 Community Court	1.00	1.00	1.00	1.00
Q146 Community Court	1.00	1.00	1.00	1.00
Q147 Community Court	1.00	1.00	1.00	1.00
Q148 Community Court	1.00	1.00	1.00	1.00
Q149 Community Court	1.00	1.00	1.00	1.00
Q150 Community Court	1.00	1.00	1.00	1.00
Q151 Community Court	1.00	1.00	1.00	1.00
Q152 Community Court	1.00	1.00	1.00	1.00
Q153 Community Court	1.00	1.00	1.00	1.00
Q154 Community Court	1.00	1.00	1.00	1.00
Q155 Community Court	1.00	1.00	1.00	1.00
Q156 Community Court	1.00	1.00	1.00	1.00
Q157 Community Court	1.00	1.00	1.00	1.00
Q158 Community Court	1.00	1.00	1.00	1.00
Q159 Community Court	1.00	1.00	1.00	1.00
Q160 Community Court	1.00	1.00	1.00	1.00
Q161 Community Court	1.00	1.00	1.00	1.00
Q162 Community Court	1.00	1.00	1.00	1.00
Q163 Community Court	1.00	1.00	1.00	1.00
Q164 Community Court	1.00	1.00	1.00	1.00
Q165 Community Court	1.00	1.00	1.00	1.00
Q166 Community Court	1.00	1.00	1.00	1.00
Q167 Community Court	1.00	1.00	1.00	1.00
Q168 Community Court	1.00	1.00	1.00	1.00
Q169 Community Court	1.00	1.00	1.00	1.00
Q170 Community Court	1.00	1.00	1.00	1.00
Q171 Community Court	1.00	1.00	1.00	1.00
Q172 Community Court	1.00	1.00	1.00	1.00
Q173 Community Court	1.00	1.00	1.00	1.00
Q174 Community Court	1.00	1.00	1.00	1.00
Q175 Community Court	1.00	1.00	1.00	1.00
Q176 Community Court	1.00	1.00	1.00	1.00
Q177 Community Court	1.00	1.00	1.00	1.00
Q178 Community Court	1.00	1.00	1.00	1.00
Q179 Community Court	1.00	1.00	1.00	1.00
Q180 Community Court	1.00	1.00	1.00	1.00
Q181 Community Court	1.00	1.00	1.00	1.00
Q182 Community Court	1.00	1.00	1.00	1.00
Q183 Community Court	1.00	1.00	1.00	1.00
Q184 Community Court	1.00	1.00	1.00	1.00
Q185 Community Court	1.00	1.00	1.00	1.00
Q186 Community Court	1.00	1.00	1.00	1.00
Q187 Community Court	1.00	1.00	1.00	1.00
Q188 Community Court	1.00	1.00	1.00	1.00
Q189 Community Court	1.00	1.00	1.00	1.00
Q190 Community Court	1.00	1.00	1.00	1.00
Q191 Community Court	1.00	1.00	1.00	1.00
Q192 Community Court	1.00	1.00	1.00	1.00
Q193 Community Court	1.00	1.00	1.00	1.00
Q194 Community Court	1.00	1.00	1.00	1.00
Q195 Community Court	1.00	1.00	1.00	1.00
Q196 Community Court	1.00	1.00	1.00	1.00
Q197 Community Court	1.00	1.00	1.00	1.00
Q198 Community Court	1.00	1.00	1.00	1.00
Q199 Community Court	1.00	1.00	1.00	1.00
Q200 Community Court	1.00	1.00	1.00	1.00
Q201 Community Court	1.00	1.00	1.00	1.00
Q202 Community Court	1.00	1.00	1.00	1.00
Q203 Community Court	1.00	1.00	1.00	1.00
Q204 Community Court	1.00	1.00	1.00	1.00
Q205 Community Court	1.00	1.00	1.00	1.00
Q206 Community Court	1.00	1.00	1.00	1.00
Q207 Community Court	1.00	1.00	1.00	1.00
Q208 Community Court	1.00	1.00	1.00	1.00
Q209 Community Court	1.00	1.00	1.00	1.00
Q210 Community Court	1.00	1.00	1.00	1.00
Q211 Community Court	1.00	1.00	1.00	1.00
Q212 Community Court	1.00	1.00	1.00	1.00
Q213 Community Court	1.00	1.00	1.00	1.00
Q214 Community Court	1.00	1.00	1.00	1.00
Q215 Community Court	1.00	1.00	1.00	1.00
Q216 Community Court	1.00	1.00	1.00	1.00
Q217 Community Court	1.00	1.00	1.00	1.00
Q218 Community Court	1.00	1.00	1.00	1.00
Q219 Community Court	1.00	1.00	1.00	1.00
Q220 Community Court	1.00	1.00	1.00	1.00
Q221 Community Court	1.00	1.00	1.00	1.00
Q222 Community Court	1.00	1.00	1.00	1.00
Q223 Community Court	1.00	1.00	1.00	1.00
Q224 Community Court	1.00	1.00	1.00	1.00
Q225 Community Court	1.00	1.00	1.00	1.00
Q226 Community Court	1.00	1.00	1.00	1.00
Q227 Community Court	1.00	1.00	1.00	1.00
Q228 Community Court	1.00	1.00	1.00	1.00
Q229 Community Court	1.00	1.00	1.00	1.00
Q230 Community Court	1.00	1.00	1.00	1.00
Q231 Community Court	1.00	1.00	1.00	1.00
Q232 Community Court	1.00	1.00	1.00	1.00
Q233 Community Court	1.00	1.00	1.00	1.00
Q234 Community Court	1.00	1.00	1.00	1.00
Q235 Community Court	1.00	1.00	1.00	1.00
Q236 Community Court	1.00	1.00	1.00	1.00
Q237 Community Court	1.00	1.00	1.00	1.00
Q238 Community Court	1.00	1.00	1.00	1.00
Q239 Community Court	1.00	1.00	1.00	1.00
Q240 Community Court	1.00	1.00	1.00	1.00

Signal Timing Information				
Apparel	H	S	S	VT
Line of Sight	20.004	20.003	20.002	20.000
Signal type	Peds	Peds	Peds	Peds
C. Queue Length	60.00	60.00	60.00	60.00
Queue Length - Maximum Cycle	0	0	0	0
Release - Program Cycle	4.00	4.00	4.00	4.00
H. Non-Vehicular Time	0	0	0	0
HP Pedestrian Clearance Time	2.00	2.00	2.00	2.00
G. Clearance Time	2.00	2.00	2.00	2.00
Green Time (Sec)	26.5	0	26.5	0
Green Time (Sec)	56	22.5	56	20.5
Green Time (Sec)	29.5	22.5	29.5	22.5
G. Starting Green Time	29.5	22.5	29.5	22.5
gC. Green Cycle	0.49	0.18	0.49	0.34
(gC) Volume to Saturation Flow Rate	0.27	0.11	0.15	0.06
Critical Path Group	V	V		

[illegible][illegible]

Abstract

Abstract

MANUSCRIPTS

Node 2039: SE 3rd & Ash Ave

Control Type TWSC
 Method HCM 6th Edition
 dt, Average Delay 6.17
 Worst Case Delay 9.46
 Worst Case LOS A

Volume and Adjustments

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	6.00	21.00	5.00	5.00	9.00	5.00	5.00	10.00	5.00	5.00	8.00	5.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	6.67	23.33	5.56	5.56	10.00	5.56	5.56	11.11	5.56	5.56	8.89	5.56

Pedestrians

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
w, Lane Width (ft)	12.00	12.00	12.00	12.00			12.00	12.00	12.00	12.00		
Sp, Walking Speed (ft/s)	3.50	3.50	3.50	3.50			3.50	3.50	3.50	3.50		
fpb, Percent Blockage	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		

Capacity of Movements below Rank 1

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	4	3	2	2	1	1	4	3	2	2	1	1
vx, Volume	6.67	23.33	5.56	5.56			5.56	11.11	5.56	5.56		
Conflicting Volume (Veh)	55.00	49.44	12.78	14.44			61.11	49.44	11.67	15.56		
Conflicting Volume (Ped)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
Conflicting Volume	55.00	49.44	12.78	14.44			61.11	49.44	11.67	15.56		
Two-Stage Gap Acceptance	No	No					No	No				
Number of Storage Spaces in Median Refuge Area												
opx, Potential Capacity	947.73	845.95	1073.43	1616.78			939.14	845.95	1074.94	1615.28		
Capacity	928.40	840.09	1073.43	1616.78			909.66	840.09	1074.94	1615.28		

Critical Headway and Follow-Up Headway

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00		
Phv, % Heavy Vehicles	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc,G, Grade Adjustment Factor	0.20	0.20	0.10	0.00			0.20	0.20	0.10	0.00		
G, % Grade		0.00			0.00			0.00			0.00	
T3,It, Geometry Adjustment Factor	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc,I, Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
If,base, Base Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		
If,hv, Heavy Vehicles Adjustment Factor	0.90	0.90	0.90	0.90			0.90	0.90	0.90	0.90		
If, Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		

Delay and Level of Service by Movement

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	6.67	23.33	5.56	5.56	10.00	5.56	5.56	11.11	5.56	5.56	8.89	5.56
cmx, Capacity	928.40	840.09	1073.43	1616.78			909.66	840.09	1074.94	1615.28		
V / C	0.01	0.03	0.01	0.00			0.01	0.01	0.01	0.00		
d, Delay	9.05	9.46	8.52	7.23			9.06	9.38	8.45	7.24		
LOS	A	A	A	A			A	A	A	A		
dA, Approach Delay		9.23			1.90			9.07			2.01	
Approach LOS		A						A				
dRank1, Rank 1 Delay					0.03						0.03	

Delay and Level of Service by Lane

Approach	N		E (Major)		S		W (Major)	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	35.56	21.11	22.22	20.00				
Flared Storage Size								
cmx, Capacity	885.99	1616.78	909.97	1615.28				
V / C	0.04	0.01	0.02	0.01				
Q95, 95% Queue Length	0.13	0.01	0.08	0.01				
d, Delay	9.23	7.23	9.07	7.24				
LOS	A		A					
dA, Approach Delay	9.23	1.90	9.07	2.01				
Approach LOS	A		A					

Intersection Capacity Analysis Summary Page

Analysis Time: Fri Sep 27 12:46:32 21
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whitman	Signalized	0.59	35.15	D	66.63	E
2031	N College & SE 3rd St.	TWSC	0.00	1.16	A	15.62	C
2032	S College Ave & SW 4th St	Signalized	0.82	50.27	D	91.25	F
2033	S College Ave & SE 6th St	TWSC	0.00	1.93	A	17.23	C
2034	S College Ave & SE 8th St	TWSC	0.00	1.79	A	17.15	C
2035	S College Ave & SE 10th St	TWSC	0.00	1.30	A	24.08	C
2036	S College Ave & SE 12th St	Signalized	0.73	25.43	C	50.03	D
2037	S College and 13th 13th St	TWSC	0.00	0.32	A	15.34	C
2038	S College Ave & Lampert	Signalized	0.73	25.83	C	41.12	D
2039	SE 3rd & Ash Ave	TWSC	0.00	9.19	A	11.27	B

1CAWAYMPO 2040 AM 02-27-19,xxx - No 44 2030

Node 2031: N College & SE 3rd St.

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 1.16
 Worst Case Delay 15.62
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	177.00	5.00	7.00	5.00	6.00	6.00	221.00	19.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
V, Adjusted Volume	7.69	272.31	7.69	10.77	7.69	9.23	9.23	340.00	29.23	7.69	7.69	7.69

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			10.77	7.69	9.23	9.23			7.69	7.69	7.69
Conflicting Volume (Veh)	369.23			672.31	668.46	354.62	280.00			673.08	679.23	276.15
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	369.23			672.31	668.46	354.62	280.00			673.08	679.23	276.15
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpk, Potential Capacity	1200.41			372.06	381.43	683.79	1294.24			371.62	376.06	767.45
Capacity	1200.41			357.93	375.13	693.79	1294.24			356.40	369.84	767.45

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
lf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	272.31	7.69	10.77	7.69	9.23	9.23	340.00	29.23	7.69	7.69	7.69
cmx, Capacity	1200.41			357.93	375.13	693.79	1294.24			356.40	369.84	767.45
V / C	0.01			0.03	0.02	0.01	0.01			0.02	0.02	0.01
d, Delay	8.02			15.62	15.16	10.76	7.80			15.55	15.19	10.14
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.21			13.87			0.19			13.63	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)			E			S (Major)			W		
Lane	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Movements	T, R1	T, R1	L1, T, R1	L1, T, R1	T, R1	T, R1	T, R1	T, R1	T, R1	T, R1	T, R1	T, R1
vx, Volume	7.69	280.00	27.69	9.23	369.23	23.08						
Flared Storage Size												
cmx, Capacity			433.38			440.35						
V / C			0.06			0.05						
Q95, 95% Queue Length			0.20			0.17						
d, Delay			13.87			13.63						
LOS			B			B						
dA, Approach Delay		0.21	13.87		0.19	13.63						
Approach LOS			B			B						

NOON TIDE S. C. 4-24 Apr 5. NW 40. 50

Control Type	Serialized
Method	HCN 6th Edition
Average Delay	50.27
Average LOS	0
VIC	0.82
Loss Time	16

Video Analysis made by Moveworks

Approximate Movement	M		Z		S		W		
	L1	R1	L1	R1	L1	R1	L1	R1	
Basic Volume	19	169	18	68	97	18	254	97	58
Prof. requirement 1/1/11	0.660	0.850	0.660	0.640	0.660	0.650	0.650	0.650	0.660
Peak 10 Volume	4	73	26	37	9	33	54	18	32
Acquired Volume	23	292	24	100	119	25	324	140	88

Video and Audio by Live Group

APRISON	N		E		D		G	
1st Group	C		C		C		C	
2d	137152	137154	137153	137152	137150	137151	137155	137156
Count	1	87	1	87	1	87	1	87
Contype	Pr	Pr	Pr	Pr	Pr	Pr	Pr	Pr
Yours	23	222	23	214	134	531	22	102
Pr: 0.0000000000000000	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Pr: 0.0000000000000000	0.00	0.99	0.00	0.14	0.00	0.99	0.00	0.12

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[illegible]

Capacity, Control, Causality, and Level of Service Determinations

[illegible]

Page 11 of 24

[illegible]

Study Design

[illegible]

Yeh-Tsun and Robert Yeh: A New Ecological Paradigm

	N				V			
	137153	137154	137155	137156	137157	137158	137159	
	Prod	Adj Lat	Prod	Adj Lat	Prod	Adj Lat	Prod	
Latency								
Connect Type								
Subject to Single or Multi (M)								
Openness by Scope (for Multi)								
C. Outer Loop								
Csh. Adjust								
GM. RT. Conn. GT								
Open. Opposing Left GT								
No. Subtree Leaves in Opposing								
N. Number Vertices								
V. T. Adj. LT Minus								
PLT. Proportion LT in Opposing								
PLT. Proportion LT in Opposing								
LT Volume per Cycle								
V. Opposing Flow								
V. Acquired Opposing Flow								
PLAT. Opposing Latent Utilization								
Opp. Opposing Latent Ratio								
Opp. Opposing Queue Ratio								
Opp. Opposing Queue Clearing Time								
PL								
de Multicore by PL * 10								
E1								
E2								
de								
PL Latent Adjustment	0.95	1.00	0.95	1.00	0.95	1.00	0.95	

[illegible]

Abstract The purpose of this study was to determine the effect of a 12-week, low-intensity, low-impact, and low-impact aerobically and resistance training program on the physical fitness of sedentary, middle-aged women. The study was a randomized, controlled trial. The subjects were 40 sedentary, middle-aged women who were randomly assigned to either a control group or an exercise group. The exercise group performed a 12-week, low-intensity, low-impact, and low-impact aerobically and resistance training program. The control group did not exercise. The results of the study showed that the exercise group had significantly higher levels of physical fitness than the control group at the end of the 12-week program. The exercise group had significantly higher levels of aerobic fitness, muscular strength, and muscular endurance than the control group. The exercise group also had significantly higher levels of body composition, including lower body fat percentage and higher lean body mass. The results of this study suggest that a 12-week, low-intensity, low-impact, and low-impact aerobically and resistance training program can improve the physical fitness of sedentary, middle-aged women.

Abstract

Future research

Node 2033: S College Ave & SE 6th St

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 1.93
 Worst Case Delay 17.23
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Base Volume	5.00	168.00	5.00	5.00	5.00	8.00	5.00	248.00	7.00	22.00	12.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	258.46	7.69	7.69	7.69	12.31	7.69	383.08	10.77	33.85	18.46	7.69

Pedestrians

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	12.31	7.69			33.85	18.46	7.69
Conflicting Volume (Veh)	393.85			694.62	685.38	388.46	268.15			691.54	686.92	262.31
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	393.85			694.62	685.38	388.46	268.15			691.54	686.92	262.31
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpv, Potential Capacity	1175.69			359.50	373.01	664.16	1309.41			361.21	372.26	781.20
Capacity	1175.69			338.34	367.35	664.16	1309.41			344.83	366.61	781.20

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3,II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Volume	7.69	258.46	7.69	7.69	7.69	12.31	7.69	383.08	10.77	33.85	18.46	7.69
cmx, Capacity	1175.69			338.34	367.36	664.16	1309.41			344.83	366.61	781.20
V / C	0.01			0.02	0.02	0.02	0.01			0.10	0.05	0.01
d, Delay	8.08			16.18	15.34	10.98	7.77			17.23	16.61	11.39
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.23			13.62			0.15			16.29	
Approach LOS					B						C	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1	Lane 1	Lane 1
Movements								
vx, Volume	7.69	266.15	27.69	7.69	393.85	60.00		
Flared Storage Size								
cmx, Capacity			445.17			378.89		
V / C			0.06			0.16		
Q95, 95% Queue Length			0.20			0.56		
d, Delay			13.62			16.29		
LOS			B			C		
dA, Approach Delay		0.23	13.62		0.15	16.29		
Approach LOS			B			C		

Node 2034: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.79
 Worst Case Delay 17.15
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	162.00	5.00	10.00	5.00	10.00	12.00	253.00	13.00	8.00	6.00	17.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	249.23	7.69	15.38	7.69	15.38	18.46	389.23	20.00	12.31	9.23	26.15

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fbp, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			15.38	7.69	15.38	18.46			12.31	9.23	26.15
Conflicting Volume (Veh)	409.23			722.31	708.46	399.23	256.92			716.15	714.62	253.08
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	409.23			722.31	708.46	399.23	256.92			716.15	714.62	253.08
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
capx, Potential Capacity	1160.49			344.48	361.81	654.98	1319.62			347.76	358.88	790.50
Capacity	1160.49			319.98	352.49	654.98	1319.62			327.40	349.64	790.50

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
If,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
If,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
If, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	249.23	7.69	15.38	7.69	15.38	18.46	389.23	20.00	12.31	9.23	26.15
cmx, Capacity	1160.49			319.98	352.49	654.98	1319.62			327.40	349.64	790.50
V/C	0.01			0.05	0.02	0.02	0.01			0.04	0.03	0.03
d, Delay	8.12			17.15	18.11	11.40	7.77			16.78	16.08	10.34
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.24			14.64			0.34			13.12	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Movements	T, R1	T, R1	T, R1	T, R1	T, R1	T, R1
vx, Volume	7.69	256.92	38.46	18.46	409.23	47.69
Flared Storage Size						
cmx, Capacity			411.83			491.28
V/C			0.09			0.10
Q95, 95% Queue Length			0.31			0.32
d, Delay			14.64			13.12
LOS			B			B
dA, Approach Delay		0.24	14.64		0.34	13.12
Approach LOS			B			B

Node 2035: S College Ave & SE 10th St

Control Type TWSC
 Method HCM 6th Edition
 df, Average Delay 1.3
 Worst Case Delay 24.08
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	269.00	5.00	5.00	5.00	5.00	5.00	355.00	5.00	9.00	5.00	15.00
PHF, Peak-hour factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
V, Adjusted Volume	7.69	413.85	7.69	7.69	7.69	7.69	9.23	546.15	7.69	13.85	7.69	23.08

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	7.69	9.23			13.85	7.69	23.08
Conflicting Volume (Veh)	553.85			1016.92	1005.38	550.00	421.54			1009.23	1005.38	417.69
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	553.85			1016.92	1005.38	550.00	421.54			1009.23	1005.38	417.69
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpv, Potential Capacity	1026.51			217.95	243.28	538.65	1148.47			220.59	243.28	639.54
Capacity	1026.51			201.59	238.09	538.65	1148.47			208.65	238.09	639.54

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
If, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
If, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
If, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	413.85	7.69	7.69	7.69	7.69	9.23	546.15	7.69	13.85	7.69	23.08
cmv, Capacity	1026.51			201.59	238.09	538.65	1148.47			208.65	238.09	639.54
V / C	0.01			0.04	0.03	0.01	0.01			0.07	0.03	0.04
d, Delay	8.53			24.08	21.34	12.91	8.16			23.95	21.81	12.32
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.15			19.44			0.13			17.56	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Movements	T, R1	T, R1	T, R1	T, R1	T, R1	L1, T, R1
vx, Volume	7.69	421.54	23.08	9.23	553.85	44.62
Planned Storage Size						
cmv, Capacity			272.30			331.09
V / C			0.08			0.13
Q95, 95% Queue Length			0.28			0.47
d, Delay			19.44			17.56
LOS			C			C
dA, Approach Delay		0.15	19.44		0.13	17.56
Approach LOS			C			C

Node 1116: 8 College Ave & SE 17th St	
Control Type	Signalized
Wegons	~1000 to 6,000
Average Delay	25.43
Average LOS	C
V/C	0.73
Loss Time	21

Volume and Agreements by Movement												
Agreement	N		E		S		W		NW		NE	
Movement	L1	R1	L1	R1	L1	R1	L1	R1	L1	R1	L1	R1
Overlapping	46	217	9	36	12	83	12	232	51	12	78	17
Partial Overlapping	0	0	0	0	0	0	0	0	0	0	0	0
Partial Overlapping (None)	0	0	0	0	0	0	0	0	0	0	0	0
Partial to Volume	17	89	2	15	7	24	5	112	20	4	30	7
Adjusted Volume	49	334	0	58	23	447	18	443	78	34	120	24

[illegible][illegible]

Capacity, Control Delay, and Level of Service Computations											
	H		E		B		W				
Approach	137161	137162	137163	137160	137157	137158	137153	137154			
Capacity	1064	1064	1064	1064	1064	1064	1064	1064			
Control Delay	99.20	345.68	22.45	124.62	18.48	127.03	18.48	127.03			
W. Volume	1687	1747	1687	1530	1687	1530	1687	1667			
Capacity	292	453	247	305	111	505	111	511			
Control Delay	0.18	9.49	0.15	0.2	0.07	0.38	0.07	0.38			
Level of Service	0.24	0.4	0.74	0.41	0.17	0.81	0.17	0.74			
Capacity	25.30	9.72	25.30	20.68	25.43	22.04	25.43	25.43			
Control Delay	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00			
Level of Service	1.02	1.42	2.75	4.06	3.20	3.147	3.22	2.64			
Capacity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Control Delay	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Level of Service	0.16	0.10	0.15	0.20	0.20	0.26	0.26	0.07			
Capacity	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Control Delay	22.32	11.13	22.63	25.03	22.65	22.63	22.65	22.63			
Level of Service	C	B	C	C	C	C	C	D			
Capacity	13.16	24.06	25.13	25.13	25.13	25.13	25.13	25.13			
Control Delay	9	24.06	25.13	25.13	25.13	25.13	25.13	25.13			
Level of Service	B	C	C	C	C	C	C	D			

Model of Growth	H			E			S			W		
AP50 ¹⁰⁰	1	2	3	1	2	3	1	2	3	1	2	3
Amplitude	137.015	137.022	137.019	137.008	137.017	137.018	137.018	137.013	137.015	137.014		
Linear Slope	0.18	0.49	0.16	0.20	0.07	0.36	0.07	0.12	0.12	0.12		
QC (Cov ² = 0.72)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
QC (Cov ² = 0.72) - 1	0.78	0.49	0.02	1.42	0.24	0.57	0.24	0.24	0.33	0.33		
QC (Cov ² = 0.72) - 2	0.16	0.34	0.15	0.34	0.13	0.27	0.13	0.13	0.14	0.14		
QC (Cov ² = 0.72) - 3	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Linear Slope - 1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Linear Slope - 2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Linear Slope - 3	0.44	0.73	0.64	1.16	0.34	1.74	0.34	1.34	1.27			
QC (Cov ² = 0.72) - 1	1.40	1.77	1.80	1.80	1.40	1.46	1.49	1.71				
QC (Cov ² = 0.72) - 2	80	80	80	80	80	80	80	80				
QC (Cov ² = 0.72) - 3	1.69	4.05	3.11	5.16	0.00	13.31	0.41	5.79				

Ages 17 and Under				Ages 18-24				Ages 25-34				Ages 35-44				Ages 45-54				Ages 55-64				Ages 65+			
N		137162		137159		137165		137157		137158		137153		137164		137164		137164		137164		137164					
Price		169148		169148		169148		169148		169148		169148		169148		169148		169148		169148		169148					
P		P		P		P		P		P		P		P		P		P		P		P					
Age	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Gender	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Marital Status	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Income	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Assets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Liabilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Net Worth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Debt Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Assets to Liabilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Assets to Net Worth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Liabilities to Net Worth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Assets to Liabilities to Net Worth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Assets to Liabilities to Net Worth to Assets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					
Assets to Liabilities to Net Worth to Assets to Liabilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					

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Majority Decision

Abstract

Node 2037: S College and 13th/13th St

Control Type	TWSC
Method	HCM 5th Edition
dI, Average Delay	0.32
Worst Case Delay	15.34
Worst Case LOS	C

Volume and Adjustments

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Base Volume	193.00	5.00	5.00	311.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	296.92	7.69	7.69	478.46	7.69	7.69

Pedestrians

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Flow (Ped/hr)			0.00		0.00	0.00
w, Lane Width (ft)			12.00		12.00	12.00
Sp, Walking Speed (ft/s)			3.50		3.50	3.50
fpb, Percent Blockage			0.00		0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Rank	1	1	2	1	3	2
vx, Volume			7.69		7.69	7.69
Conflicting Volume (Veh)			304.62		794.62	300.77
Conflicting Volume (Ped)			0.00		0.00	0.00
Conflicting Volume			304.62		794.62	300.77
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median Refuge Area						
cpx, Potential Capacity			1267.68		359.53	743.57
Capacity			1267.68		356.56	743.57

Critical Headway and Follow Up Headway

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
tc,base, Base Critical Headway			4.10		7.10	6.20
tc,base,I, Base Critical Headway (Stage I)						
tc,base,II, Base Critical Headway (Stage II)						
tc,HV, Heavy Vehicles Adjustment Factor			1.00		1.00	1.00
Phv, % Heavy Vehicles			0.00		0.00	0.00
tc,G, Grade Adjustment Factor			1.00		0.20	0.10
G, % Grade		0.00	0.00		0.00	
T3,II, Geometry Adjustment Factor			0.00		0.70	0.00
tc, Critical Headway			4.10		6.40	6.20
tc,I, Critical Headway (Stage I)						
tc,II, Critical Headway (Stage II)						
tf,base, Base Follow-Up Headway			2.20		3.50	3.30
tf,hv, Heavy Vehicles Adjustment Factor			0.90		0.90	0.90
tf, Follow-Up Headway			2.20		3.50	3.30

Delay and Level of Service by Movement

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Volume	296.92	7.69	7.69	478.46	7.69	7.69
cmx, Capacity			1267.68		356.56	743.57
V / C			0.01		0.02	0.01
d, Delay			7.85		15.34	10.09
LOS			A		C	B
dA, Approach Delay		0.00		0.12		12.72
Approach LOS						B
dRank1, Rank 1 Delay		0.00		0.06		

Delay and Level of Service by Lane

Approach	N (Major)		S (Major)		W	
	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements						
vx, Volume	304.62	486.15	15.38			
Flared Storage Size						
cmx, Capacity		1267.68	481.99			
V / C		0.38	0.03			
Q95, 95% Queue Length		0.02	0.10			
d, Delay		7.86	12.72			
LOS			B			
dA, Approach Delay		0.00	0.12			
Approach LOS			B			

Node 2220, 5 Channels, 6 Layers	
Control Type	Signalized
Method	MCU with Section
Average Delay	75.63
Average LOS	C
V/C	0.73
Loop Time	16

Values and Adjustments by Movement															
Appropriation	L			T			E			S			W		
Movements	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	779	302	10	56	13	23	244	254	6	77	21	18	18	18	18
Base Volume Adjustments	0.650	0.900	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.900	0.650	0.650	0.650	0.650	0.650
Peak 15 Volume	30	116	4	29	7	30	5	98	21	18	7	18	18	18	18
Adjusted Volume	122	468	15	82	20	122	249	261	26	79	122	79	122	79	122

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Resource Unit Name	M			E			S		
Apportion	137163			137171			137166		
24	137163			137171			137166		
30	137163			137171			137166		
36	137163			137171			137166		
42	137163			137171			137166		
48	137163			137171			137166		
54	137163			137171			137166		
60	137163			137171			137166		
66	137163			137171			137166		
72	137163			137171			137166		
78	137163			137171			137166		
84	137163			137171			137166		
90	137163			137171			137166		
96	137163			137171			137166		
102	137163			137171			137166		
108	137163			137171			137166		
114	137163			137171			137166		
120	137163			137171			137166		
126	137163			137171			137166		
132	137163			137171			137166		
138	137163			137171			137166		
144	137163			137171			137166		
150	137163			137171			137166		
156	137163			137171			137166		
162	137163			137171			137166		
168	137163			137171			137166		
174	137163			137171			137166		
180	137163			137171			137166		
186	137163			137171			137166		
192	137163			137171			137166		
198	137163			137171			137166		
204	137163			137171			137166		

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Sight Rate Comparison		N				S			
		137168	137170	137171	137187	137183	137265	137266	137272
		Price	137169	137171	Price	137183	Price	137266	Price
1. Forward		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2. 90 Days		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3. 180 Days		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4. 360 Days		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5. 1 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6. 2 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7. 3 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8. 4 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9. 5 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10. 6 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11. 7 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12. 8 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13. 9 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14. 10 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15. 11 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16. 12 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17. 13 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18. 14 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19. 15 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20. 16 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21. 17 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22. 18 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23. 19 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24. 20 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25. 21 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26. 22 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27. 23 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28. 24 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29. 25 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30. 26 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31. 27 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32. 28 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33. 29 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
34. 30 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
35. 31 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
36. 32 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
37. 33 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
38. 34 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
39. 35 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
40. 36 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
41. 37 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42. 38 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
43. 39 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
44. 40 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
45. 41 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
46. 42 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
47. 43 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
48. 44 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
49. 45 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
50. 46 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51. 47 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52. 48 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
53. 49 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
54. 50 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
55. 51 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
56. 52 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
57. 53 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
58. 54 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
59. 55 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
60. 56 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
61. 57 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
62. 58 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
63. 59 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
64. 60 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
65. 61 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
66. 62 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67. 63 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
68. 64 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69. 65 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
70. 66 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
71. 67 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
72. 68 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
73. 69 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
74. 70 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75. 71 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
76. 72 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
77. 73 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78. 74 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
79. 75 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
80. 76 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
81. 77 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
82. 78 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
83. 79 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84. 80 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
85. 81 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
86. 82 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87. 83 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
88. 84 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
89. 85 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90. 86 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
91. 87 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
92. 88 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93. 89 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
94. 90 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95. 91 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96. 92 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
97. 93 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
98. 94 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
99. 95 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
100. 96 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
101. 97 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
102. 98 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
103. 99 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
104. 100 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
105. 101 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
106. 102 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
107. 103 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
108. 104 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
109. 105 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
110. 106 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
111. 107 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
112. 108 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
113. 109 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
114. 110 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
115. 111 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
116. 112 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
117. 113 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
118. 114 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
119. 115 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120. 116 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
121. 117 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
122. 118 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
123. 119 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
124. 120 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
125. 121 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
126. 122 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
127. 123 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
128. 124 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
129. 125 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130. 126 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
131. 127 Year		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
132. 128 Year		0.00	0.00	0.00	0.00	0.00	0.00		

Get Daily Log for the Period for the Period		137168		137173		137174		137175		137176		137177		137178		137179		137180		137181		137182		137183		137184		137185		137186		137187		137188		137189		137190		137191		137192		137193		137194		137195		137196		137197		137198		137199		137200		137201		137202		137203		137204		137205		137206		137207		137208		137209		137210		137211		137212		137213		137214		137215		137216		137217		137218		137219		137220		137221		137222		137223		137224		137225		137226		137227		137228		137229		137230		137231		137232		137233		137234		137235		137236		137237		137238		137239		137240		137241		137242		137243		137244		137245		137246		137247		137248		137249		137250		137251		137252		137253		137254		137255		137256		137257		137258		137259		137260		137261		137262		137263		137264		137265		137266		137267		137268		137269		137270		137271		137272		137273		137274		137275		137276		137277		137278		137279		137280		137281		137282		137283		137284		137285		137286		137287		137288		137289		137290		137291		137292		137293		137294		137295		137296		137297		137298		137299		137300		137301		137302		137303		137304		137305		137306		137307		137308		137309		137310		137311		137312		137313		137314		137315		137316		137317		137318		137319		137320		137321		137322		137323		137324		137325		137326		137327		137328		137329		137330		137331		137332		137333		137334		137335		137336		137337		137338		137339		137340		137341		137342		137343		137344		137345		137346		137347		137348		137349		137350		137351		137352		137353		137354		137355		137356		137357		137358		137359		137360		137361		137362		137363		137364		137365		137366		137367		137368		137369		137370		137371		137372		137373		137374		137375		137376		137377		137378		137379		137380		137381		137382		137383		137384		137385		137386		137387		137388		137389		137390		137391		137392		137393		137394		137395		137396		137397		137398		137399		137400		137401		137402		137403		137404		137405		137406		137407		137408		137409		137410		137411		137412		137413		137414		137415		137416		137417		137418		137419		137420		137421		137422		137423		137424		137425		137426		137427		137428		137429		137430		137431		137432		137433		137434		137435		137436		137437		137438		137439		137440		137441		137442	
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Node 2039: SE 3rd & Ash Ave

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 9.19
 Worst Case Delay 11.27
 Worst Case LOS B

Volume and Adjustments

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	78.00	5.00	5.00	9.00	6.00	5.00	114.00	5.00	5.00	9.00	5.00
PHF, Peak-hour factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
V, Adjusted Volume	7.69	120.00	7.69	7.69	13.85	9.23	7.69	175.38	7.69	7.69	13.85	7.69

Pedestrians

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
w, Lane Width (ft)	12.00	12.00	12.00	12.00			12.00	12.00	12.00	12.00		
Sp, Walking Speed (ft/s)	3.50	3.50	3.50	3.50			3.50	3.50	3.50	3.50		
fpb, Percent Blockage	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		

Capacity of Movements below Rank 1

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	4	3	2	2	1	1	4	3	2	1	1	1
vx, Volume	7.69	120.00	7.69	7.69			7.69	175.38	7.69	7.69		
Conflicting Volume (Veh)	158.46	70.77	18.46	21.54			130.77	71.54	17.89	23.08		
Conflicting Volume (Ped)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
Conflicting Volume	158.46	70.77	18.46	21.54			130.77	71.54	17.89	23.08		
Two-Stage Gap Acceptance	No	No					No	No				
Number of Storage Spaces in Median Refuge Area												
cpv, Potential Capacity	811.96	823.59	1065.74	1607.24			848.33	822.80	1066.77	1605.18		
Capacity	687.73	815.62	1065.74	1607.24			740.01	814.83	1066.77	1605.18		

Critical Headway and Follow Up Headway

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00		
Phv, % Heavy Vehicles	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc,G, Grade Adjustment Factor	0.20	0.20	0.10	1.00			0.20	0.20	0.10	1.00		
G, % Grade		0.00			0.00			0.00			0.00	
T3,IT, Geometry Adjustment Factor	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
If,base, Base Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		
If,hv, Heavy Vehicles Adjustment Factor	0.90	0.90	0.90	0.90			0.90	0.90	0.90	0.90		
If, Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		

Delay and Level of Service by Movement

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	120.00	7.69	7.69	13.85	9.23	7.69	175.38	7.69	7.69	13.85	7.69
cmv, Capacity	667.73	815.62	1065.74	1607.24			740.01	814.83	1066.77	1605.18		
V / C	0.01	0.15	0.01	0.00			0.01	0.22	0.01	0.00		
d, Delay	11.27	10.29	9.25	7.25			11.20	10.75	9.71	7.25		
LOS	B	B	A	A			B	B	A	A		
dA, Approach Delay		10.29			1.81			10.73			1.91	
Approach LOS		B						B				
dRank1, Rank 1 Delay					0.04						0.04	

Delay and Level of Service by Lane

Approach	N		E (Major)		S		W (Major)	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	135.38	30.77	190.77	29.23				
Flared Storage Size								
cmv, Capacity	816.23	1607.24	819.29	1605.18				
V / C	0.17	0.02	0.23	0.02				
Q95, 95% Queue Length	0.60	0.01	0.91	0.01				
d, Delay	10.29	7.25	10.73	7.25				
LOS	B		B					
dA, Approach Delay	10.29	1.81	10.73	1.91				
Approach LOS	B		B					

Intersection Capacity Analysis Summary Page

Analysis Time: Wed Mar 11 11:13:19
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whitman	Signalized	0.59	14.63	B	15.82	B
2031	N College & SE 3rd St.	TWSC	0.00	1.21	A	15.54	C
2032	S College Ave & SW 4th St	Signalized	0.78	15.45	B	27.30	C
2033	S College Ave & SE 6th St	TWSC	0.00	2.09	A	17.17	C
2034	S College Ave & SE 8th St	TWSC	0.00	1.67	A	16.82	C
2035	S College Ave & SE 10th St	TWSC	0.00	1.29	A	23.44	C
2036	S College Ave & SE 12th St	Signalized	0.51	10.87	B	23.25	C
2037	S College and 13th 13th St	TWSC	0.00	0.32	A	15.06	C
2038	S College Ave & Lampert	Signalized	0.59	13.15	B	23.18	C
2039	SE 3rd & Ash Ave	TWSC	0.00	9.31	A	11.60	B

Intersection Capacity Analysis Summary Page

Analysis Time: Wed Mar 11 11:13:19
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whitman	Signalized	0.59	14.63	B	15.82	B
2031	N College & SE 3rd St.	TWSC	0.00	1.21	A	15.54	C
2032	S College Ave & SW 4th St	Signalized	0.78	15.45	B	27.30	C
2033	S College Ave & SE 8th St	TWSC	0.00	2.09	A	17.17	C
2034	S College Ave & SE 8th St	TWSC	0.00	1.67	A	16.62	C
2035	S College Ave & SE 10th St	TWSC	0.00	1.29	A	23.44	C
2036	S College Ave & SE 12th St	Signalized	0.51	10.87	B	23.25	C
2037	S College and 13th 13th St	TWSC	0.00	0.32	A	15.06	C
2038	S College Ave & Lampert	Signalized	0.59	13.15	B	23.18	C
2039	SE 3rd & Ash Ave	TWSC	0.00	9.31	A	11.60	B

12204235 Change in National

Control Type	Signalized
Method	HCM 6th Edition
Average Delay	14.53
Average LOS	D
V/C	0.52
Lost Time	8

Volume and Aquifer Data by Well and

Approach	N			E			S			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	10	124	58	50	74	18	28	264	44	56	172	31
Prof. Movement Total	0.050	0.057	0.050	0.060	0.040	0.050	0.060	0.060	0.060	0.050	0.060	0.060
Park to Volume	4	31	23	19	29	7	11	60	17	22	68	12
Adjusted Volume	15	261	91	77	117	28	43	320	61	88	240	43

Presented and Accepted for by LAM O'NEIL

	N	E	S	W
Age group	C	C	C	C
Language	1950	1950	1950	1950
Sex	1950	1950	1950	1950
Level	1950	1950	1950	1950
Control type	1950	1950	1950	1950
Variable	1950	1950	1950	1950
Per. (percentage) of total	0.04	0.15	0.10	0.22
Per. (percentage) of total	0.22	0.15	0.15	0.12

Abstract

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Capacity, Control Costs, and Lives of Service Customers

	H	E	S	W
Aggression	18.52	13.09	19.08	15.71
Like to Play		Pain	Pain	Pain
Control Type				
V. Value	265.23	221.14	420.77	388.45
1. Satisfaction	1.64	1.61	1.81	1.82
2. Quality	805	870	800	795
GC Green Cycle	0.45	0.47	0.45	0.42
GC Yellow Cycle	0.48	0.33	0.56	0.52
a. Decision Delay	14.95	14.64	14.30	14.17
a. Delay Cost	0.50	0.50	0.50	0.50
GC Yellow Cost Delay	2.00	1.37	2.82	2.48
GC Green Cost Delay	2.00	0.51	0.50	0.50
SG. Pseudo Risk	1.00	1.00	1.00	1.00
SG. Pseudo Delay	0.40	0.42	0.45	0.47
SG. Pseudo Risk	1.00	1.00	1.00	1.00
SG. Pseudo Delay	14.04	12.97	14.91	15.82
LOS	0	0	0	0
a. Aggression Delay	14.04	12.97	14.91	15.82
Aggression LOS	B	0	G	0
a. Interaction Delay				
Interaction LOS				

Summary

Argument	N	E	S	W
Argument Type	1	2	3	4
1. Name of CV	19370	19509	19548	19416
2. CV Stem or Class	0.00	0.03	0.42	0.47
3. OFC Prepositional Phrase	1.00	1.00	1.00	1.00
4. OFC Prepositional Phrase	1.21	1.73	2.78	3.44
5. OFC Prepositional Phrase	0.41	0.15	0.18	0.58
6. OFC Prepositional Phrase	2.00	0.00	0.00	0.00
7. OFC Prepositional Phrase	1.00	1.00	1.00	1.00
8. OFC Prepositional Phrase	1.00	1.00	1.00	1.00
9. OFC Prepositional Phrase	1.00	1.37	4.31	4.19
10. OFC Prepositional Phrase	1.00	1.00	1.74	1.80
11. OFC Prepositional Phrase	0.00	0.00	0.00	0.00
12. OFC Prepositional Phrase	0.42	3.05	7.79	7.58

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Century Apartments Painted by Dorothea Prange

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Procedural Expertise Acquisition Factors

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Activity 2: Problem Solving

Abstract

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Node 2031: N College & SE 3rd St.

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.21
 Worst Case Delay 15.54
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	7.00	172.00	5.00	7.00	5.00	6.00	6.00	218.00	19.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	10.77	264.62	7.69	10.77	7.69	9.23	9.23	335.38	29.23	7.69	7.69	7.69

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	10.77			10.77	7.69	9.23	9.23			7.69	7.69	7.69
Conflicting Volume (Veh)	364.62			666.15	662.31	350.00	272.31			666.92	673.08	268.46
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	364.62			666.15	662.31	350.00	272.31			666.92	673.08	268.46
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
capx, Potential Capacity	1205.10			375.60	384.54	697.93	1302.65			375.16	379.12	775.06
Capacity	1205.10			360.61	377.09	697.93	1302.65			359.07	371.78	775.06

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3,II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
If,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
If,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
If, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	10.77	264.62	7.69	10.77	7.69	9.23	9.23	335.38	29.23	7.69	7.69	7.69
cmx, Capacity	1205.10			360.61	377.09	697.93	1302.65			359.07	371.78	775.06
V / C	0.01			0.03	0.02	0.01	0.01			0.02	0.02	0.01
d, Delay	8.01			15.54	15.11	10.72	7.78			15.47	15.13	10.09
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.30			13.81			0.19			13.56	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.08						0.07				

Delay and Level of Service by Lane

Approach	N (Major)			E			S (Major)			W		
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	283.08	27.69	373.65									
Flared Storage Size												
cmx, Capacity	1205.10	436.18	1302.65									
V / C	0.23	0.06	0.29									
Q85, 95% Queue Length	0.03	0.20	0.02									
d, Delay	8.01	13.81	7.78									
LOS		B										
dA, Approach Delay	0.30	13.81	0.19									
Approach LOS		B										

May 2012, 2, 6, 10, 14, 18, 22	
Control Type	Signalizer
Method	McU64m Robot
Average Delay	15.45
Average LOS	B
V/C	0.78
Loss Time	8

TABLE 2: AGGREGATES BY WEEKEND												
Aggregates	N	E		S		W		T		F		
Mean	14	11	11	7	11	11	7	11	11	7	7	
Days in Week	15	161	6	37	18	124	24	124	12	74	1	
Prof. in Week	0.600	0.500	0.620	0.550	0.610	0.660	0.600	0.600	0.600	0.600	0.600	
Prof. in Weekend	6	71	7	23	31	6	33	9	15	23	1	
Aggregates Week	29	76	28	94	140	75	134	107	110	62	114	

Values are Adjusted by Age Group				
Age Group	N	E	S	W
Language	C	G	C	C
AD	19074	19073	19074	19076
Latex	1174	1174	1174	1174
Control Type	Param	Param	Param	Param
V. Volume	125	124	121	123
Pd. Impedance (ohm) Scale	0.07	0.30	0.20	0.33
Pd. Impedance (ohm) Time	0.06	0.03	0.21	0.07

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Capacity, Access Delay, and Level of Service Determination				
Apparel	N	B	S	W
Leaves in 30 sec	15476	15973	15472	15975
Capacity	Perm	Perm	Perm	Perm
V. Max	335.38	267.65	615.77	167.69
S. Capacity Rate	1516	1551	1506	1542
C. Capacity	995	433	931	417
90% Service Delay	0.61	0.15	0.61	0.25
X. Capacity Capacity	0.34	0.62	0.72	0.45
91.00% Delay	5.67	26.62	6.18	12.70
A. Capacity Delay	0.02	0.50	0.02	0.25
C. Capacity Delay	0.02	0.47	0.04	0.12
90.00% Delay	0.00	0.03	0.00	0.00
91.00% Delay	1.00	1.00	1.00	1.00
B. Capacity Capacity	0.61	0.25	0.91	0.75
90.00% Delay	1.00	1.00	1.00	1.00
A. Delay	6.69	27.50	13.12	22.72
91.00% Delay	A	C	B	C
90.00% Delay	6.69	27.50	13.12	22.72
A. Delay	A	C	B	C
91.00% Delay		16.45		
90.00% Delay	B			

Aspect of Disease	N	P	S	W
Arrested Stage	3	3	3	3
Leucorrhoea	15574	16573	19772	19575
Gen. Discharge	0.61	0.18	0.01	0.25
Discharge from Vagina	1.97	1.60	1.00	1.00
Q.1. Discharge from Vagina	2.61	3.24	4.00	2.11
Q2. Discharge from Vagina	0.25	0.80	1.76	0.43
Q3. Discharge from Vagina	0.92	3.00	6.00	0.10
Q4. Discharge from Vagina	1.00	1.00	1.00	1.00
Q5. Discharge from Vagina	1.00	1.00	1.00	1.00
Q6. Discharge from Vagina	1.00	1.00	1.00	1.00
Q7. Discharge from Vagina	1.00	1.00	1.00	1.00
Q8. Discharge from Vagina	1.00	1.00	1.00	1.00
Q9. Discharge from Vagina	1.00	1.00	1.00	1.00
Q10. Discharge from Vagina	1.00	1.00	1.00	1.00
Q11. Discharge from Vagina	1.00	1.00	1.00	1.00
Q12. Discharge from Vagina	1.00	1.00	1.00	1.00
Q13. Discharge from Vagina	1.00	1.00	1.00	1.00
Q14. Discharge from Vagina	1.00	1.00	1.00	1.00
Q15. Discharge from Vagina	1.00	1.00	1.00	1.00
Q16. Discharge from Vagina	1.00	1.00	1.00	1.00
Q17. Discharge from Vagina	1.00	1.00	1.00	1.00
Q18. Discharge from Vagina	1.00	1.00	1.00	1.00
Q19. Discharge from Vagina	1.00	1.00	1.00	1.00
Q20. Discharge from Vagina	1.00	1.00	1.00	1.00
Q21. Discharge from Vagina	1.00	1.00	1.00	1.00
Q22. Discharge from Vagina	1.00	1.00	1.00	1.00
Q23. Discharge from Vagina	1.00	1.00	1.00	1.00
Q24. Discharge from Vagina	1.00	1.00	1.00	1.00
Q25. Discharge from Vagina	1.00	1.00	1.00	1.00
Q26. Discharge from Vagina	1.00	1.00	1.00	1.00
Q27. Discharge from Vagina	1.00	1.00	1.00	1.00
Q28. Discharge from Vagina	1.00	1.00	1.00	1.00
Q29. Discharge from Vagina	1.00	1.00	1.00	1.00
Q30. Discharge from Vagina	1.00	1.00	1.00	1.00
Q31. Discharge from Vagina	1.00	1.00	1.00	1.00
Q32. Discharge from Vagina	1.00	1.00	1.00	1.00
Q33. Discharge from Vagina	1.00	1.00	1.00	1.00
Q34. Discharge from Vagina	1.00	1.00	1.00	1.00
Q35. Discharge from Vagina	1.00	1.00	1.00	1.00
Q36. Discharge from Vagina	1.00	1.00	1.00	1.00
Q37. Discharge from Vagina	1.00	1.00	1.00	1.00
Q38. Discharge from Vagina	1.00	1.00	1.00	1.00
Q39. Discharge from Vagina	1.00	1.00	1.00	1.00
Q40. Discharge from Vagina	1.00	1.00	1.00	1.00
Q41. Discharge from Vagina	1.00	1.00	1.00	1.00
Q42. Discharge from Vagina	1.00	1.00	1.00	1.00
Q43. Discharge from Vagina	1.00	1.00	1.00	1.00
Q44. Discharge from Vagina	1.00	1.00	1.00	1.00
Q45. Discharge from Vagina	1.00	1.00	1.00	1.00
Q46. Discharge from Vagina	1.00	1.00	1.00	1.00
Q47. Discharge from Vagina	1.00	1.00	1.00	1.00
Q48. Discharge from Vagina	1.00	1.00	1.00	1.00
Q49. Discharge from Vagina	1.00	1.00	1.00	1.00
Q50. Discharge from Vagina	1.00	1.00	1.00	1.00
Q51. Discharge from Vagina	1.00	1.00	1.00	1.00
Q52. Discharge from Vagina	1.00	1.00	1.00	1.00
Q53. Discharge from Vagina	1.00	1.00	1.00	1.00
Q54. Discharge from Vagina	1.00	1.00	1.00	1.00
Q55. Discharge from Vagina	1.00	1.00	1.00	1.00
Q56. Discharge from Vagina	1.00	1.00	1.00	1.00
Q57. Discharge from Vagina	1.00	1.00	1.00	1.00
Q58. Discharge from Vagina	1.00	1.00	1.00	1.00
Q59. Discharge from Vagina	1.00	1.00	1.00	1.00
Q60. Discharge from Vagina	1.00	1.00	1.00	1.00
Q61. Discharge from Vagina	1.00	1.00	1.00	1.00
Q62. Discharge from Vagina	1.00	1.00	1.00	1.00
Q63. Discharge from Vagina	1.00	1.00	1.00	1.00
Q64. Discharge from Vagina	1.00	1.00	1.00	1.00
Q65. Discharge from Vagina	1.00	1.00	1.00	1.00
Q66. Discharge from Vagina	1.00	1.00	1.00	1.00
Q67. Discharge from Vagina	1.00	1.00	1.00	1.00
Q68. Discharge from Vagina	1.00	1.00	1.00	1.00
Q69. Discharge from Vagina	1.00	1.00	1.00	1

Signal Timing Optimization				
Algorithm	N	E	S	W
Search Time	12174	12173	12172	12175
Control Type	Perm	Perm	Perm	Perm
Signal Type	P	P	P	P
C. Queue Length	80.00	80.00	62.00	80.00
Op. Movement/Phase Timing	0	0	0	0
1. Through Time per Cycle	4.00	4.00	4.00	4.00
2. Stoppage Time	2.00	2.00	2.00	2.00
3. Pedestrian Start-up Loss Time	4.00	2.00	2.00	2.00
4. Greenout Loss Time	2.00	2.00	2.00	2.00
Queue Time Loss	0	40.0	0	40.0
Queue Time Loss	36.0	56	36.0	56
Op. Amount/Phase Timing	36.0	56	36.0	56
Op. Effective Queue Time	36.0	19.1	36.0	19.1
Op. Queue Delay	0.61	0.25	0.61	0.25
Op. Volume/Phase/Op. Delay	0.22	0.19	0.49	0.14
Control Type Group		V		

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Abstract

Abstracts of Oral Presentations

POWELL AND COYNE, LLP

Node 2033: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 2.09
 Worst Case Delay 17.17
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	159.00	5.00	5.00	5.00	8.00	5.00	249.00	7.00	26.00	12.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	244.62	7.69	7.69	7.69	12.31	7.69	383.08	10.77	40.00	18.46	7.69

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	12.31	7.69			40.00	18.46	7.69
Conflicting Volume (Veh)	393.85			680.77	671.54	388.46	252.31			677.69	673.08	248.46
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	393.85			680.77	671.54	388.46	252.31			677.69	673.08	248.46
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cp, Potential Capacity	1175.69			367.25	379.89	664.16	1324.76			368.99	379.12	795.19
Capacity	1175.69			345.99	374.19	664.16	1324.76			352.41	373.43	795.19

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, hv, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3, lt, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	244.62	7.69	7.69	7.69	12.31	7.69	383.08	10.77	40.00	18.46	7.69
cmx, Capacity	1175.69			345.99	374.19	664.16	1324.76			352.41	373.43	795.19
V / C	0.01			0.02	0.02	0.02	0.01			0.11	0.05	0.01
d, Delay	8.08			15.93	15.14	10.94	7.73			17.17	16.60	11.48
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.24			13.49			0.15			16.35	
Approach LOS					B						C	
dRank1, Rank 1 Delay		0.06						0.06				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	260.00	27.69	401.54	66.15		
Flared Storage Size						
cmx, Capacity	1175.69	451.59	1324.76	383.24		
V / C	0.22	0.06	0.30	0.17		
Q95, 95% Queue Length	0.02	0.20	0.02	0.62		
d, Delay	8.08	13.49	7.73	16.35		
LOS		B		C		
dA, Approach Delay	0.24	13.49	0.15	16.35		
Approach LOS		B		C		

Node 2034: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.67
 Worst Case Delay 16.62
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Base Volume	5.00	152.00	5.00	7.00	5.00	10.00	12.00	253.00	13.00	8.00	5.00	17.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	233.85	7.69	10.77	7.69	15.38	18.46	389.23	20.00	12.31	7.69	26.15

Pedestrians

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			10.77	7.69	15.38	18.46			12.31	7.69	26.15
Conflicting Volume (Veh)	409.23			706.15	693.08	399.23	241.54			700.77	699.23	237.69
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	409.23			706.15	693.08	399.23	241.54			700.77	699.23	237.69
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpv, Potential Capacity	1160.49			353.17	369.24	654.98	1336.81			356.11	368.26	808.23
Capacity	1160.49			329.58	359.85	654.98	1336.81			335.45	356.93	806.23

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base I, Base Critical Headway (Stage I)												
tc, base II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Ptw, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, LT, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc I, Critical Headway (Stage I)												
tc II, Critical Headway (Stage II)												
lf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Volume	7.69	233.85	7.69	10.77	7.69	15.38	18.46	389.23	20.00	12.31	7.69	26.15
cmx, Capacity	1160.49			329.58	359.85	654.98	1336.81			335.45	356.93	806.23
V / C	0.01			0.03	0.02	0.02	0.01			0.04	0.02	0.03
d, Delay	6.12			16.62	15.70	11.19	7.73			16.44	15.79	10.17
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.25			13.94			0.33			12.78	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.06						0.14				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Lane								
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	249.23	33.85	427.69		46.15			
Flared Storage Size								
cmx, Capacity	1160.49	436.50	1336.81		508.97			
V / C	0.21	0.08	0.32		0.09			
Q95, 95% Queue Length	0.02	0.25	0.04		0.30			
d, Delay	8.12	13.94	7.73		12.78			
LOS		B			B			
dA, Approach Delay	0.25	13.94	0.33		12.78			
Approach LOS		B			B			

Node 2035: S College Ave & SE 10th St

Control Type TWSC
Method HCM 6th Edition
dI, Average Delay 1.29
Worst Case Delay 23.44
Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	258.00	5.00	5.00	5.00	5.00	6.00	355.00	5.00	9.00	5.00	15.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	393.85	7.69	7.69	7.69	7.69	9.23	546.15	7.69	13.85	7.69	23.08

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	7.69	9.23			13.85	7.69	23.08
Conflicting Volume (Veh)	553.85			996.92	985.38	550.00	401.54			989.23	985.38	397.69
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	553.85			996.92	985.38	550.00	401.54			989.23	985.38	397.69
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cp, Potential Capacity	1026.51			224.88	249.94	538.65	1168.07			227.60	249.94	656.29
Capacity	1026.51			208.39	244.69	538.65	1168.07			215.48	244.69	656.29

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3,lt, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
lf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	393.85	7.69	7.69	7.69	7.69	9.23	546.15	7.69	13.85	7.69	23.08
cmx, Capacity	1026.51			208.39	244.69	538.65	1168.07			215.48	244.69	656.29
V / C	0.01			0.04	0.03	0.01	0.01			0.06	0.03	0.04
d, Delay	8.53			23.44	20.87	12.84	8.11			23.30	21.30	12.07
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.16			19.05			0.13			17.15	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.08						0.09				

Delay and Level of Service by Lane

Approach	N (Major)			E			S (Major)			W		
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	409.23	23.08	563.08									
Flared Storage Size												
cmx, Capacity	1026.51	279.28	1168.07									
V / C	0.40	0.08	0.48									
Q95, 95% Queue Length	0.02	0.27	0.02									
d, Delay	8.53	19.05	8.11									
LOS		C										
dA, Approach Delay	0.16	19.05	0.13									
Approach LOS		C										

10/11/2011 10:40 AM Removal LT and RT Lane 03-11-2011 10:40 AM 2035

Node 2037: S College and 13th 13th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 0.32
 Worst Case Delay 15.06
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
Base Volume	176.00	5.00	5.00	315.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	270.77	7.69	7.69	484.62	7.69	7.69

Pedestrians

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
vx, Flow (Ped/hr)			0.00		0.00	0.00
w, Lane Width (ft)			12.00		12.00	12.00
Sp, Walking Speed (ft/s)			3.50		3.50	3.50
fpb, Percent Blockage			0.00		0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
Rank	1	1	2	1	3	2
vx, Volume			7.69		7.69	7.69
Conflicting Volume (Veh)			278.46		774.62	274.62
Conflicting Volume (Ped)			0.00		0.00	0.00
Conflicting Volume			278.46		774.62	274.62
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median Refuge Area			1295.92		369.39	768.96
cpx, Potential Capacity			1295.92		366.39	768.96
Capacity			1295.92		366.39	768.96

Critical Headway and Follow-Up Headway

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
tc, base, Base Critical Headway			4.10		7.10	6.20
tc, base, I, Base Critical Headway (Stage I)						
tc, base, II, Base Critical Headway (Stage II)						
tc, HV, Heavy Vehicles Adjustment Factor			1.00		1.00	1.00
Phv, % Heavy Vehicles			0.00		0.00	0.00
tc, G, Grade Adjustment Factor			0.00		0.20	0.10
G, % Grade		0.00	0.00		0.00	
T3, It, Geometry Adjustment Factor			0.00		0.70	0.00
tc, Critical Headway			4.10		6.40	6.20
tc, I, Critical Headway (Stage I)						
tc, II, Critical Headway (Stage II)						
tf, base, Base Follow-Up Headway			2.20		3.50	3.30
tf, hv, Heavy Vehicles Adjustment Factor			0.90		0.90	0.90
tf, Follow-Up Headway			2.20		3.50	3.30

Delay and Level of Service by Movement

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
vx, Volume	270.77	7.69	7.69	484.62	7.69	7.69
cmx, Capacity			1295.92		366.39	768.96
V / C			0.01		0.02	0.01
d, Delay			7.79		15.06	9.91
LOS			A		C	A
dA, Approach Delay		0.00		0.12		12.49
Approach LOS						B
dRank1, Rank 1 Delay		0.00		0.06		

Delay and Level of Service by Lane

Approach	N (Major)	S (Major)	W
Lane	Lane 1	Lane 1	Lane 1
Movements	T, R1	L1, T	L1, R1
vx, Volume	278.46	492.31	15.38
Flared Storage Size			
cmx, Capacity		1295.92	496.31
V / C		0.38	0.03
Q95, 95% Queue Length		0.02	0.10
d, Delay		7.79	12.49
LOS			B
dA, Approach Delay		0.00	12.49
Approach LOS			B

Node 2024 - S College Ave S - Sensors	
Control Type	SignalSend
Method	HQW 6m Extension
Average Delay	13.15
Average LOS	0
V/C	0.53
Lock Time	0

APPROACH	T	R1	E	S	W	R1	T	R1
Baseline	56	533	16	18	14	54	18	18
Post-Training Filter	0.650	0.600	0.650	0.650	0.600	0.650	0.650	0.650
Pre-Train Volume	22	113	4	20	7	21	18	18
Acquired Volume	66	458	15	82	29	122	70	70

Variable	Mean	St. Dev.	Min	Max
Age (years)	39.00	10.00	20.00	50.00
Sex (male)	0.50	0.50	0.00	1.00
ID	10000	10000	10000	10000
Latent	1.00	1.00	1.00	1.00
Controlled	0.00	0.00	0.00	0.00
V. Value	100	100	100	100
Post. probability	0.50	0.50	0.00	1.00
Post. probability	0.50	0.50	0.00	1.00

[illegible]

# of Sites	N	B	W
1-40000	15047	15047	15047
40000-80000	Mean	Mean	Mean
80000-120000	56724	222.31	222.31
120000-160000	1024	14.13	14.13
160000-200000	1037	4.65	4.65
200000-240000	0.9	0.26	0.4
240000-280000	0.56	0.5	0.65
280000-320000	7.05	13.15	5.66
320000-360000	1.50	0.59	0.75
360000-400000	2.05	3.47	3.43
400000-440000	0.02	0.07	0.05
440000-480000	1.00	1.00	1.00
480000-520000	0.00	0.06	0.06
520000-560000	1.00	1.00	1.00
560000-600000	0.19	22.56	23.18
600000-640000	A	C	C
640000-680000	0.19	22.56	23.18
680000-720000	A	C	C
720000-760000			
760000-800000			
800000-840000			
840000-880000			
880000-920000			
920000-960000			
960000-1000000			
1000000-1040000			
1040000-1080000			
1080000-1120000			
1120000-1160000			
1160000-1200000			
1200000-1240000			
1240000-1280000			
1280000-1320000			
1320000-1360000			
1360000-1400000			
1400000-1440000			
1440000-1480000			
1480000-1520000			
1520000-1560000			
1560000-1600000			
1600000-1640000			
1640000-1680000			
1680000-1720000			
1720000-1760000			
1760000-1800000			
1800000-1840000			
1840000-1880000			
1880000-1920000			
1920000-1960000			
1960000-2000000			

PAGE OF SCORE	PAGE OF SCORE			
	N	E	S	W
ADD-100	3	3	3	3
ADD-100	19282	19281	19280	19283
ADD-100	0.60	0.26	0.60	0.26
ADD-100	1.00	1.00	1.00	1.00
ADD-100	3.14	2.57	2.45	2.61
ADD-100	0.69	0.49	0.44	0.52
ADD-100	0.00	0.00	0.00	0.00
ADD-100	1.00	1.00	1.00	1.00
ADD-100	1.00	1.00	1.00	1.00
ADD-100	1.76	3.07	2.98	3.22
ADD-100	1.60	1.60	1.60	1.60
ADD-100	95	95	95	95
ADD-100	6.74	5.52	5.14	5.78

Signal Timing Method	H	C	S	W
APL	19.23	12.51	10.80	17.63
Left Turn	Perm	Perm	Perm	Perm
Green Time	9	14	9	9
Signal Phases	60.00	40.00	40.00	60.00
Q-Cycle	Q	Q	Q	Q
Q-Offset	0	0	0	0
Left Turn Lane Type	1.00	4.00	4.00	4.00
Left Turn Lane	1.00	2.00	2.00	2.00
Left Turn Lane Signal Control	2.00	2.00	2.00	2.00
Left Turn Lane Signal	2.00	2.00	2.00	2.00
Green Time	15.0	9	15.0	9
Green Time	56	15.8	56	15.8
Green Time	56.2	15.8	56.2	15.8
Green Time	56.2	15.8	56.2	15.8
Green Time	0.6	0.25	0.6	0.25
Green Time	0.35	0.15	0.35	0.15
Green Time	0.35	0.15	0.35	0.15

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Regional Policy Profiles

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Person: Leah Kruger

Node 2039: SE 3rd & Ash Ave

Control Type TWSC
 Method HCM 6th Edition
 di, Average Delay 9.31
 Worst Case Delay 11.6
 Worst Case LOS B

Volume and Adjustments

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	78.00	5.00	5.00	9.00	6.00	5.00	129.00	5.00	5.00	13.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	120.00	7.69	7.69	13.85	9.23	7.69	198.46	7.69	7.69	20.00	7.69

Pedestrians

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
w, Lane Width (ft)	12.00	12.00	12.00	12.00			12.00	12.00	12.00	12.00		
Sp, Walking Speed (ft/s)	3.50	3.50	3.50	3.50			3.50	3.50	3.50	3.50		
fpb, Percent Blockage	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		

Capacity of Movements below Rank 1

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	4	3	2	2	1	1	4	3	2	2	1	1
vx, Volume	7.69	120.00	7.69	7.69			7.69	198.46	7.69	7.69		
Conflicting Volume (Veh)	176.15	76.92	18.46	27.69			135.92	77.69	23.85	23.08		
Conflicting Volume (Ped)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
Conflicting Volume	176.15	76.92	18.46	27.69			135.92	77.69	23.85	23.08		
Two-Stage Gap Acceptance	No	No					No	No				
Number of Storage Spaces in Median Refuge Area	790.70	817.24	1065.74	1599.01			838.58	816.45	1058.50	1605.18		
cpx, Potential Capacity	631.83	809.29	1065.74	1599.01			732.47	808.51	1058.50	1605.18		

Critical Headway and Follow Up Headway

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc,base.I, Base Critical Headway (Stage I)												
tc,base.II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00		
Pliv, % Heavy Vehicles	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc,G, Grade Adjustment Factor	0.20	0.20	0.10	0.00			0.20	0.20	0.10	0.00		
G, % Grade		0.00		0.00				0.00		0.00		
T3,lt, Geometry Adjustment Factor	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc.I, Critical Headway (Stage I)												
tc.II, Critical Headway (Stage II)												
lf,base, Base Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		
lf,hv, Heavy Vehicles Adjustment Factor	0.90	0.90	0.90	0.90			0.90	0.90	0.90	0.90		
lf, Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		

Delay and Level of Service by Movement

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	120.00	7.69	7.69	13.85	9.23	7.69	198.46	7.69	7.69	20.00	7.69
cpx, Capacity	631.83	809.29	1065.74	1599.01			732.47	808.51	1058.50	1605.18		
V / C	0.01	0.15	0.01	0.00			0.01	0.25	0.01	0.00		
d, Delay	11.60	10.35	9.28	7.26			11.50	11.03	9.98	7.25		
LOS	B	B	A	A			B	B	A	A		
dA, Approach Delay		10.36		1.82				11.01		1.58		
Approach LOS		B						B				
dRank1, Rank 1 Delay				0.04						0.04		

Delay and Level of Service by Lane

Approach	N	E (Major)	S	W (Major)
Lane	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	135.38	30.77	213.85	35.38
Flared Storage Size				
cpx, Capacity	807.45	1599.01	812.38	1605.18
V / C	0.17	0.02	0.26	0.02
Q95, 95% Queue Length	0.60	0.01	1.07	0.01
d, Delay	10.36	7.26	11.01	7.25
LOS	B		B	
dA, Approach Delay	10.36	1.82	11.01	1.58
Approach LOS	B		B	

Intersection Capacity Analysis Summary Page

Analysis Time: Wed Mar 11 11:13:19
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whitman	Signalized	0.59	14.63	B	15.82	B
2031	N College & SE 3rd St.	TWSC	0.00	1.21	A	15.54	C
2032	S College Ave & SW 4th St	Signalized	0.78	15.45	B	27.30	C
2033	S College Ave & SE 6th St	TWSC	0.00	2.09	A	17.17	C
2034	S College Ave & SE 8th St	TWSC	0.00	1.67	A	16.62	C
2035	S College Ave & SE 10th St	TWSC	0.00	1.29	A	23.44	C
2036	S College Ave & SE 12th St	Signalized	0.51	10.87	B	23.25	C
2037	S College and 13th 13th St	TWSC	0.00	0.32	A	15.06	C
2038	S College Ave & Lampart	Signalized	0.59	13.15	B	23.18	C
2039	SE 3rd & Ash Ave	TWSC	0.00	9.31	A	11.60	B

Keywords: child abuse, child sexual abuse, child sexual exploitation, child sexual abuse, child sexual exploitation, child sexual abuse, child sexual exploitation

Node 2031: N College & SE 3rd St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.21
 Worst Case Delay 15.54
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	7.00	172.00	5.00	7.00	5.00	6.00	6.00	218.00	19.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	10.77	264.62	7.69	10.77	7.69	9.23	9.23	335.38	29.23	7.69	7.69	7.69

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	10.77			10.77	7.69	9.23	9.23			7.69	7.69	7.69
Conflicting Volume (Veh)	364.62			666.15	662.31	350.00	272.31			666.92	673.08	268.46
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	364.62			666.15	662.31	350.00	272.31			666.92	673.08	268.46
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpk, Potential Capacity	1205.10			375.80	384.54	697.93	1302.65			375.16	379.12	775.06
Capacity	1205.10			360.61	377.09	697.93	1302.65			359.07	371.78	775.06

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	10.77	264.62	7.69	10.77	7.69	9.23	9.23	335.38	29.23	7.69	7.69	7.69
cmx, Capacity	1205.10			360.61	377.09	697.93	1302.65			359.07	371.78	775.06
V / C	0.01			0.03	0.02	0.01	0.01			0.02	0.02	0.01
d, Delay	8.01			15.54	15.11	10.72	7.78			15.47	15.13	10.09
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.30			13.81			0.19			13.56	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.08						0.07				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	263.08	27.69	373.85		23.08			
Flared Storage Size								
cmx, Capacity	1205.10	436.18	1302.65		443.46			
V / C	0.23	0.06	0.29		0.05			
Q95, 95% Queue Length	0.03	0.20	0.02		0.16			
d, Delay	8.01	13.81	7.78		13.56			
LOS		B			B			
dA, Approach Delay	0.30	13.81	0.19		13.56			
Approach LOS		B			B			

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Node 2033: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 2.09
 Worst Case Delay 17.17
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	159.00	5.00	5.00	5.00	8.00	5.00	249.00	7.00	26.00	12.00	5.00
PHF, Peak-hour factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
V, Adjusted Volume	7.69	244.82	7.69	7.69	7.69	12.31	7.69	383.08	10.77	40.00	18.46	7.69

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	12.31	7.69			40.00	18.46	7.69
Conflicting Volume (Veh)	393.85			680.77	671.54	388.46	252.31			677.69	673.08	248.46
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	393.85			680.77	671.54	388.46	252.31			677.69	673.08	248.46
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpk, Potential Capacity	1175.69			367.25	379.89	664.16	1324.76			368.99	379.12	795.19
Capacity	1175.69			345.99	374.19	664.16	1324.76			352.41	373.43	795.19

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3, It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	244.82	7.69	7.69	7.69	12.31	7.69	383.08	10.77	40.00	18.46	7.69
cmx, Capacity	1175.69			345.99	374.19	664.16	1324.76			352.41	373.43	795.19
V / C	0.01			0.02	0.02	0.02	0.01			0.11	0.05	0.01
d, Delay	8.08			15.93	15.14	10.94	7.73			17.17	16.60	11.48
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.24			13.49			0.15			16.35	
Approach LOS					B						C	
dRank1, Rank 1 Delay		0.06						0.06				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	260.00	27.69	401.54	66.15		
Flared Storage Size						
cmx, Capacity	1175.69	451.59	1324.76	383.24		
V / C	0.22	0.06	0.30	0.17		
Q95, 95% Queue Length	0.02	0.20	0.02	0.62		
d, Delay	8.08	13.49	7.73	16.35		
LOS		B	C	C		
dA, Approach Delay	0.24	13.49	0.15	16.35		
Approach LOS		B	C	C		

Node 2034: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 1.87
 Worst Case Delay 16.62
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Base Volume	5.00	152.00	5.00	7.00	5.00	10.00	12.00	253.00	13.00	8.00	5.00	17.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	233.85	7.69	10.77	7.69	15.38	18.46	389.23	20.00	12.31	7.69	26.15

Pedestrians

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			10.77	7.69	15.38	18.46			12.31	7.69	26.15
Conflicting Volume (Veh)	409.23			706.15	693.08	399.23	241.54			700.77	699.23	237.69
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	409.23			706.15	693.08	399.23	241.54			700.77	699.23	237.69
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
capx, Potential Capacity	1160.49			353.17	369.24	654.98	1336.81			356.11	366.26	806.23
Capacity	1160.49			329.58	359.85	654.98	1336.81			335.45	356.93	806.23

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3, II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Volume	7.69	233.85	7.69	10.77	7.69	15.38	18.46	389.23	20.00	12.31	7.69	26.15
cmx, Capacity	1160.49			329.58	359.85	654.98	1336.81			335.45	356.93	806.23
V / C	0.01			0.03	0.02	0.02	0.01			0.04	0.02	0.03
d, Delay	8.12			16.62	15.70	11.19	7.73			16.44	15.79	10.17
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.25			13.94			0.33			12.78	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.06						0.14				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	249.23	33.85	427.69	46.15				
Flared Storage Size								
cmx, Capacity	1160.49	436.50	1336.81	508.97				
V / C	0.21	0.08	0.32	0.09				
Q95, 95% Queue Length	0.02	0.25	0.04	0.30				
d, Delay	8.12	13.94	7.73	12.78				
LOS		B		B				
dA, Approach Delay	0.25	13.94	0.33	12.78				
Approach LOS		B		B				

Node 2035: S College Ave & SE 10th St

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 1.29
 Worst Case Delay 23.44
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	258.00	5.00	5.00	5.00	5.00	6.00	355.00	5.00	9.00	5.00	15.00
PHF, Peak-hour factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
V, Adjusted Volume	7.69	393.85	7.69	7.69	7.69	7.69	9.23	546.15	7.69	13.85	7.69	23.08

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	7.69	9.23			13.85	7.69	23.08
Conflicting Volume (Veh)	553.85			986.92	985.38	550.00	401.54			989.23	985.38	397.69
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	553.85			986.92	985.38	550.00	401.54			989.23	985.38	397.69
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1026.51			224.88	249.94	538.65	1168.07			227.60	249.94	656.29
Capacity	1026.51			208.39	244.69	538.65	1168.07			215.48	244.69	656.29

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	0.00			0.20	0.20	0.10	0.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3,ft, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
lf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	393.85	7.69	7.69	7.69	7.69	9.23	546.15	7.69	13.85	7.69	23.08
cmx, Capacity	1026.51			208.39	244.69	538.65	1168.07			215.48	244.69	656.29
V/C	0.01			0.04	0.03	0.01	0.01			0.06	0.03	0.04
d, Delay	8.53			23.44	20.87	12.84	8.11			23.30	21.30	12.07
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.18			19.05			0.13			17.15	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.08						0.09				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	409.23	23.08	589.08	44.62				
Flared Storage Size								
cmx, Capacity	1026.51	279.28	1168.07	340.94				
V/C	0.40	0.08	0.48	0.13				
Q95, 95% Queue Length	0.02	0.27	0.02	0.45				
d, Delay	8.53	19.05	8.11	17.15				
LOS		C		C				
dA, Approach Delay	0.18	19.05	0.13	17.15				
Approach LOS		C		C				

1984 2042 S College Ave @ I-170 NB

Control Type
Signalized
Median
12' RT
Average Delay
B
Average LOS
B
VOC
0.51
Lost Time
8

Vehicle Delay by Movement

Approach	N				E				S				W			
	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W
Approach	44	237	9	37	18	43	12	202	54	12	71	71	71	71	71	71
Permitted Delay	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Permitted Delay	17	80	2	12	7	24	5	112	21	5	33	7	33	7	33	7
Adjusted Delay	58	319	9	49	28	67	18	442	63	18	100	28	100	28	100	28

Vehicle Delay by Lane Group

Approach	N				E				S				W			
	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W
Approach	44	237	9	37	18	43	12	202	54	12	71	71	71	71	71	71
Permitted Delay	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Permitted Delay	17	80	2	12	7	24	5	112	21	5	33	7	33	7	33	7
Adjusted Delay	58	319	9	49	28	67	18	442	63	18	100	28	100	28	100	28

Signal Timing Data

Approach	N				E				S				W			
	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W
Approach	44	237	9	37	18	43	12	202	54	12	71	71	71	71	71	71
Permitted Delay	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Permitted Delay	17	80	2	12	7	24	5	112	21	5	33	7	33	7	33	7
Adjusted Delay	58	319	9	49	28	67	18	442	63	18	100	28	100	28	100	28

Capacity, Control Delay, and Level of Service Determination

Approach	N				E				S				W			
	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W
Approach	44	237	9	37	18	43	12	202	54	12	71	71	71	71	71	71
Permitted Delay	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Permitted Delay	17	80	2	12	7	24	5	112	21	5	33	7	33	7	33	7
Adjusted Delay	58	319	9	49	28	67	18	442	63	18	100	28	100	28	100	28

Level of Service

Approach	N				E				S				W			
	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W
Approach	44	237	9	37	18	43	12	202	54	12	71	71	71	71	71	71
Permitted Delay	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Permitted Delay	17	80	2	12	7	24	5	112	21	5	33	7	33	7	33	7
Adjusted Delay	58	319	9	49	28	67	18	442	63	18	100	28	100	28	100	28

Signal Timing Data

Approach	N				E				S				W			
	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W
Approach	44	237	9	37	18	43	12	202	54	12	71	71	71	71	71	71
Permitted Delay	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Permitted Delay	17	80	2	12	7	24	5	112	21	5	33	7	33	7	33	7
Adjusted Delay	58	319	9	49	28	67	18	442	63	18	100	28	100	28	100	28

Level of Service Data for Permitted Flow

Approach	N				E				S				W			
	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W
Approach	44	237	9	37	18	43	12	202	54	12	71	71	71	71	71	71
Permitted Delay	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Permitted Delay	17	80	2	12	7	24	5	112	21	5	33	7	33	7	33	7
Adjusted Delay	58	319	9	49	28	67	18	442	63	18	100	28	100	28	100	28

Level of Service Data for Permitted Flow

Approach	N				E				S				W			
	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W
Approach	44	237	9	37	18	43	12	202	54	12	71	71	71	71	71	71
Permitted Delay	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Permitted Delay	17	80	2	12	7	24	5	112	21	5	33	7	33	7	33	7
Adjusted Delay	58	319	9	49	28	67	18	442	63	18	100	28	100	28	100	28

Level of Service Data

Approach	N				E				S				W			
	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W
Approach	44	237	9	37	18	43	12	202	54	12	71	71	71	71	71	71
Permitted Delay	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Permitted Delay	17	80	2	12	7	24	5	112	21	5	33	7	33	7	33	7
Adjusted Delay	58	319	9	49	28	67	18	442	63	18	100	28	100	28	100	28

Level of Service Data

Approach	N				E				S				W			
	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W	L1	T	RT	W
Approach	44	237	9	37	18	43	12	202	54	12	71	71	71	71	71	71
Permitted Delay	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Permitted Delay	17	80	2	12	7	24	5	112	21	5	33	7	33	7	33	7
Adjusted Delay	58	319	9	49	28	67	18	442	63	18	100	28	100	28	100	28

Node 2037: S College and 13th 13th St

Control Type	TWSC
Method	HCM 6th Edition
dI, Average Delay	0.32
Worst Case Delay	15.06
Worst Case LOS	C

Volume and Adjustments

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Base Volume	176.00	5.00	5.00	315.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	270.77	7.69	7.69	484.62	7.69	7.69

Pedestrians

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Flow (Ped/hr)			0.00		0.00	0.00
w, Lane Width (ft)			12.00		12.00	12.00
Sp, Walking Speed (ft/s)			3.50		3.50	3.50
fpb, Percent Blockage			0.00		0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Rank	1	1	2	1	3	2
vx, Volume			7.69		7.69	7.69
Conflicting Volume (Veh)			278.46		774.62	274.62
Conflicting Volume (Ped)			0.00		0.00	0.00
Conflicting Volume			278.46		774.62	274.62
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median Refuge Area						
cpv, Potential Capacity			1295.92		369.39	768.96
Capacity			1295.92		366.39	768.96

Critical Headway and Follow Up Headway

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
tc,base, Base Critical Headway			4.10		7.10	6.20
tc,base,I, Base Critical Headway (Stage I)						
tc,base,II, Base Critical Headway (Stage II)						
tc,hv, Heavy Vehicles Adjustment Factor			1.00		1.00	1.00
Phv, % Heavy Vehicles			0.00		0.00	0.00
tc,G, Grade Adjustment Factor			0.00		0.20	0.10
G, % Grade		0.00	0.00		0.00	
T3,II, Geometry Adjustment Factor			0.00		0.70	0.00
tc, Critical Headway			4.10		6.40	6.20
tc,I, Critical Headway (Stage I)						
tc,II, Critical Headway (Stage II)						
tf,base, Base Follow-Up Headway			2.20		3.50	3.30
tf,hv, Heavy Vehicles Adjustment Factor			0.90		0.90	0.90
tf, Follow-Up Headway			2.20		3.50	3.30

Delay and Level of Service by Movement

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Volume	270.77	7.69	7.69	484.62	7.69	7.69
cmx, Capacity			1295.92		366.39	768.96
V / C			0.01		0.02	0.01
d, Delay			7.79		15.06	9.91
LOS			A		C	A
dA, Approach Delay		0.00		0.12		12.49
Approach LOS						B
dRank1, Rank 1 Delay		0.00		0.06		

Delay and Level of Service by Lane

Approach	N (Major)	S (Major)	W
	Lane 1	Lane 1	Lane 1
Movements	T, R1	L1, T	L1, R1
vx, Volume	278.46	492.31	15.38
Flared Storage Size			
cmx, Capacity		1295.92	496.31
V / C		0.38	0.03
Q95, 95% Queue Length		0.02	0.10
d, Delay		7.79	12.49
LOS			B
dA, Approach Delay		0.00	12.49
Approach LOS			B

Node 2039: SE 3rd & Ash Ave

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 9.31
 Worst Case Delay 11.6
 Worst Case LOS B

Volume and Adjustments

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	78.00	5.00	5.00	9.00	6.00	5.00	129.00	5.00	5.00	13.00	5.00
PHF, Peak-hour factor	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
V, Adjusted Volume	7.69	120.00	7.69	7.69	13.85	9.23	7.69	198.46	7.69	7.69	20.00	7.69

Pedestrians

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
w, Lane Width (ft)	12.00	12.00	12.00	12.00			12.00	12.00	12.00	12.00		
Sp, Walking Speed (ft/s)	3.50	3.50	3.50	3.50			3.50	3.50	3.50	3.50		
fpb, Percent Blockage	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		

Capacity of Movements below Rank 1

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	4	3	2	2	1	1	4	3	2	2	1	1
vx, Volume	7.69	120.00	7.69	7.69			7.69	198.46	7.69	7.69		
Conflicting Volume (Veh)	176.15	76.92	18.46	27.69			136.92	77.69	23.85	23.08		
Conflicting Volume (Ped)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
Conflicting Volume	176.15	76.92	18.46	27.69			136.92	77.69	23.85	23.08		
Two-Stage Gap Acceptance	No	No					No	No				
Number of Storage Spaces in Median Refuge Area												
opx, Potential Capacity	790.70	817.24	1065.74	1599.01			838.58	816.45	1058.50	1605.18		
Capacity	631.83	809.29	1065.74	1599.01			732.47	808.51	1058.50	1605.18		

Critical Headway and Follow Up Headway

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc, base I, Base Critical Headway (Stage I)												
tc, base II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00		
Phv, % Heavy Vehicles	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, G, Grade Adjustment Factor	0.20	0.20	0.10	0.00			0.20	0.20	0.10	0.00		
G, % Grade		0.00			0.00			0.00			0.00	
TGA, Geometry Adjustment Factor	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc I, Critical Headway (Stage I)												
tc II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		
tf, hv, Heavy Vehicles Adjustment Factor	0.90	0.90	0.90	0.90			0.90	0.90	0.90	0.90		
tf, Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		

Delay and Level of Service by Movement

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	120.00	7.69	7.69	13.85	9.23	7.69	198.46	7.69	7.69	20.00	7.69
cmx, Capacity	631.83	809.29	1065.74	1599.01			732.47	808.51	1058.50	1605.18		
V / C	0.01	0.15	0.01	0.00			0.01	0.25	0.01	0.00		
d, Delay	11.60	10.35	9.28	7.26			11.50	11.03	9.98	7.25		
LOS	B	B	A	A			B	B	A	A		
dA, Approach Delay		10.36			1.82			11.01			1.58	
Approach LOS		B						B				
dRank1, Rank 1 Delay					0.04						0.04	

Delay and Level of Service by Lane

Approach	N			E (Major)			S			W (Major)		
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	135.38	30.77	213.85	35.38								
Planned Storage Size												
cmx, Capacity	807.45	1599.01	812.38	1605.18								
V / C	0.17	0.02	0.26	0.02								
OS95, 95% Queue Length	0.60	0.01	1.07	0.01								
d, Delay	10.36	7.26	11.01	7.25								
LOS	B		B									
dA, Approach Delay	10.36	1.82	11.01	1.58								
Approach LOS	B		B									

Intersection Capacity Analysis Summary Page

Analysis Time: Fri Sep 27 12:57:13 20
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whitman	Signalized	0.53	21.21	C	30.02	C
2031	N College & SE 3rd St	TWSC	0.00	1.05	A	13.24	B
2032	S College Ave & SW 4th St	Signalized	0.47	25.33	C	45.09	D
2033	S College Ave & SE 6th St	TWSC	0.00	1.87	A	13.57	B
2034	S College Ave & SE 8th St	TWSC	0.00	2.31	A	13.74	B
2035	S College Ave & SE 10th St	TWSC	0.00	1.18	A	18.81	C
2036	S College Ave & SE 12th St	Signalized	0.55	21.92	C	30.86	C
2037	S College and 13th 13th St	TWSC	0.00	0.37	A	13.26	B
2038	S College Ave & Lampart	Signalized	0.66	28.72	C	42.24	D
2039	SE 3rd & Ash Ave	TWSC	0.00	6.98	A	9.59	A

Book 2015: Chapter 8 Worksheet

Control Type
Manual
Average Delay
C
VOC
0.53
Lost Time
22

Signalization
Intersection
21 21
C
0.53
22

Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Adjusted Volume	21	270	84	26	142	5	78	730	53	38	97	85	21	270	84

Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Adjusted Volume	21	270	84	26	142	5	78	730	53	38	97	85	21	270	84

Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Adjusted Volume	21	270	84	26	142	5	78	730	53	38	97	85	21	270	84

Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Adjusted Volume	21	270	84	26	142	5	78	730	53	38	97	85	21	270	84

Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Adjusted Volume	21	270	84	26	142	5	78	730	53	38	97	85	21	270	84

Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Adjusted Volume	21	270	84	26	142	5	78	730	53	38	97	85	21	270	84

Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Adjusted Volume	21	270	84	26	142	5	78	730	53	38	97	85	21	270	84

Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Peak Hour Volume	15	270	84	26	142	5	78	730	53	38	97	85	21	270	84
Adjusted Volume	21	270	84	26	142	5	78	730	53	38	97	85	21	270	84

Additional Data Provided:

Additional Data Provided:

Additional Data Provided:

Node 2031: N College & SE 3rd St

Control Type TWSC
 Method HCM 8th Edition
 df, Average Delay 1.05
 Worst Case Delay 13.24
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Base Volume	5.00	232.00	5.00	5.00	5.00	10.00	8.00	200.00	14.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	5.58	257.78	5.58	6.67	5.58	11.11	8.89	222.22	15.56	5.56	5.56	5.56

Pedestrians

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	5.58			6.67	5.58	11.11	8.89			5.58	5.56	5.58
Conflicting Volume (Veh)	237.78			525.00	522.22	230.00	263.33			527.78	527.22	260.56
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	237.78			525.00	522.22	230.00	263.33			527.78	527.22	260.56
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1341.04			466.33	462.03	814.21	1312.53			464.35	459.03	782.96
Capacity	1341.04			454.28	456.19	814.21	1312.53			449.39	453.23	782.96

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Pttv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
lf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Volume	5.58	257.78	5.58	6.67	5.58	11.11	8.89	222.22	15.56	5.56	5.56	5.56
cmx, Capacity	1341.04			454.28	456.19	814.21	1312.53			449.39	453.23	782.96
V / C	0.00			0.01	0.01	0.01	0.01			0.01	0.01	0.01
d, Delay	7.70			13.19	13.16	9.89	7.76			13.24	13.17	9.82
LOS	A			B	B	A	A			B	B	A
dA, Approach Delay		0.16			11.51			0.28			12.07	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
	Lane 1	Lane 2		Lane 1	Lane 2	
Lane						
Movements						
vx, Volume	5.58	263.33	23.33	8.89	237.78	16.67
Flared Storage Size						
cmx, Capacity			576.13			525.50
V / C			0.04			0.03
Q95, 95% Queue Length			0.13			0.10
d, Delay			11.51			12.07
LOS			B			B
dA, Approach Delay		0.16	11.51		0.28	12.07
Approach LOS			B			B

New 2042 S College Ave & SW 4th St

Control Type: Signalized
 Method: HCM 2000 Edition
 Average Delay: 25.33
 Average LOS: C
 V/C: 0.47
 Loss Time: 15

Volume and Aggregates by Movement	L			T			R			S			W		
Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Left Lane	14	281	33	44	47	13	37	371	27	40	63	23			
Thru/Right Lane	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right Lane	16	312	27	49	52	11	41	351	30	51	70	24			

Volume and Aggregates by Lane Group	L			T			R			S			W		
Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Left Lane	152199	155400	155397	155398	155395	155396	155401	155402							
Control Type	Pre	Pre	Pre	Pre	Pre	Pre	Pre	Pre							
Volume	15	309	47	40	41	331	51	66							
RTT (seconds)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00							
RTT (seconds) by Lane	0.00	0.11	0.00	0.18	0.00	0.00	0.00	0.21							

Volume and Aggregates by Lane Group	L			T			R			S			W		
Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Left Lane	152199	155400	155397	155398	155395	155396	155401	155402							
Control Type	Pre	Pre	Pre	Pre	Pre	Pre	Pre	Pre							
Volume	15	309	47	40	41	331	51	66							
RTT (seconds)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00							
RTT (seconds) by Lane	0.00	0.11	0.00	0.18	0.00	0.00	0.00	0.21							

Volume and Aggregates by Lane Group	L			T			R			S			W		
Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Left Lane	152199	155400	155397	155398	155395	155396	155401	155402							
Control Type	Pre	Pre	Pre	Pre	Pre	Pre	Pre	Pre							
Volume	15	309	47	40	41	331	51	66							
RTT (seconds)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00							
RTT (seconds) by Lane	0.00	0.11	0.00	0.18	0.00	0.00	0.00	0.21							

Volume and Aggregates by Lane Group	L			T			R			S			W		
Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Left Lane	152199	155400	155397	155398	155395	155396	155401	155402							
Control Type	Pre	Pre	Pre	Pre	Pre	Pre	Pre	Pre							
Volume	15	309	47	40	41	331	51	66							
RTT (seconds)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00							
RTT (seconds) by Lane	0.00	0.11	0.00	0.18	0.00	0.00	0.00	0.21							

Volume and Aggregates by Lane Group	L			T			R			S			W		
Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Left Lane	152199	155400	155397	155398	155395	155396	155401	155402							
Control Type	Pre	Pre	Pre	Pre	Pre	Pre	Pre	Pre							
Volume	15	309	47	40	41	331	51	66							
RTT (seconds)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00							
RTT (seconds) by Lane	0.00	0.11	0.00	0.18	0.00	0.00	0.00	0.21							

Volume and Aggregates by Lane Group	L			T			R			S			W		
Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Left Lane	152199	155400	155397	155398	155395	155396	155401	155402							
Control Type	Pre	Pre	Pre	Pre	Pre	Pre	Pre	Pre							
Volume	15	309	47	40	41	331	51	66							
RTT (seconds)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00							
RTT (seconds) by Lane	0.00	0.11	0.00	0.18	0.00	0.00	0.00	0.21							

Volume and Aggregates by Lane Group	L			T			R			S			W		
Approach	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Left Lane	152199	155400	155397	155398	155395	155396	155401	155402							
Control Type	Pre	Pre	Pre	Pre	Pre	Pre	Pre	Pre							
Volume	15	309	47	40	41	331	51	66							
RTT (seconds)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00							
RTT (seconds) by Lane	0.00	0.11	0.00	0.18	0.00	0.00	0.00	0.21							

Adjusted Grade Provisions:

Adjusted Lane Group Provisions:

Adjusted Lane Group Provisions:

Node 2033: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 8th Edition
 d1, Average Delay 1.67
 Worst Case Delay 13.57
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Base Volume	17.00	214.00	15.00	6.00	8.00	9.00	5.00	195.00	11.00	12.00	7.00	16.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	18.89	237.78	16.67	6.67	8.89	10.00	5.56	216.67	12.22	13.33	7.78	17.78

Pedestrians

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	18.89			6.67	8.89	10.00	5.56			13.33	7.78	17.78
Conflicting Volume (Veh)	228.89			530.56	526.11	222.78	254.44			527.22	523.89	246.11
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	228.89			530.56	526.11	222.78	254.44			527.22	523.89	246.11
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
opx, Potential Capacity	1351.10			462.39	459.69	821.77	1322.38			464.75	461.03	797.59
Capacity	1351.10			438.99	450.01	821.77	1322.38			444.93	451.32	797.59

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, R, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Volume	18.89	237.78	16.67	6.67	8.89	10.00	5.56	216.67	12.22	13.33	7.78	17.78
cmx, Capacity	1351.10			438.99	450.01	821.77	1322.38			444.93	451.32	797.59
V / C	0.01			0.02	0.02	0.01	0.00			0.03	0.02	0.02
d, Delay	7.70			13.53	13.33	9.71	7.73			13.57	13.46	9.99
LOS	A			B	B	A	A			B	B	A
dA, Approach Delay		0.53			11.96			0.18			11.91	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1	Lane 1	Lane 1
Movements		T, R1	L1, T, R1		T, R1	L1, T, R1		
vx, Volume	18.89	254.44	25.56		228.89	38.89		
Flared Storage Size								
cmx, Capacity			542.49			559.63		
V / C			0.05			0.07		
Q95, 95% Queue Length			0.15			0.22		
d, Delay			11.96			11.91		
LOS			B			B		
dA, Approach Delay		0.53	11.96		0.18	11.91		
Approach LOS			B			B		

Node 2034: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 2.31
 Worst Case Delay 13.74
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	18.00	196.00	8.00	10.00	10.00	9.00	13.00	174.00	20.00	12.00	5.00	36.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	20.00	217.78	8.89	11.11	11.11	10.00	14.44	193.33	22.22	13.33	5.56	40.00

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpo, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	20.00			11.11	11.11	10.00	14.44			13.33	5.56	40.00
Conflicting Volume (Veh)	215.56			518.33	500.00	204.44	226.67			506.11	506.67	222.22
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	215.56			518.33	500.00	204.44	226.67			506.11	506.67	222.22
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
opx, Potential Capacity	1366.32			471.10	475.60	841.27	1353.63			479.97	471.49	822.36
Capacity	1366.32			434.32	461.94	841.27	1353.63			455.39	457.95	822.36

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,I, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
lf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
lf,HV, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
lf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	20.00	217.78	8.89	11.11	11.11	10.00	14.44	193.33	22.22	13.33	5.56	40.00
cmx, Capacity	1366.32			434.32	461.94	841.27	1353.63			455.39	457.95	822.36
V / C	0.01			0.03	0.02	0.01	0.01			0.03	0.01	0.05
d, Delay	7.67			13.74	13.24	9.73	7.69			13.45	13.41	9.92
LOS	A			B	B	A	A			B	B	A
dA, Approach Delay		0.62			12.32			0.48			11.05	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Movements	T, R1	T, R1	L1, T, R1	L1, T, R1	T, R1	L1, T, R1
vx, Volume	20.00	226.67	32.22	14.44	215.56	58.89
Planned Storage Size						
cmx, Capacity			523.74			653.95
V / C			0.06			0.09
Q95, 95% Queue Length			0.20			0.30
d, Delay			12.32			11.05
LOS			B			B
dA, Approach Delay		0.62	12.32		0.48	11.05
Approach LOS			B			B

Node 2035: S College Ave. & SE 10th St

Control Type TWSC
 Method HCM 6th Edition
 dt, Average Delay 1.18
 Worst Case Delay 18.81
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	11.00	334.00	13.00	5.00	5.00	5.00	19.00	335.00	7.00	12.00	5.00	9.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	12.22	371.11	14.44	5.56	5.56	5.56	21.11	372.22	7.78	13.33	5.56	10.00

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	12.22			5.56	5.56	5.56	21.11			13.33	5.56	10.00
Conflicting Volume (Veh)	380.00			828.89	828.33	378.11	385.56			828.67	825.00	378.33
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	380.00			828.89	828.33	378.11	385.56			828.67	825.00	378.33
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
opx, Potential Capacity	1189.54			292.13	308.56	674.83	1183.96			293.14	309.94	672.89
Capacity	1189.54			276.05	297.63	674.83	1183.96			276.85	298.96	672.89

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3,It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	12.22	371.11	14.44	5.56	5.56	5.56	21.11	372.22	7.78	13.33	5.56	10.00
cmx, Capacity	1189.54			276.05	297.63	674.83	1183.96			276.85	298.96	672.89
V / C	0.01			0.02	0.02	0.01	0.02			0.05	0.02	0.01
d, Delay	8.06			18.54	17.60	10.84	8.10			18.81	17.94	11.25
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.25			15.66			0.43			16.02	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.90						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Movements	T, R1	T, R1	L1, T, R1	T, R1	T, R1	L1, T, R1
vx, Volume	12.22	385.56	16.67	21.11	380.00	28.89
Flared Storage Size						
cmx, Capacity			354.43			355.51
V / C			0.05			0.08
Q95, 95% Queue Length			0.15			0.26
d, Delay			15.66			16.02
LOS			C			C
dA, Approach Delay		0.25	15.66		0.43	16.02
Approach LOS			C			C

Node 2036 - 5 Colosse Ave & SE 12th St

Control Type	Signalized
Warrant	W-04 Min Delay
Average Delay	21.92
Average LOS	C
V/C	0.55
Lost Time	21

Volume and Adjustments by Movement

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Approach	L	T	R	L	T	R	L	T	R	L	T	R
Volume	72	244	17	62	50	66	12	237	68	10	43	11
Peak Hour Volume	2960	9300	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Peak Hour Volume	29	68	5	17	14	26	3	68	18	4	12	3
Adjusted Volume	62	271	18	69	54	103	13	243	73	17	45	12

Volume and Adjustments by Lane Group

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407

Adjustment Factors

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407

Designation, Control Delay, and Level of Service Characteristics

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407

Designation

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407

Designation Characteristics

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407

Designation Characteristics for Protected Phases

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407

Designation Characteristics for Protected Phases

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407

Designation Characteristics

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407
Peak Hour Volume	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407	15407

Node 2037: S College and 13th/13th St

Control Type TWSC
 Method HCM 6th Edition
 dt, Average Delay 0.37
 Worst Case Delay 13.26
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Base Volume	270.00	9.00	5.00	284.00	5.00	11.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	300.00	10.00	5.56	315.56	5.56	12.22

Pedestrians

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Flow (Ped/hr)			0.00		0.00	0.00
w, Lane Width (ft)			12.00		12.00	12.00
Sp, Walking Speed (ft/s)			3.50		3.50	3.50
fpb, Percent Blockage			0.00		0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Rank	1	1	2	1	3	2
vx, Volume			5.56		5.56	12.22
Conflicting Volume (Veh)			310.00		631.67	305.00
Conflicting Volume (Ped)			0.00		0.00	0.00
Conflicting Volume			310.00		631.67	305.00
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median Refuge Area						
cmx, Potential Capacity			1261.94		447.81	739.54
Capacity			1261.94		445.41	739.54

Critical Headway and Follow Up Headway

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
tc, base, Base Critical Headway			4.10		7.10	6.20
tc, base, I, Base Critical Headway (Stage I)						
tc, base, II, Base Critical Headway (Stage II)						
tc, HV, Heavy Vehicles Adjustment Factor			1.00		1.00	1.00
Phv, % Heavy Vehicles			0.00		0.00	0.00
tc, G, Grade Adjustment Factor			1.00		0.20	0.10
G, % Grade		0.00		0.00		0.00
TS, It, Geometry Adjustment Factor			0.00		0.70	0.00
tc, Critical Headway			4.10		6.40	6.20
tc, I, Critical Headway (Stage I)						
tc, II, Critical Headway (Stage II)						
tf, base, Base Follow-Up Headway			2.20		3.50	3.30
tf, hv, Heavy Vehicles Adjustment Factor			0.90		0.90	0.90
tf, Follow-Up Headway			2.20		3.50	3.30

Delay and Level of Service by Movement

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Volume	300.00	10.00	5.56	315.56	5.56	12.22
cmx, Capacity			1261.94		445.41	739.54
V / C			0.00		0.01	0.02
d, Delay			7.87		13.26	10.04
LOS			A		B	B
dA, Approach Delay		0.00		0.14		11.05
Approach LOS						B
dRank 1, Rank 1 Delay		0.00		0.04		

Delay and Level of Service by Lane

Approach	N (Major)	S (Major)	W
	Lane 1	Lane 1	Lane 1
Movements	T, R1	L1, T	L1, R1
vx, Volume	310.00	321.11	17.78
Flared Storage Size			
cmx, Capacity		1261.94	613.04
V / C		0.25	0.03
QS5, 95% Queue Length		0.01	0.09
d, Delay		7.87	11.05
LOS			B
dA, Approach Delay	0.00	0.14	11.05
Approach LOS			B

Node 2334, S College Ave & Lantport

Control Type	Sequenced
Max LOS	High on Green
Average Delay	24.72
Average LOS	C
LOS	0.56
Lost Time	21

Vehicle and Adjustment by Movement

Adjustment	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Value	13.6	18.7	9.0	21	33	19.0	20	29.0	15	15	5.3	12
Peak Hour Adjustment	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Adjustment	38	51	15	9	24	53	5	59	4	10	16	3
Adjusted Value	100	170	81	23	37	21.2	22	22.1	16	16	5.8	13

Vehicle and Adjustment by Lane Group

Adjustment	L	T	R	L	T	R	L	T	R	L	T	R
Base Value	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Peak Hour Adjustment	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Adjustment	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Adjusted Value	100	100	100	100	100	100	100	100	100	100	100	100
Adjusted Value	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Signalized Intersection

Adjustment	L	T	R	L	T	R	L	T	R	L	T	R
Base Value	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Peak Hour Adjustment	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Adjustment	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Adjusted Value	100	100	100	100	100	100	100	100	100	100	100	100
Adjusted Value	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Capacity, Control Delay, and Level of Service Determination

Adjustment	L	T	R	L	T	R	L	T	R	L	T	R
Base Value	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Peak Hour Adjustment	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Adjustment	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Adjusted Value	100	100	100	100	100	100	100	100	100	100	100	100
Adjusted Value	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Signalized Intersection

Adjustment	L	T	R	L	T	R	L	T	R	L	T	R
Base Value	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Peak Hour Adjustment	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Adjustment	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Adjusted Value	100	100	100	100	100	100	100	100	100	100	100	100
Adjusted Value	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Signalized Intersection

Adjustment	L	T	R	L	T	R	L	T	R	L	T	R
Base Value	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Peak Hour Adjustment	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Adjustment	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Adjusted Value	100	100	100	100	100	100	100	100	100	100	100	100
Adjusted Value	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Signalized Intersection

Adjustment	L	T	R	L	T	R	L	T	R	L	T	R
Base Value	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Peak Hour Adjustment	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Adjustment	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Adjusted Value	100	100	100	100	100	100	100	100	100	100	100	100
Adjusted Value	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Signalized Intersection

Adjustment	L	T	R	L	T	R	L	T	R	L	T	R
Base Value	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Peak Hour Adjustment	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Adjustment	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Adjusted Value	100	100	100	100	100	100	100	100	100	100	100	100
Adjusted Value	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Signalized Intersection

Adjustment	L	T	R	L	T	R	L	T	R	L	T	R
Base Value	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Peak Hour Adjustment	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Adjustment	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417	15.415	15.415	15.417
Adjusted Value	100	100	100	100	100	100	100	100	100	100	100	100
Adjusted Value	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Node 2039: SE 3rd & Ash Ave

Control Type TWSC
 Method HCM 6th Edition
 dt, Average Delay 8.98
 Worst Case Delay 9.59
 Worst Case LOS A

Volume and Adjustments

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	6.00	44.00	5.00	5.00	8.00	5.00	5.00	10.00	5.00	5.00	8.00	5.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	6.67	48.89	5.56	5.56	8.89	5.56	5.56	11.11	5.56	5.56	8.89	5.56

Pedestrians

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
w, Lane Width (ft)	12.00	12.00	12.00	12.00			12.00	12.00	12.00	12.00		
Sp, Walking Speed (ft/s)	3.50	3.50	3.50	3.50			3.50	3.50	3.50	3.50		
fbp, Percent Blockage	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		

Capacity of Movements below Rank 1

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	4	3	2	2	1	1	4	3	2	2	1	1
vx, Volume	6.67	48.89	5.56	5.56			5.56	11.11	5.56	5.56		
Conflicting Volume (Veh)	53.89	48.33	11.67	14.44			72.78	48.33	11.67	14.44		
Conflicting Volume (Ped)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
Conflicting Volume	53.89	48.33	11.67	14.44			72.78	48.33	11.67	14.44		
Two-Stage Gap Acceptance	No	No					No	No				
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	949.30	847.13	1074.94	1616.78			922.94	847.13	1074.94	1616.78		
Capacity	929.96	841.27	1074.94	1616.78			872.80	841.27	1074.94	1616.78		

Critical Headway and Follow Up Headway

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc,base, Base Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,hv, Heavy Vehicles Adjustment Factor	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00		
Phv, % Heavy Vehicles	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc,G, Grade Adjustment Factor	0.20	0.20	0.10	1.00			0.20	0.20	0.10	1.00		
G, % Grade		0.00			0.00			0.00			0.00	
TSR, Geometry Adjustment Factor	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		
tf,hv, Heavy Vehicles Adjustment Factor	0.90	0.90	0.90	0.90			0.90	0.90	0.90	0.90		
tf, Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		

Delay and Level of Service by Movement

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	6.67	48.89	5.56	5.56	8.89	5.56	5.56	11.11	5.56	5.56	8.89	5.56
cmx, Capacity	929.96	841.27	1074.94	1616.78			872.80	841.27	1074.94	1616.78		
V/C	0.01	0.06	0.01	0.00			0.01	0.01	0.01	0.00		
d, Delay	9.19	9.59	8.66	7.23			9.23	9.38	8.45	7.23		
LOS	A	A	A	A			A	A	A	A		
dA, Approach Delay		9.46			2.01			9.11			2.01	
Approach LOS		A						A				
dRank1, Rank 1 Delay					0.03						0.03	

Delay and Level of Service by Lane

Approach	N		E (Major)		S		W (Major)	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	61.11	20.00	22.22	20.00				
Flared Storage Size								
cmx, Capacity	867.44	1616.78	898.20	1616.78				
V/C	0.07	0.01	0.02	0.01				
GS5, 95% Queue Length	0.23	0.01	0.08	0.01				
d, Delay	9.46	7.23	9.11	7.23				
LOS	A		A					
dA, Approach Delay	9.46	2.01	9.11	2.01				
Approach LOS	A		A					

Intersection Capacity Analysis Summary Page

Analysis Time: Fri Sep 27 12:28:51 2
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whitman	Signalized	0.43	20.15	C	30.91	C
2031	N College & SE 3rd St.	TWSC	0.00	1.32	A	11.70	B
2032	S College Ave & SW 4th St	Signalized	0.51	26.81	C	46.79	D
2033	S College Ave & SE 6th St	TWSC	0.00	1.84	A	14.20	B
2034	S College Ave & SE 8th St	TWSC	0.00	1.82	A	14.18	B
2035	S College Ave & SE 10th St	TWSC	0.00	1.18	A	19.97	C
2036	S College Ave & SE 12th St	Signalized	0.50	22.51	C	35.77	D
2037	S College and 13th 13th St	TWSC	0.00	0.34	A	14.37	B
2038	S College Ave & Lampert	Signalized	0.62	25.92	C	38.87	D
2039	SE 3rd & Ash Ave	TWSC	0.00	6.71	A	9.39	A

Node 2031: N College & SE 3rd St

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 1.32
 Worst Case Delay 11.7
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Base Volume	5.00	158.00	5.00	6.00	5.00	10.00	8.00	144.00	9.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	5.56	175.58	5.56	6.67	5.56	11.11	8.89	160.00	10.00	5.56	5.56	5.56

Pedestrians

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	5.56			6.67	5.56	11.11	8.89			5.56	5.56	5.56
Conflicting Volume (Veh)	170.00			377.78	375.00	165.00	181.11			380.56	377.22	178.33
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	170.00			377.78	375.00	165.00	181.11			380.56	377.22	178.33
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpv, Potential Capacity	1419.58			583.41	559.15	884.72	1406.41			580.96	557.55	869.80
Capacity	1419.58			570.27	552.83	884.72	1406.41			564.36	551.25	869.80

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3,t, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf,hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Volume	5.56	175.58	5.56	6.67	5.56	11.11	8.89	160.00	10.00	5.56	5.56	5.56
cmv, Capacity	1419.58			570.27	552.83	884.72	1406.41			564.36	551.25	869.80
V / C	0.00			0.01	0.01	0.01	0.01			0.01	0.01	0.01
d, Delay	7.55			11.50	11.70	9.26	7.58			11.53	11.68	9.29
LOS	A			B	B	A	A			B	B	A
dA, Approach Delay		0.22			10.48			0.38			10.84	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E		S (Major)		W	
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1	Lane 1	Lane 1
Lane								
Movements								
vx, Volume	5.56	181.11	23.33	8.89	170.00	16.67		
Planned Storage Size								
cmv, Capacity			680.30			633.49		
V / C			0.03			0.03		
Q95, 95% Queue Length			0.11			0.08		
d, Delay			10.48			10.84		
LOS			B			B		
dA, Approach Delay		0.22	10.48		0.38	10.84		
Approach LOS			B			B		

From 2012, S. Cabbage Ave & SW 4th St.

Control Type	Signalized
Warrant	Intersection
Average Delay	29.81
Average LOS	C
WPC	0.51
LOS Time	15

Vehicle and Pedestrian Movement

	L	T	R	L	T	R	L	T	R	L	T	R
Approach	18	225	15	61	55	13	72	219	55	34	17	62
Left Turn	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Through	4	63	4	17	15	4	20	61	15	9	21	17
Right Turn	16	200	17	65	61	14	80	243	61	26	24	65

Vehicle and Pedestrian by Lane Group

	L	T	R	L	T	R	L	T	R	L	T	R
Approach	18	225	15	61	55	13	72	219	55	34	17	62
Left Turn	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Through	4	63	4	17	15	4	20	61	15	9	21	17
Right Turn	16	200	17	65	61	14	80	243	61	26	24	65

Signalized Intersection

	L	T	R	L	T	R	L	T	R	L	T	R
Approach	18	225	15	61	55	13	72	219	55	34	17	62
Left Turn	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Through	4	63	4	17	15	4	20	61	15	9	21	17
Right Turn	16	200	17	65	61	14	80	243	61	26	24	65

Controlled Intersection Control of Service Determination

	L	T	R	L	T	R	L	T	R	L	T	R
Approach	18	225	15	61	55	13	72	219	55	34	17	62
Left Turn	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Through	4	63	4	17	15	4	20	61	15	9	21	17
Right Turn	16	200	17	65	61	14	80	243	61	26	24	65

Base of Service

	L	T	R	L	T	R	L	T	R	L	T	R
Approach	18	225	15	61	55	13	72	219	55	34	17	62
Left Turn	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Through	4	63	4	17	15	4	20	61	15	9	21	17
Right Turn	16	200	17	65	61	14	80	243	61	26	24	65

Signal Timing Parameters

	L	T	R	L	T	R	L	T	R	L	T	R
Approach	18	225	15	61	55	13	72	219	55	34	17	62
Left Turn	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Through	4	63	4	17	15	4	20	61	15	9	21	17
Right Turn	16	200	17	65	61	14	80	243	61	26	24	65

Left Turn Signal Parameters for Protected Phasing

	L	T	R	L	T	R	L	T	R	L	T	R
Approach	18	225	15	61	55	13	72	219	55	34	17	62
Left Turn	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Through	4	63	4	17	15	4	20	61	15	9	21	17
Right Turn	16	200	17	65	61	14	80	243	61	26	24	65

Protected Intersection Adjustment Factors

	L	T	R	L	T	R	L	T	R	L	T	R
Approach	18	225	15	61	55	13	72	219	55	34	17	62
Left Turn	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Through	4	63	4	17	15	4	20	61	15	9	21	17
Right Turn	16	200	17	65	61	14	80	243	61	26	24	65

Adjusted Signal Timing

	L	T	R	L	T	R	L	T	R	L	T	R
Approach	18	225	15	61	55	13	72	219	55	34	17	62
Left Turn	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Through	4	63	4	17	15	4	20	61	15	9	21	17
Right Turn	16	200	17	65	61	14	80	243	61	26	24	65

Node 2033: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.84
 Worst Case Delay 14.2
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	15.00	224.00	8.00	5.00	6.00	8.00	12.00	205.00	12.00	12.00	5.00	32.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	16.67	248.89	8.89	5.56	6.67	8.89	13.33	228.89	13.33	13.33	5.56	35.56

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fp, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	16.67			5.56	6.67	8.89	13.33			13.33	5.56	35.56
Conflicting Volume (Veh)	242.22			569.44	553.33	235.56	257.78			556.67	555.56	253.33
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	242.22			569.44	553.33	235.56	257.78			556.67	555.56	253.33
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cp, Potential Capacity	1336.04			435.69	443.65	808.44	1318.68			444.29	442.39	790.24
Capacity	1336.04			403.80	432.06	808.44	1318.68			425.60	430.81	790.24

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, hv, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	16.67	248.89	8.89	5.56	6.67	8.89	13.33	228.89	13.33	13.33	5.56	35.56
cmx, Capacity	1336.04			403.80	432.06	808.44	1318.68			425.60	430.81	790.24
V / C	0.01			0.01	0.02	0.01	0.01			0.03	0.01	0.04
d, Delay	7.73			14.20	13.62	9.74	7.76			14.04	13.93	10.13
LOS	A			B	B	A	A			B	B	B
dA, Approach Delay		0.47			12.14			0.40			11.48	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Movements	T, R1	T, R1	L1, T, R1	T, R1	T, R1	L1, T, R1
vx, Volume	16.67	257.78	21.11	13.33	242.22	54.44
Planned Storage Size						
cmx, Capacity			525.37			810.25
V / C			0.04			0.09
Q95, 95% Queue Length			0.13			0.29
d, Delay			12.14			11.48
LOS			B			B
dA, Approach Delay		0.47	12.14		0.40	11.48
Approach LOS			B			B

Node 2034: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.82
 Worst Case Delay 14.18
 Worst Case LOS B

Volumes and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	15.00	224.00	8.00	5.00	6.00	8.00	12.00	208.00	12.00	12.00	5.00	31.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	16.67	248.89	8.89	5.56	6.67	8.89	13.33	228.89	13.33	13.33	5.56	34.44

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	16.67			5.56	6.67	8.89	13.33			13.33	5.56	34.44
Conflicting Volume (Veh)	242.22			568.89	553.33	235.56	257.78			556.67	555.56	253.33
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	242.22			568.89	553.33	235.56	257.78			556.67	555.56	253.33
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cmx, Potential Capacity	1336.04			436.06	443.65	808.44	1318.68			444.29	442.36	790.24
Capacity	1336.04			404.74	432.06	808.44	1318.68			425.60	430.81	790.24

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
to base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
to base, I, Base Critical Headway (Stage I)												
to base, II, Base Critical Headway (Stage II)												
to hv, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
to G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
to Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
to I, Critical Headway (Stage I)												
to II, Critical Headway (Stage II)												
to base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
to hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
to Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	16.67	248.89	8.89	5.56	6.67	8.89	13.33	228.89	13.33	13.33	5.56	34.44
cmx, Capacity	1336.04			404.74	432.06	808.44	1318.68			425.60	430.81	790.24
V / C	0.01			0.01	0.02	0.01	0.01			0.03	0.01	0.04
d, Delay	7.73			14.18	13.62	9.74	7.76			14.03	13.93	10.13
LOS	A			B	B	A	A			B	B	B
dA, Approach Delay		0.47			12.13			0.40			11.50	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Movements	T, R1	T, R1	L1, T, R1	L1, T, R1	T, R1	L1, T, R1
vx, Volume	16.67	257.78	21.11	13.33	242.22	53.33
Flared Storage Size						
cmx, Capacity			525.79			607.36
V / C			0.04			0.09
Q85, 95% Queue Length			0.13			0.29
d, Delay			12.13			11.50
LOS			B			B
dA, Approach Delay		0.47	12.13		0.40	11.50
Approach LOS			B			B

Node 2035: S College Ave & SE 10th St

Control Type TWSC
 Method HCM 6th Edition
 dt, Average Delay 1.18
 Worst Case Delay 19.97
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	11.00	353.00	13.00	5.00	5.00	5.00	19.00	358.00	5.00	13.00	5.00	9.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	12.22	392.22	14.44	5.56	5.56	5.56	21.11	397.78	5.56	14.44	5.56	10.00

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	12.22			5.56	5.56	5.56	21.11			14.44	5.56	10.00
Conflicting Volume (Veh)	403.33			874.44	873.89	400.56	406.67			872.22	869.44	399.44
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	403.33			874.44	873.89	400.56	406.67			872.22	869.44	399.44
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cmx, Potential Capacity	1166.30			272.18	290.34	653.86	1163.01			273.12	292.07	654.80
Capacity	1166.30			256.62	279.70	653.86	1163.01			259.26	281.36	654.80

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base I, Base Critical Headway (Stage I)												
tc, base II, Base Critical Headway (Stage II)												
tc, IV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Prv, IV, Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, H, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, IV, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	12.22	392.22	14.44	5.56	5.56	5.56	21.11	397.78	5.56	14.44	5.56	10.00
cmx, Capacity	1166.30			256.62	279.70	653.86	1163.01			259.26	281.36	654.80
V / C	0.01			0.02	0.02	0.01	0.02			0.06	0.02	0.02
d, Delay	8.12			19.80	18.44	11.07	8.15			19.97	18.88	11.58
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.24			16.37			0.41			16.97	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Movements	T, R1	T, R1	L1, T, R1	T, R1	T, R1	L1, T, R1
vx, Volume	12.22	406.67	16.67	21.11	403.33	30.00
Planned Storage Size						
cmx, Capacity			333.28			330.65
V / C			0.05			0.09
Q85, 95% Queue Length			0.16			0.30
d, Delay			16.37			16.97
LOS			C			C
dA, Approach Delay		0.24	16.37		0.41	16.97
Approach LOS			C			C

Node 2030: (College Ave & 38th St) [20]	
Control Type	Signalized
Wayins	multilane
Average Delay	22.51
C	C
WC	0.5
Loss Time	21

ANALYSIS OF VARIANCE BY UNIVERSITY												
APPLICANT	T			E			S			W		
DEPARTMENT	L1	T1	R1	L1	T1	R1	L1	T1	R1	L1	T1	R1
DEPT OF AGRICULTURE	15	215	15	05	20	15	17	17	17	17	17	17
DEPT OF BUSINESS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DEPT OF EDUCATION	19	24	3	18	9	21	4	70	13	3	5	4
DEPT OF HEALTH	77	205	12	75	22	09	16	510	28	12	19	14

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Analysis of Variance and Tests of Selected Descriptions			N		B		C		D		E		F		G		H		I		J		K		L		M		N		O		P		Q		R		S		T		U		V		W		X		Y		Z		AA		AB		AC		AD		AE		AF		AG		AH		AI		AJ		AK		AL		AM		AN		AO		AP		AQ		AR		AS		AT		AU		AV		AW		AX		AY		AZ		BA		BB		BC		BD		BE		BF		BG		BH		BI		BJ		BK		BL		BM		BN		BO		BP		BQ		BR		BS		BT		BU		BV		BW		BX		BY		BZ		CA		CB		CC		CD		CE		CF		CG		CH		CI		CJ		CK		CL		CM		CN		CO		CP		CQ		CR		CS		CT		CU		CV		CW		CX		CY		CZ		DA		DB		DC		DD		DE		DF		DG		DH		DI		DJ		DK		DL		DM		DN		DO		DP		DQ		DR		DS		DT		DU		DV		DW		DX		DY		DZ		EA		EB		EC		ED		EE		EF		EG		EH		EI		EJ		EK		EL		EM		EN		EO		EP		EQ		ER		ES		ET		EU		EV		EW		EX		EY		EZ		FA		FB		FC		FD		FE		FF		FG		FH		FI		FJ		FK		FL		FM		FN		FO		FP		FQ		FR		FS		FT		FU		FV		FW		FX		FY		FZ		GA		GB		GC		GD		GE		GF		GG		GH		GI		GJ		GK		GL		GM		GN		GO		GP		GQ		GR		GS		GT		GU		GV		GW		GX		GY		GZ		HA		HB		HC		HD		HE		HF		HG		HH		HI		HJ		HK		HL		HM		HN		HO		HP		HQ		HR		HS		HT		HU		HV		HW		HX		HY		HZ		IA		IB		IC		ID		IE		IF		IG		IH		II		IJ		IK		IL		IM		IN		IO		IP		IQ		IR		IS		IT		IU		IV		IW		IX		IY		IZ		JA		JB		JC		JD		JE		JF		JG		JH		JI		JJ		JK		JL		JM		JN		JO		JP		JQ		JR		JS		JT		JU		JV		JW		JX		JY		JZ		KA		KB		KC		KD		KE		KF		KG		KH		KI		KJ		KK		KL		KM		KN		KO		KP		KQ		KR		KS		KT		KU		KV		KW		KX		KY		KZ		LA		LB		LC		LD		LE		LF		LG		LH		LI		LJ		LK		LM		LN		LO		LP		LQ		LR		LS		LT		LU		LV		LW		LX		LY		LZ		MA		MB		MC		MD		ME		MF		MG		MH		MI		MJ		MK		ML		MN		MO		MP		MQ		MR		MS		MT		MU		MV		MW		MX		MY		MZ		NA		NB		NC		ND		NE		NF		NG		NH		NI		NJ		NK		NL		NM		NO		NP		NQ		NR		NS		NT		NU		NV		NW		NX		NY		NZ		OA		OB		OC		OD		OE		OF		OG		OH		OI		OJ		OK		OL		OM		ON		OO		OP		OQ		OR		OS		OT		OU		OV		OW		OX		OY		OZ		PA		PB		PC		PD		PE		PF		PG		PH		PI		PJ		PK		PL		PM		PN		PO		PP		PQ		PR		PS		PT		PU		PV		PW		PX		PY		PZ		QA		QB		QC		QD		QE		QF		QG		QH		QI		QJ		QK		QL		QM		QN		QO		QP		QQ		QR		QS		QT		QU		QV		QW		QX		QY		QZ		RA		RB		RC		RD		RE		RF		RG		RH		RI		RJ		RK		RL		RM		RN		RO		RP		RQ		RR		RS		RT		RU		RV		RW		RX		RY		RZ		SA		SB		SC		SD		SE		SF		SG		SH		SI		SJ		SK		SL		SM		SN		SO		SP		SQ		SR		SS		ST		SU		SV		SW		SX		SY		SZ		TA		TB		TC		TD		TE		TF		TG		TH		TI		TJ		TK		TL		TM		TN		TO		TP		TQ		TR		TS		TT		TU		TV		TW		TX		TY		TZ		UA		UB		UC		UD		UE		UF		UG		UH		UI		UJ		UK		UL		UM		UN		UO		UP		UQ		UR		US		UT		UU		UV		UW		UX		UY		UZ		VA		VB		VC		VD		VE		VF		VG		VH		VI		VJ		VK		VL		VM		VN		VO		VP		VQ		VR		VS		VT		VU		VV		VW		VX		VY		VZ		WA		WB		WC		WD		WE		WF		WG		WH		WI		WJ		WK		WL		WM		WN		WO		WP		WQ		WR		WS		WT		WU		WV		WW		WX		WY		WZ		XA		XB		XC		XD		XE		XF		XG		XH		XI		XJ		XK		XL		XM		XN		XO		XP		XQ		XR		XS		XT		XU		XV		XW		XX		XY		XZ		YA		YB		YC		YD		YE		YF		YG		YH		YI		YJ		YK		YL		YM		YN		YO		YP		YQ		YR		YS		YT		YU		YV		YW		YX		YY		YZ		ZA		ZB		ZC		ZD		ZE		ZF		ZG		ZH		ZI		ZJ		ZK		ZL		ZM		ZN		ZO		ZP		ZQ		ZR		ZS		ZT		ZU		ZV		ZW		ZX		ZY		ZZ	
Age	20576	20576	22553	20574	20575	20572	20577	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	20576	20575	20571	2057																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

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Dependent and Keyed Assumptions Factors											
Assumptions	L1	S	R1	L3	E	L1	S	R1	L3	W	R3
Minimum	T			T		T			T		
ga: Population Size	0.00		0.00	0.00		0.00	3.00		0.00	0.00	0.00
OCSS: Average Population Occupancy	0.00		0.00	0.00		0.00	3.00		0.00	0.00	0.00
OCSS: Percent Control Party Occupancy	0.00		0.00	0.00		0.00	0.00		0.00	0.00	0.00
Age: Age of the Factor	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Age: Age of the Factor	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Age: Age of the Factor	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00

Abstract

Abstract

1. *Practical*

Node 2037: S College and 13th/13th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 0.34
 Worst Case Delay 14.37
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
Base Volume	304.00	8.00	5.00	334.00	5.00	11.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	337.78	8.89	5.56	371.11	5.56	12.22

Pedestrians

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
vx, Flow (Ped/hr)			0.00		0.00	0.00
w, Lane Width (ft)			12.00		12.00	12.00
Sp, Walking Speed (ft/s)			3.50		3.50	3.50
fpb, Percent Blockage			0.00		0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
Rank	1	1	2	1	3	2
vx, Volume			5.56		5.56	12.22
Conflicting Volume (Veh)			346.67		724.44	342.22
Conflicting Volume (Ped)			0.00		0.00	0.00
Conflicting Volume			346.67		724.44	342.22
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median Refuge Area						
cap, Potential Capacity			1223.50		395.28	704.96
Capacity			1223.50		393.02	704.96

Critical Headway and Follow Up Headway

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
to base, Base Critical Headway			4.10		7.10	6.20
to base I, Base Critical Headway (Stage I)						
to base II, Base Critical Headway (Stage II)						
to HV, Heavy Vehicles Adjustment Factor			1.00		1.00	1.00
Phv, % Heavy Vehicles			0.00		0.00	0.00
to G, Grade Adjustment Factor			1.00		0.20	0.10
G, % Grade		0.00		0.00		0.00
TsIt, Geometry Adjustment Factor			0.00		0.70	0.00
to, Critical Headway			4.10		6.40	6.20
to I, Critical Headway (Stage I)						
to II, Critical Headway (Stage II)						
to base, Base Follow-Up Headway			2.20		3.50	3.30
to HV, Heavy Vehicles Adjustment Factor			0.90		0.90	0.90
to, Follow-Up Headway			2.20		3.50	3.30

Delay and Level of Service by Movement

Approach	N (Major)		S (Major)		W	
Movement	T	R1	L1	T	L1	R1
vx, Volume	337.78	8.89	5.56	371.11	5.56	12.22
cmx, Capacity			1223.50		393.02	704.96
V / C			0.00		0.01	0.02
d, Delay			7.96		14.37	10.31
LOS			A		B	B
dA, Approach Delay		0.00		0.12		11.58
Approach LOS						B
dRank 1, Rank 1 Delay		0.00		0.05		

Delay and Level of Service by Lane

Approach	N (Major)	S (Major)	W
Lane	Lane 1	Lane 1	Lane 1
Movements	T, R1	L1, T	L1, R1
vx, Volume	346.67	376.67	17.78
Flared Storage Size			
cmx, Capacity		1223.50	564.86
V / C		0.31	0.03
Q95, 95% Queue Length		0.01	0.10
d, Delay		7.96	11.58
LOS			B
dA, Approach Delay		0.00	11.58
Approach LOS			B

PM Peak 2019 LOS Worksheets

Control Type	Signalized
Warrant	PCRB Intersection
Average Delay	27.92
Average LOS	C
W/C	0.82
Loss Time	21

Volume and Adjustment by Movement

Approach	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Left Turn	140	108	49	17	84	9	118	12	37	49	5	
Thru/Right Turn	2000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000
Peak 15 Volume	240	118	58	17	93	11	120	12	37	49	5	
Adjusted Volume	156	118	50	13	71	11	119	13	30	44	6	

Volume and Adjustment by Lane Group

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Left Turn	140	108	49	17	84	9	118	12	37	49	5	
Thru/Right Turn	2000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000
Peak 15 Volume	240	118	58	17	93	11	120	12	37	49	5	
Adjusted Volume	156	118	50	13	71	11	119	13	30	44	6	

Signalized Intersection

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Left Turn	140	108	49	17	84	9	118	12	37	49	5	
Thru/Right Turn	2000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000
Peak 15 Volume	240	118	58	17	93	11	120	12	37	49	5	
Adjusted Volume	156	118	50	13	71	11	119	13	30	44	6	

Capacity, Delay, and Level of Service Characteristics

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Left Turn	140	108	49	17	84	9	118	12	37	49	5	
Thru/Right Turn	2000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000
Peak 15 Volume	240	118	58	17	93	11	120	12	37	49	5	
Adjusted Volume	156	118	50	13	71	11	119	13	30	44	6	

Signalized Intersection

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Left Turn	140	108	49	17	84	9	118	12	37	49	5	
Thru/Right Turn	2000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000
Peak 15 Volume	240	118	58	17	93	11	120	12	37	49	5	
Adjusted Volume	156	118	50	13	71	11	119	13	30	44	6	

Signalized Intersection

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Left Turn	140	108	49	17	84	9	118	12	37	49	5	
Thru/Right Turn	2000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000
Peak 15 Volume	240	118	58	17	93	11	120	12	37	49	5	
Adjusted Volume	156	118	50	13	71	11	119	13	30	44	6	

Left Turn Adjustment Factor for Permitted Flowing

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Left Turn	140	108	49	17	84	9	118	12	37	49	5	
Thru/Right Turn	2000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000
Peak 15 Volume	240	118	58	17	93	11	120	12	37	49	5	
Adjusted Volume	156	118	50	13	71	11	119	13	30	44	6	

Permitted Flowing Adjustment Factors

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Left Turn	140	108	49	17	84	9	118	12	37	49	5	
Thru/Right Turn	2000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000
Peak 15 Volume	240	118	58	17	93	11	120	12	37	49	5	
Adjusted Volume	156	118	50	13	71	11	119	13	30	44	6	

Adjusting Phase Proportions

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Left Turn	140	108	49	17	84	9	118	12	37	49	5	
Thru/Right Turn	2000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000
Peak 15 Volume	240	118	58	17	93	11	120	12	37	49	5	
Adjusted Volume	156	118	50	13	71	11	119	13	30	44	6	

Adjusting Lane Width Proportions

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Left Turn	140	108	49	17	84	9	118	12	37	49	5	
Thru/Right Turn	2000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000
Peak 15 Volume	240	118	58	17	93	11	120	12	37	49	5	
Adjusted Volume	156	118	50	13	71	11	119	13	30	44	6	

Adjusting Phase Proportions

Approach	L	T	R	L	T	R	L	T	R	L	T	R
Left Turn	140	108	49	17	84	9	118	12	37	49	5	
Thru/Right Turn	2000	0.000	0.000	0.000	0.000	0.000	2.000	0.000	0.000	0.000	0.000	0.000
Peak 15 Volume	240	118	58	17	93	11	120	12	37	49	5	
Adjusted Volume	156	118	50	13	71	11	119	13	30	44	6	

Node 2039: SE 3rd & Ash Ave

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 6.71
 Worst Case Delay 9.39
 Worst Case LOS A

Volume and Adjustments

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	14.00	5.00	5.00	5.00	5.00	5.00	19.00	5.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
V, Adjusted Volume	5.56	15.56	5.56	5.56	5.56	5.56	5.56	21.11	5.56	5.56	5.56	5.56

Pedestrians

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
w, Lane Width (ft)	12.00	12.00	12.00	12.00			12.00	12.00	12.00	12.00		
Sp, Walking Speed (ft/s)	3.50	3.50	3.50	3.50			3.50	3.50	3.50	3.50		
fpb, Percent Blockage	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		

Capacity of Movements below Rank 1

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	4	3	2	2	1	1	4	3	2	2	1	1
vx, Volume	5.56	15.56	5.56	5.56			5.56	21.11	5.56	5.56		
Conflicting Volume (Veh)	52.22	41.67	8.33	11.11			49.44	41.67	8.33	11.11		
Conflicting Volume (Ped)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
Conflicting Volume	52.22	41.67	8.33	11.11			49.44	41.67	8.33	11.11		
Two-Stage Gap Acceptance	No	No					No	No				
Number of Storage Spaces in Median Refuge Area												
capx, Potential Capacity	951.66	854.25	1079.48	1621.28			955.61	854.25	1079.48	1621.28		
Capacity	923.92	848.36	1079.48	1621.28			932.48	848.36	1079.48	1621.28		

Critical Headway and Follow-Up Headway

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc base, Base Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc base, I, Base Critical Headway (Stage I)												
tc base, II, Base Critical Headway (Stage II)												
tc HV, Heavy Vehicles Adjustment Factor	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00		
Phv, % Heavy Vehicles	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc G, Grade Adjustment Factor	0.20	0.20	0.10	1.00			0.20	0.20	0.10	1.00		
G, % Grade		0.00			0.00			0.00			0.00	
TG, Geometry Adjustment Factor	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc, Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc I, Critical Headway (Stage I)												
tc II, Critical Headway (Stage II)												
tf base, Base Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		
tf hv, Heavy Vehicles Adjustment Factor	0.90	0.90	0.90	0.90			0.90	0.90	0.90	0.90		
tf, Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		

Delay and Level of Service by Movement

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	5.56	15.56	5.56	5.56	5.56	5.56	5.56	21.11	5.56	5.56	5.56	5.56
capx, Capacity	923.92	848.36	1079.48	1621.28			932.48	848.36	1079.48	1621.28		
V, C	0.01	0.02	0.01	0.00			0.01	0.02	0.01	0.00		
d, Delay	9.02	9.36	8.46	7.23			9.01	9.39	8.49	7.23		
LOS	A	A	A	A			A	A	A	A		
dA, Approach Delay		9.10			2.41			9.17			2.41	
Approach LOS		A						A				
dRank 1, Rank 1 Delay					0.02						0.02	

Delay and Level of Service by Lane

Approach	N			E (Major)			S			W (Major)		
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	26.67	16.67	32.22	16.67			26.67	16.67	32.22	16.67		
Flare: Storage Size												
capx, Capacity	904.09	1621.28	895.34	1621.28			904.09	1621.28	895.34	1621.28		
V, C	0.03	0.01	0.04	0.01			0.03	0.01	0.04	0.01		
CS, 95% Queue Length	0.09	0.01	0.11	0.01			0.09	0.01	0.11	0.01		
d, Delay	9.10	7.23	9.17	7.23			9.10	7.23	9.17	7.23		
LOS	A	A	A	A			A	A	A	A		
dA, Approach Delay	9.10	2.41	9.17	2.41			9.10	2.41	9.17	2.41		
Approach LOS	A		A				A		A			

Intersection Capacity Analysis Summary Page

Analysis Time: Fri Sep 27 12:20:21 2019
 Driving Side: Right
 Analysis Period: 1 Hours

Number	Name	Control Type	V/C	Avg Delay	Avg LOS	Max Delay	Max LOS
2030	College & Whitman	Signalized	0.51	27.26	C	72.05	E
2031	N College & SE 3rd St	TWSC	0.00	1.40	A	12.27	B
2032	S College Ave & SW 4th St	Signalized	0.93	44.36	D	87.29	F
2033	S College Ave & SE 6th St	TWSC	0.00	1.24	A	17.34	C
2034	S College Ave & SE 8th St	TWSC	0.00	1.25	A	18.87	C
2035	S College Ave & SE 10th St	TWSC	0.00	1.32	A	27.52	D
2036	S College Ave & SE 12th St	Signalized	0.71	25.25	C	34.15	C
2037	S College and 13th 13th St	TWSC	0.00	0.30	A	17.38	C
2038	S College Ave & Lampert	Signalized	0.68	24.21	C	40.20	D
2039	SE 3rd & Ash Ave	TWSC	0.00	9.71	A	11.54	B

Node 20122: Control & Monitor		
Control Type		Signalized
Waves		n/20 ft E/20 ft
Average Delay		37.26
Average LOS		C
V/C		0.51
Loss Time		21

Values and Equivalents by Movement												
Altitude	N			E			S			W		
Measurement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Peak 150m	50	165	82	50	165	82	50	165	82	50	165	82
Peak 150m	6,640	2,640	0,650	6,650	2,650	0,650	6,650	2,650	0,650	6,650	2,650	0,650
Peak 150m	12	58	24	14	25	13	11	48	7	50	43	15
Peak 150m	16	231	65	55	351	52	43	574	28	172	124	45

Values and Assignments by Node Class												
Approx	L			E			S			W		
Line/Node ID	C	N	H	L	C	C	L	C	R	L	R	
Core	1000	1000	1000	1001	1002	1000	1000	1000	1000	1000	1000	
Control Type	C	Y	R	C	C	R	C	C	R	C	C	
V. Volume	Pos	Pos	Neg	Pos	Neg	Pos	Pos	Neg	Neg	Pos	Neg	
Pct. Population in Turn	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pct. Population by Turn	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	

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Species/Genus	N		C		S		W	
Age/sex	N	W	C	W	S	W	S	W
230003	72004	72005	73001	73002	72006	72009	72008	73007
Q1	0.07	0.28	0.28	0.25	0.31	0.15	0.30	0.09
Q2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q3	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q4	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q5	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q6	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q7	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q8	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q9	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q10	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q11	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q12	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q13	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q14	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q15	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q16	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q17	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q18	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q19	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q20	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q21	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q22	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q23	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q24	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q25	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q26	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q27	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q28	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q29	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q30	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q31	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q32	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q33	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q34	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q35	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q36	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q37	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q38	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q39	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q40	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q41	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q42	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q43	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q44	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q45	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q46	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q47	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q48	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q49	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q50	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q51	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q52	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q53	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q54	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q55	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q56	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q57	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q58	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q59	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q60	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q61	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q62	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q63	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q64	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q65	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q66	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q67	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q68	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q69	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q70	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q71	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q72	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q73	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q74	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q75	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q76	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q77	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q78	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q79	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q80	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q81	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q82	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q83	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q84	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q85	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q86	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q87	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q88	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q89	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q90	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q91	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q92	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q93	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q94	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q95	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q96	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q97	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q98	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q99	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q100	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q101	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q102	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q103	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q104	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q105	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q106	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q107	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q108	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q109	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q110	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q111	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q112	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q113	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q114	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q115	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q116	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q117	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q118	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q119	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q120	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q121	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q122	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q123	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q124	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q125	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q126	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q127	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q128	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q129	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q130	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q131	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q132	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q133	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q134	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q135	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q136	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q137	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q138	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q139	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q140	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q141	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q142	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q143	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q144	0.25	0.41	0.33	0.25	0.25	0.31	0.18	0.23
Q145	0.25	0.41	0.33	0.25	0			

[illegible][illegible][illegible]

Abstract

[illegible]

1. *Journal of the American Medical Association*, 2000; 283: 2689-2693.

Node 2031: N College & SE 3rd St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.4
 Worst Case Delay 12.27
 Worst Case LOS B

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	128.00	5.00	5.00	5.00	5.00	6.00	116.00	12.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	196.92	7.69	7.69	7.69	7.69	9.23	176.46	18.46	7.69	7.69	7.69

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	7.69	9.23			7.69	7.69	7.69
Conflicting Volume (Veh)	196.92			430.00	426.15	187.69	204.82			430.00	431.54	200.77
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	196.92			430.00	426.15	187.69	204.82			430.00	431.54	200.77
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
opx, Potential Capacity	1387.87			538.95	523.42	859.47	1378.94			538.95	519.78	845.23
Capacity	1387.87			522.41	516.22	859.47	1378.94			522.53	512.64	845.23

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Pttv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, k, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, HV, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	196.92	7.69	7.69	7.69	7.69	9.23	176.46	18.46	7.69	7.69	7.69
cmx, Capacity	1387.87			522.41	516.22	859.47	1378.94			522.53	512.64	845.23
V, C	0.01			0.01	0.01	0.01	0.01			0.01	0.02	0.01
d, Delay	7.61			12.13	12.22	9.43	7.63			12.13	12.27	9.50
LOS	A			B	B	A	A			B	B	A
dA, Approach Delay		0.28			11.26			0.34			11.30	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Movements	T, R1	T, R1	L1, T, R1	L1, T, R1	T, R1	L1, T, R1
vx, Volume	7.69	204.62	23.08	9.23	196.92	23.08
Flared Storage Size						
cmx, Capacity			598.22			594.35
V, C			0.04			0.04
Qs6, 95% Queue Length			0.12			0.12
d, Delay			11.26			11.30
LOS			B			B
dA, Approach Delay		0.28	11.26		0.34	11.30
Approach LOS			B			B

Month 2022: 35 Complete Runs & 11V Ap. In:		
Control Type	Manual	Signalized
Wardens	4	no 6th Edson
Average Delay	43.35	
Average LOS	D	
V/C	0.61	
Lost Time	19	

Variable and associated by component	N		E		S		W	
Age (yr)	11	11	11	11	11	11	11	11
Weight (kg)	8	13	48	105	16	109	17	88
Height (cm)	163	163	163	163	163	163	163	163
Peak systolic velocity (cm/s)	3	3	3	3	3	3	3	3
Peak diastolic velocity (cm/s)	3	3	3	3	3	3	3	3
Flow (ml/min)	12	20	135	102	25	196	214	102

[illegible][illegible][illegible]

Grade of Outcome	N		B		W	
	73013	73014	73015	73016	73017	73018
APR	0.13	0.12	0.14	0.22	0.12	0.10
APR + 10%	1.00	1.00	1.00	1.00	1.00	1.00
Q1 - APR + 10%	0.13	0.27	1.71	2.15	2.25	0.23
Q2 - APR + 10%	0.42	0.31	0.97	0.83	0.27	0.13
Q3 - APR + 10%	0.09	0.00	0.00	0.00	0.00	0.00
Q4 - APR + 10%	1.00	1.00	1.00	1.00	1.00	1.00
Q5 - APR + 10%	1.00	1.00	1.00	1.00	1.00	1.00
Q6 - APR + 10%	0.16	0.33	2.62	2.76	5.45	0.38
Q7 - APR + 10%	1.00	1.00	1.00	1.00	1.00	1.00
Q8 - APR + 10%	0.50	1.20	1.79	1.77	1.55	1.47
Q9 - APR + 10%	0.91	0.91	0.91	0.91	0.91	0.91
Q10 - APR + 10%	0.25	0.48	0.70	0.91	0.44	0.56

[illegible][illegible][illegible]

Abstract *Background:* The purpose of this study was to determine the prevalence of self-reported depression and anxiety among a sample of young adults in the United States. *Methods:* Data were obtained from the 2007 National Survey of Adolescent Health, a nationally representative survey of young adults aged 18–24 years. *Results:* The prevalence of self-reported depression was 10.3% and self-reported anxiety was 12.1%. *Conclusions:* The prevalence of self-reported depression and anxiety among young adults in the United States is high. *Keywords:* Depression, Anxiety, Prevalence, Young adults.

ACCEPTED FOR PUBLICATION

1. **Introduction**
 2. **Background**
 3. **Methodology**
 4. **Results**
 5. **Conclusion**
 6. **References**
 7. **Appendix**
 8. **Figure 1**
 9. **Figure 2**
 10. **Figure 3**
 11. **Figure 4**
 12. **Figure 5**
 13. **Figure 6**
 14. **Figure 7**
 15. **Figure 8**
 16. **Figure 9**
 17. **Figure 10**
 18. **Figure 11**
 19. **Figure 12**
 20. **Figure 13**
 21. **Figure 14**
 22. **Figure 15**
 23. **Figure 16**
 24. **Figure 17**
 25. **Figure 18**
 26. **Figure 19**
 27. **Figure 20**
 28. **Figure 21**
 29. **Figure 22**
 30. **Figure 23**
 31. **Figure 24**
 32. **Figure 25**
 33. **Figure 26**
 34. **Figure 27**
 35. **Figure 28**
 36. **Figure 29**
 37. **Figure 30**
 38. **Figure 31**
 39. **Figure 32**
 40. **Figure 33**
 41. **Figure 34**
 42. **Figure 35**
 43. **Figure 36**
 44. **Figure 37**
 45. **Figure 38**
 46. **Figure 39**
 47. **Figure 40**
 48. **Figure 41**
 49. **Figure 42**
 50. **Figure 43**
 51. **Figure 44**
 52. **Figure 45**
 53. **Figure 46**
 54. **Figure 47**
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 56. **Figure 49**
 57. **Figure 50**
 58. **Figure 51**
 59. **Figure 52**
 60. **Figure 53**
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 62. **Figure 55**
 63. **Figure 56**
 64. **Figure 57**
 65. **Figure 58**
 66. **Figure 59**
 67. **Figure 60**
 68. **Figure 61**
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 75. **Figure 68**
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 82. **Figure 75**
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 87. **Figure 80**
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 95. **Figure 88**
 96. **Figure 89**
 97. **Figure 90**
 98. **Figure 91**
 99. **Figure 92**
 100. **Figure 93**
 101. **Figure 94**
 102. **Figure 95**
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 104. **Figure 97**
 105. **Figure 98**
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 108. **Figure 101**
 109. **Figure 102**
 110. **Figure 103**
 111. **Figure 104**
 112. **Figure 105**
 113. **Figure 106**
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 115. **Figure 108**
 116. **Figure 109**
 117. **Figure 110**
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 119. **Figure 112**
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 127. **Figure 120**
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 130. **Figure 123**
 131. **Figure 124**
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 133. **Figure 126**
 134. **Figure 127**
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 137. **Figure 130**
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 140. **Figure 133**
 141. **Figure 134**
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 145. **Figure 138**
 146. **Figure 139**
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 148. **Figure 141**
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 152. **Figure 145**
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 155. **Figure 148**
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 174. **Figure 167**
 175. **Figure 168**
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 211. **Figure 204**
 212. **Figure 205**
 213. **Figure 206**
 214. **Figure 207**
 215. **Figure 208**
 216. **Figure 209**
 217. **Figure 210</**

Node 2033: S Collage Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 dI, Average Delay 1.24
 Worst Case Delay 17.34
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
Base Volume	5.00	208.00	5.00	5.00	5.00	7.00	10.00	245.00	6.00	8.00	5.00	8.00
PHF, Peak-Hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	320.00	7.69	7.69	7.69	10.77	15.38	376.92	9.23	9.23	7.69	12.31

Pedestrians

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	10.77	15.38			9.23	7.69	12.31
Conflicting Volume (Veh)	386.15			761.54	755.38	381.54	327.69			760.77	756.15	323.85
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	386.15			761.54	755.38	381.54	327.69			760.77	756.15	323.85
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cpx, Potential Capacity	1183.37			324.23	340.01	670.12	1243.25			324.62	339.67	721.83
Capacity	1183.37			307.44	331.99	670.12	1243.25			308.12	331.65	721.83

Critical Headway and Follow-Up Headway

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
tc,base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,base,I, Base Critical Headway (Stage I)												
tc,base,II, Base Critical Headway (Stage II)												
tc,HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc,G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc,I, Critical Headway (Stage I)												
tc,II, Critical Headway (Stage II)												
tf,base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf,HV, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Movement												
vx, Volume	7.69	320.00	7.69	7.69	7.69	10.77	15.38	376.92	9.23	9.23	7.69	12.31
cmx, Capacity	1183.37			307.44	331.99	670.12	1243.25			308.12	331.65	721.83
V, C	0.01			0.03	0.02	0.02	0.01			0.03	0.02	0.02
d, Delay	8.06			17.32	16.45	10.98	7.93			17.34	16.51	10.64
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.18			14.45			0.30			14.30	
Approach LOS					B						B	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
	Lane 1	Lane 2		Lane 1	Lane 2	
Lane						
Movements			L1, T, R1			L1, T, R1
vx, Volume	7.69	327.69	26.15	15.38	386.15	29.23
Planned Storage Size						
cmx, Capacity			406.99			416.37
V, C			0.06			0.07
QSS, 95% Queue Length			0.21			0.23
d, Delay			14.45			14.30
LOS			B			B
dA, Approach Delay		0.18	14.45		0.30	14.30
Approach LOS			B			B

Node 2034: S College Ave & SE 8th St

Control Type TWSC
 Method HCM 6th Edition
 d1, Average Delay 1.25
 Worst Case Delay 18.87
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	223.00	5.00	5.00	5.00	8.00	11.00	272.00	6.00	6.00	5.00	9.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	343.08	7.69	7.69	7.69	12.31	16.92	418.46	9.23	9.23	7.69	13.85

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Su, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fbs, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	12.31	16.92			9.23	7.69	13.85
Conflicting Volume (Veh)	427.69			830.00	823.08	423.08	350.77			829.23	823.85	346.92
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	427.69			830.00	823.08	423.08	350.77			829.23	823.85	346.92
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cp, Potential Capacity	1142.50			291.62	310.73	635.10	1219.27			291.97	310.42	700.70
Capacity	1142.50			274.67	302.52	635.10	1219.27			275.11	302.21	700.70

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Phv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00		0.00				0.00	
T3, II, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	343.08	7.69	7.69	7.69	12.31	16.92	418.46	9.23	9.23	7.69	13.85
cmx, Capacity	1142.50			274.67	302.52	635.10	1219.27			275.11	302.21	700.70
V / C	0.01			0.03	0.03	0.02	0.01			0.03	0.03	0.02
d, Delay	8.17			18.85	17.64	11.41	7.99			18.87	17.70	10.83
LOS	A			C	C	B	A			C	C	B
dA, Approach Delay		0.18			15.21		0.30				15.00	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.00					0.00					

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Movements	T, R1	T, R1	L1, T, R1	L1, T, R1	T, R1	L1, T, R1
vx, Volume	7.69	350.77	27.69	16.92	427.69	30.77
Flared Storage Size						
cmx, Capacity			380.33			390.64
V / C			0.07			0.08
Q95, 95% Queue Length			0.24			0.26
d, Delay			15.21			15.00
LOS			C			C
dA, Approach Delay		0.18	15.21		0.30	15.00
Approach LOS			C			C

Node 2035: S College Ave & SE 10th St

Control Type TWSC
 Method HCM 6th Edition
 di, Average Delay 1.32
 Worst Case Delay 27.52
 Worst Case LOS D

Volume and Adjustments

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	317.00	5.00	5.00	5.00	5.00	6.00	369.00	5.00	9.00	5.00	15.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	487.69	7.69	7.69	7.69	7.69	9.23	567.69	7.69	13.85	7.69	23.08

Pedestrians

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
w, Lane Width (ft)	12.00			12.00	12.00	12.00	12.00			12.00	12.00	12.00
Sp, Walking Speed (ft/s)	3.50			3.50	3.50	3.50	3.50			3.50	3.50	3.50
fpb, Percent Blockage	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	2	1	1	4	3	2	2	1	1	4	3	2
vx, Volume	7.69			7.69	7.69	7.69	9.23			13.85	7.69	23.08
Conflicting Volume (Veh)	575.38			1112.31	1100.77	571.54	495.38			1104.62	1100.77	491.54
Conflicting Volume (Ped)	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
Conflicting Volume	575.38			1112.31	1100.77	571.54	495.38			1104.62	1100.77	491.54
Two-Stage Gap Acceptance				No	No					No	No	
Number of Storage Spaces in Median Refuge Area												
cap, Potential Capacity	1007.87			187.66	213.76	523.74	1078.79			189.95	213.76	581.19
Capacity	1007.87			172.09	208.84	523.74	1078.79			178.72	208.84	581.19

Critical Headway and Follow Up Headway

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc, base, Base Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, base, I, Base Critical Headway (Stage I)												
tc, base, II, Base Critical Headway (Stage II)												
tc, HV, Heavy Vehicles Adjustment Factor	1.00			1.00	1.00	1.00	1.00			1.00	1.00	1.00
Plv, % Heavy Vehicles	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, G, Grade Adjustment Factor	1.00			0.20	0.20	0.10	1.00			0.20	0.20	0.10
G, % Grade		0.00			0.00			0.00			0.00	
T3, It, Geometry Adjustment Factor	0.00			0.00	0.00	0.00	0.00			0.00	0.00	0.00
tc, Critical Headway	4.10			7.10	6.50	6.20	4.10			7.10	6.50	6.20
tc, I, Critical Headway (Stage I)												
tc, II, Critical Headway (Stage II)												
tf, base, Base Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30
tf, hv, Heavy Vehicles Adjustment Factor	0.90			0.90	0.90	0.90	0.90			0.90	0.90	0.90
tf, Follow-Up Headway	2.20			3.50	4.00	3.30	2.20			3.50	4.00	3.30

Delay and Level of Service by Movement

Approach	N (Major)			E			S (Major)			W		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	487.69	7.69	7.69	7.69	7.69	9.23	567.69	7.69	13.85	7.69	23.08
cmx, Capacity	1007.87			172.09	208.84	523.74	1078.79			178.72	208.84	581.19
V / C	0.01			0.04	0.04	0.01	0.01			0.08	0.04	0.04
d, Delay	8.60			27.52	23.83	13.47	8.37			27.40	24.50	13.45
LOS	A			D	C	B	A			D	C	B
dA, Approach Delay		0.13			21.61			0.13			19.69	
Approach LOS					C						C	
dRank1, Rank 1 Delay		0.00						0.00				

Delay and Level of Service by Lane

Approach	N (Major)		E	S (Major)		W
Lane	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 1
Movements	T, R1	T, R1	L1, T, R1	T, R1	L1, T, R1	L1, T, R1
vx, Volume	7.69	495.38	23.08	9.23	575.38	44.62
Planned Storage Size						
cmx, Capacity			239.84			289.68
V / C			0.10			0.15
Q95, 95% Queue Length			0.32			0.54
d, Delay			21.61			19.69
LOS			C			C
dA, Approach Delay		0.13	21.61		0.13	19.69
Approach LOS			C			C

Policy 2236, 30 Gateway Ave & 5th 12th St	
Control Type	Signalized
Notes	150' 6" Section
Average Delay	25.25
Average LOS	C
V/C	0.71
Queue Time	21

	L	I	R	E	S	T	W
Q ₀	L1	R1	L1	R1	L1	L1	L1
Q ₁	44	265	43	19	11	5	28
Q ₂	9450	5460	8450	5450	6950	6150	6950
Q ₃	17	352	2	17	6	122	2
A ₀	53	309	9	46	15	23	46

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	H	E	S	W
Ag	1.3022	1.3022	1.3019	1.3014
Ag ⁺	0.18	0.45	0.15	0.20
Ag ⁺ + Ag ⁺	1.00	1.00	1.00	1.00
Ag ⁺ + Ag ⁺ + Ag ⁺	0.77	0.08	0.78	1.09
Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺	2.15	0.45	0.18	0.27
Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺	0.00	0.00	0.00	0.00
Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺	1.03	1.00	1.00	1.00
Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺	1.00	1.00	1.00	1.00
Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺	0.98	2.55	0.98	1.47
Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺	1.80	0.48	1.53	1.83
Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺	0.00	0.00	0.00	0.00
Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺ + Ag ⁺	1.82	0.97	1.73	2.00

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ACADEMIC PRESS

Abstract and Closing Program

2015-2016

Node 2037: S College and 13th/13th St

Control Type TWSC
 Method HCM 8th Edition
 dI, Average Delay 0.3
 Worst Case Delay 17.38
 Worst Case LOS C

Volume and Adjustments

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Base Volume	248.00	5.00	5.00	340.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	381.54	7.69	7.69	523.08	7.69	7.69

Pedestrians

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Flow (Ped/hr)			0.00		0.00	0.00
w, Lane Width (ft)			12.00		12.00	12.00
Sp, Walking Speed (ft/s)			3.50		3.50	3.50
fpb, Percent Blockage			0.00		0.00	0.00

Capacity of Movements below Rank 1

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
Rank	1	1	2	1	3	2
vx, Volume			7.69		7.69	7.69
Conflicting Volume (Veh)			389.23		923.85	385.38
Conflicting Volume (Ped)			0.00		0.00	0.00
Conflicting Volume			389.23		923.85	385.38
Two-Stage Gap Acceptance					No	
Number of Storage Spaces in Median Refuge Area						
cmx, Potential Capacity			1180.29		301.64	666.80
Capacity			1180.29		288.87	666.80

Critical Headway and Follow Up Headway

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
to base, Base Critical Headway			4.10		7.10	6.20
to base, I, Base Critical Headway (Stage I)						
to base, II, Base Critical Headway (Stage II)						
to HV, Heavy Vehicles Adjustment Factor			1.00		1.00	1.00
Pttv, % Heavy Vehicles			0.00		0.00	0.00
to G, Grade Adjustment Factor			1.00		0.20	0.10
G, % Grade		0.00		0.00		0.00
TAB, Geometry Adjustment Factor			0.00		0.70	0.00
to, Critical Headway			4.10		6.40	6.20
to I, Critical Headway (Stage I)						
to II, Critical Headway (Stage II)						
to base, Base Follow-Up Headway			2.20		3.50	3.30
to hv, Heavy Vehicles Adjustment Factor			0.90		0.90	0.90
to, Follow-Up Headway			2.20		3.50	3.30

Delay and Level of Service by Movement

Approach	N (Major)		S (Major)		W	
	T	R1	L1	T	L1	R1
Movement						
vx, Volume	381.54	7.69	7.69	523.08	7.69	7.69
cmx, Capacity			1180.29		298.87	666.80
V / C			0.01		0.03	0.01
d, Delay			8.07		17.38	10.74
LOS			A		C	B
dA, Approach Delay		0.00		0.12		14.06
Approach LOS						B
dRank1, Rank 1 Delay		0.00		0.07		

Delay and Level of Service by Lane

Approach	N (Major)		S (Major)		W	
	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements						
vx, Volume	389.23	530.77	15.38			
Flared Storage Size						
cmx, Capacity		1180.29	412.74			
V / C		0.45	0.04			
Q95, 95% Queue Length		0.02	0.12			
d, Delay		8.07	14.06			
LOS			B			
dA, Approach Delay		0.00	0.12			
Approach LOS			B			

Node 2500: 8 College Ave & Lanier												
Concord Type												
Average Delay												
Average LOS												
W/C												
Loss Time												

Volume and Assignment by Movement												
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Left Turn	74	240	13	51	18	83	10	220	45	35	45	58
Through	9460	8450	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right Turn	28	92	5	20	7	32	4	87	17	13	17	13
Adjustment	114	362	20	78	25	125	15	344	69	54	69	52

Volume and Assignment by Lane Group												
Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
Left Turn	74	240	13	51	18	83	10	220	45	35	45	58
Through	9460	8450	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right Turn	28	92	5	20	7	32	4	87	17	13	17	13
Adjustment	114	362	20	78	25	125	15	344	69	54	69	52

Signal Timing Data												
Signal	L	C	R	L	C	R	L	C	R	L	C	R
Left Turn	74	240	13	51	18	83	10	220	45	35	45	58
Through	9460	8450	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right Turn	28	92	5	20	7	32	4	87	17	13	17	13
Adjustment	114	362	20	78	25	125	15	344	69	54	69	52

Control Delay Data and Level of Service Determination												
Control	L	C	R	L	C	R	L	C	R	L	C	R
Left Turn	74	240	13	51	18	83	10	220	45	35	45	58
Through	9460	8450	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right Turn	28	92	5	20	7	32	4	87	17	13	17	13
Adjustment	114	362	20	78	25	125	15	344	69	54	69	52

Signal Timing Data and Level of Service Determination												
Signal	L	C	R	L	C	R	L	C	R	L	C	R
Left Turn	74	240	13	51	18	83	10	220	45	35	45	58
Through	9460	8450	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right Turn	28	92	5	20	7	32	4	87	17	13	17	13
Adjustment	114	362	20	78	25	125	15	344	69	54	69	52

Signal Timing Data and Level of Service Determination												
Signal	L	C	R	L	C	R	L	C	R	L	C	R
Left Turn	74	240	13	51	18	83	10	220	45	35	45	58
Through	9460	8450	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right Turn	28	92	5	20	7	32	4	87	17	13	17	13
Adjustment	114	362	20	78	25	125	15	344	69	54	69	52

Signal Timing Data and Level of Service Determination												
Signal	L	C	R	L	C	R	L	C	R	L	C	R
Left Turn	74	240	13	51	18	83	10	220	45	35	45	58
Through	9460	8450	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right Turn	28	92	5	20	7	32	4	87	17	13	17	13
Adjustment	114	362	20	78	25	125	15	344	69	54	69	52

Signal Timing Data and Level of Service Determination												
Signal	L	C	R	L	C	R	L	C	R	L	C	R
Left Turn	74	240	13	51	18	83	10	220	45	35	45	58
Through	9460	8450	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right Turn	28	92	5	20	7	32	4	87	17	13	17	13
Adjustment	114	362	20	78	25	125	15	344	69	54	69	52

Signal Timing Data and Level of Service Determination												
Signal	L	C	R	L	C	R	L	C	R	L	C	R
Left Turn	74	240	13	51	18	83	10	220	45	35	45	58
Through	9460	8450	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right Turn	28	92	5	20	7	32	4	87	17	13	17	13
Adjustment	114	362	20	78	25	125	15	344	69	54	69	52

Signal Timing Data and Level of Service Determination												
Signal	L	C	R	L	C	R	L	C	R	L	C	R
Left Turn	74	240	13	51	18	83	10	220	45	35	45	58
Through	9460	8450	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Right Turn	28	92	5	20	7	32	4	87	17	13	17	13
Adjustment	114	362	20	78	25	125	15	344	69	54	69	52

Node 2039: SE 3rd & Ash Ave

Control Type TWSC
 Method HCM 8th Edition
 d1, Average Delay 9.71
 Worst Case Delay 11.54
 Worst Case LOS B

Volume and Adjustments

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Base Volume	5.00	89.00	5.00	5.00	5.00	6.00	5.00	132.00	5.00	5.00	5.00	5.00
PHF, Peak-hour factor	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650
V, Adjusted Volume	7.69	136.92	7.69	7.69	7.69	9.23	7.69	203.08	7.69	7.69	7.69	7.69

Pedestrians

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Flow (Ped/hr)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
w, Lane Width (ft)	12.00	12.00	12.00	12.00			12.00	12.00	12.00	12.00		
Sp, Walking Speed (ft/s)	3.50	3.50	3.50	3.50			3.50	3.50	3.50	3.50		
fpb, Percent Blockage	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		

Capacity of Movements below Rank 1

Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
Rank	4	3	2	2	1	1	4	3	2	2	1	1
vx, Volume	7.69	136.92	7.69	7.69			7.69	203.08	7.69	7.69		
Conflicting Volume (Veh)	160.00	58.46	12.31	15.38			126.92	59.23	11.54	16.92		
Conflicting Volume (Ped)	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
Conflicting Volume	160.00	58.46	12.31	15.38			126.92	59.23	11.54	16.92		
Two-Stage Gap Acceptance	No	No					No	No				
Number of Storage Spaces in Median Refuge Area												
cpk, Potential Capacity	810.09	836.43	1074.07	1615.51			851.22	835.62	1075.11	1613.44		
Capacity	647.50	828.40	1074.07	1615.51			732.60	827.60	1075.11	1613.44		

Critical Headway and Follow-Up Headway

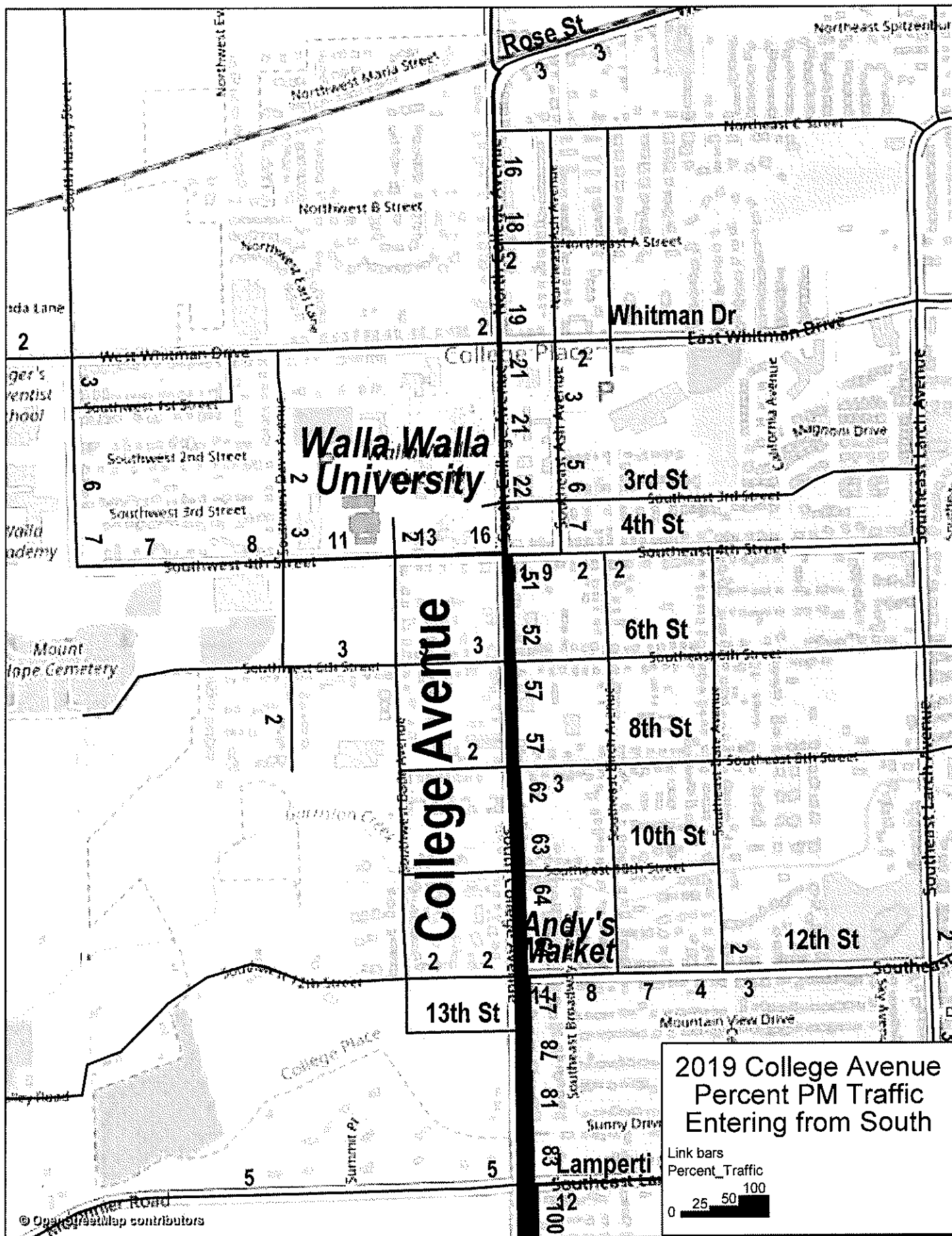
Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
tc base, Base Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc base I, Base Critical Headway (Stage I)												
tc base II, Base Critical Headway (Stage II)												
tc IV, Heavy Vehicles Adjustment Factor	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00		
Phv, Heavy Vehicles	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc G, Grade Adjustment Factor	0.20	0.20	0.10	1.00			0.20	0.20	0.10	1.00		
G, % Grade		0.00			0.00			0.00			0.00	
Ta, Geometry Adjustment Factor	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00		
tc Critical Headway	7.10	6.50	6.20	4.10			7.10	6.50	6.20	4.10		
tc I Critical Headway (Stage I)												
tc II Critical Headway (Stage II)												
tf base, Base Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		
tf IV, Heavy Vehicles Adjustment Factor	0.90	0.90	0.90	0.90			0.90	0.90	0.90	0.90		
tf, Follow-Up Headway	3.50	4.00	3.30	2.20			3.50	4.00	3.30	2.20		

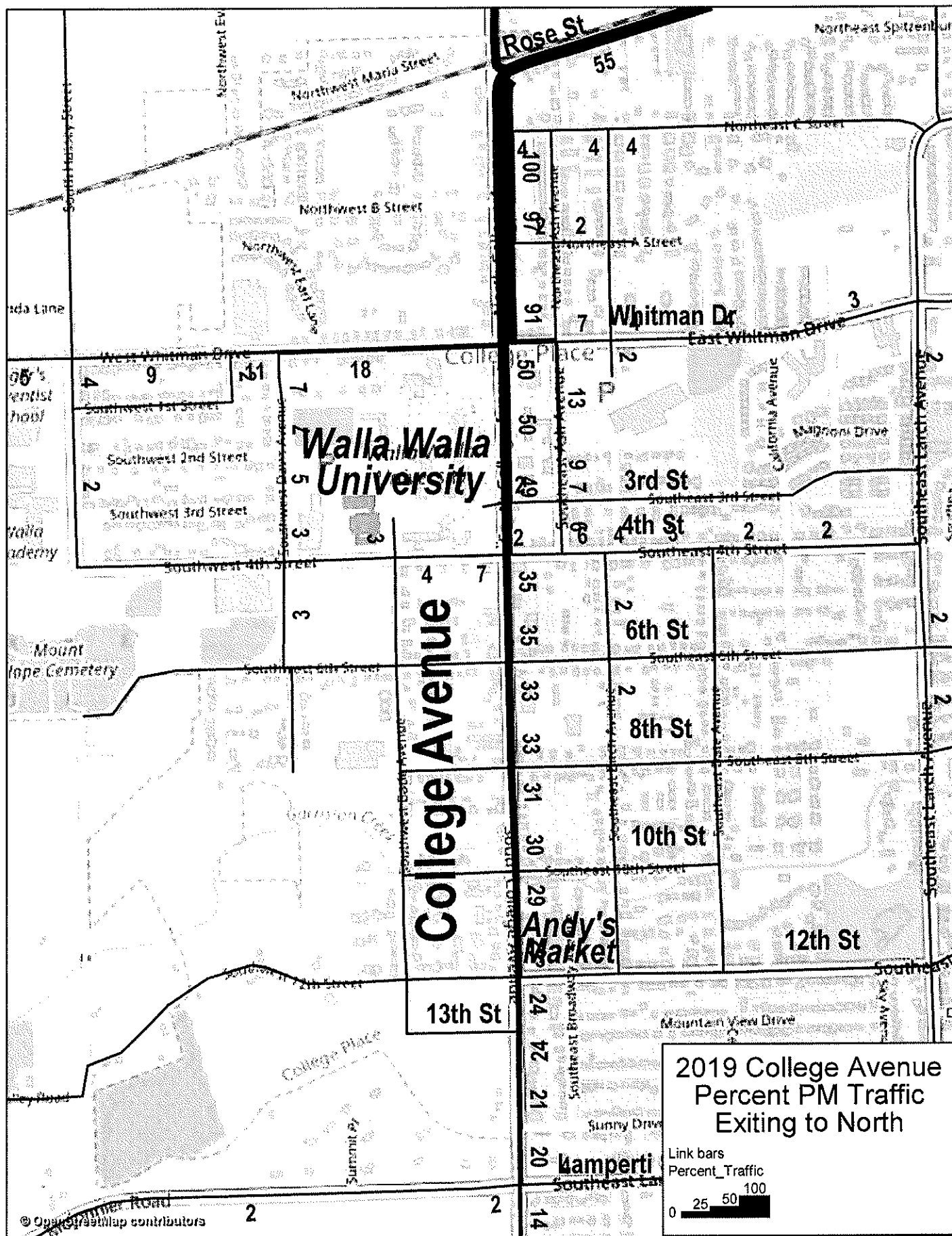
Delay and Level of Service by Movement

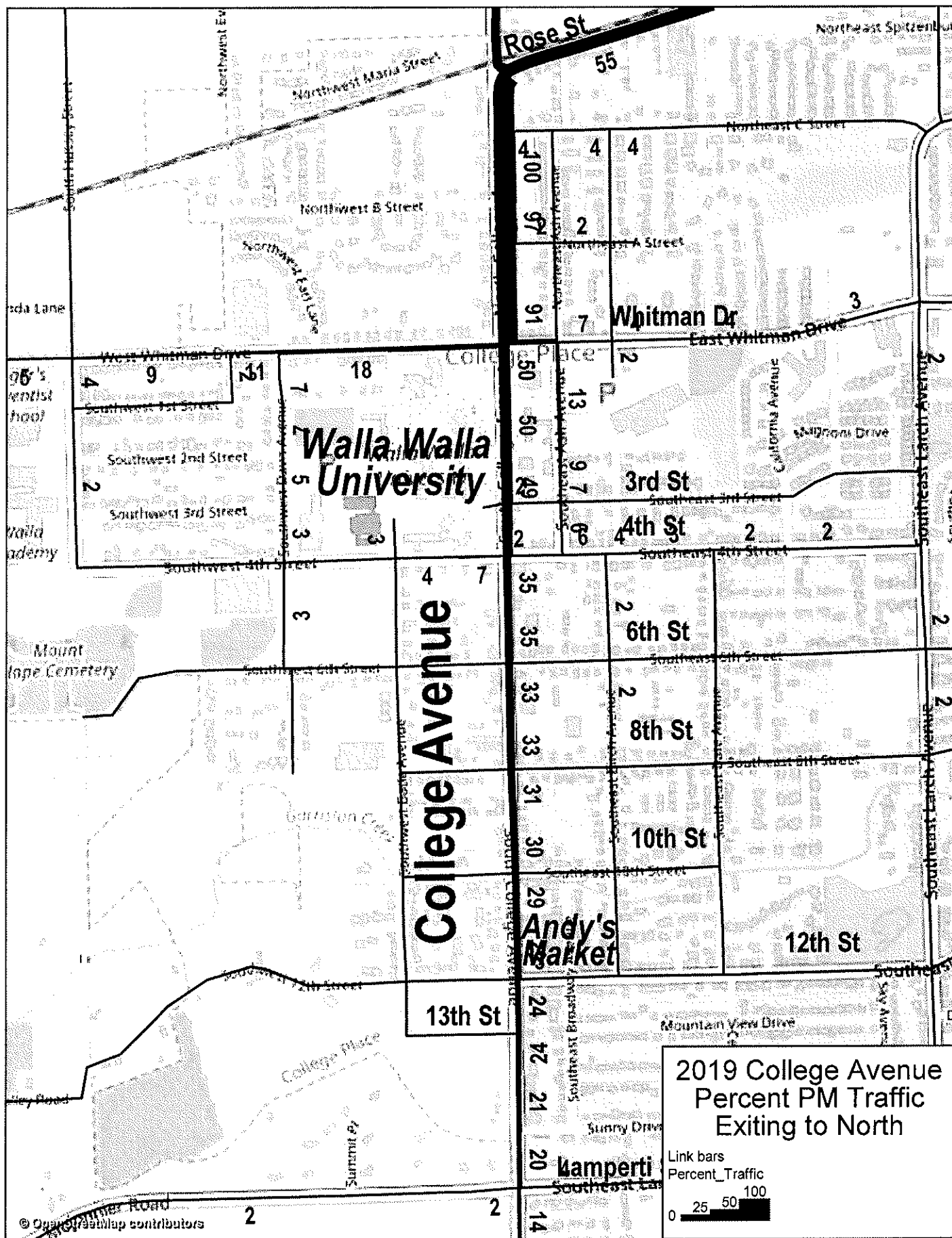
Approach	N			E (Major)			S			W (Major)		
Movement	L1	T	R1	L1	T	R1	L1	T	R1	L1	T	R1
vx, Volume	7.69	136.92	7.69	7.69	7.69	9.23	7.69	203.08	7.69	7.69	7.69	7.69
cnx, Capacity	647.50	828.40	1074.07	1615.51			732.60	827.60	1075.11	1613.44		
V/C	0.01	0.17	0.01	0.00			0.01	0.25	0.01	0.00		
d, Delay	11.54	10.33	9.34	7.24			11.46	10.90	9.89	7.24		
LOS	B	B	A	A			B	B	A	A		
dA, Approach Delay		10.34			2.26			10.88			2.41	
Approach LOS		B						B				
dRank 1, Rank 1 Delay					0.03						0.03	

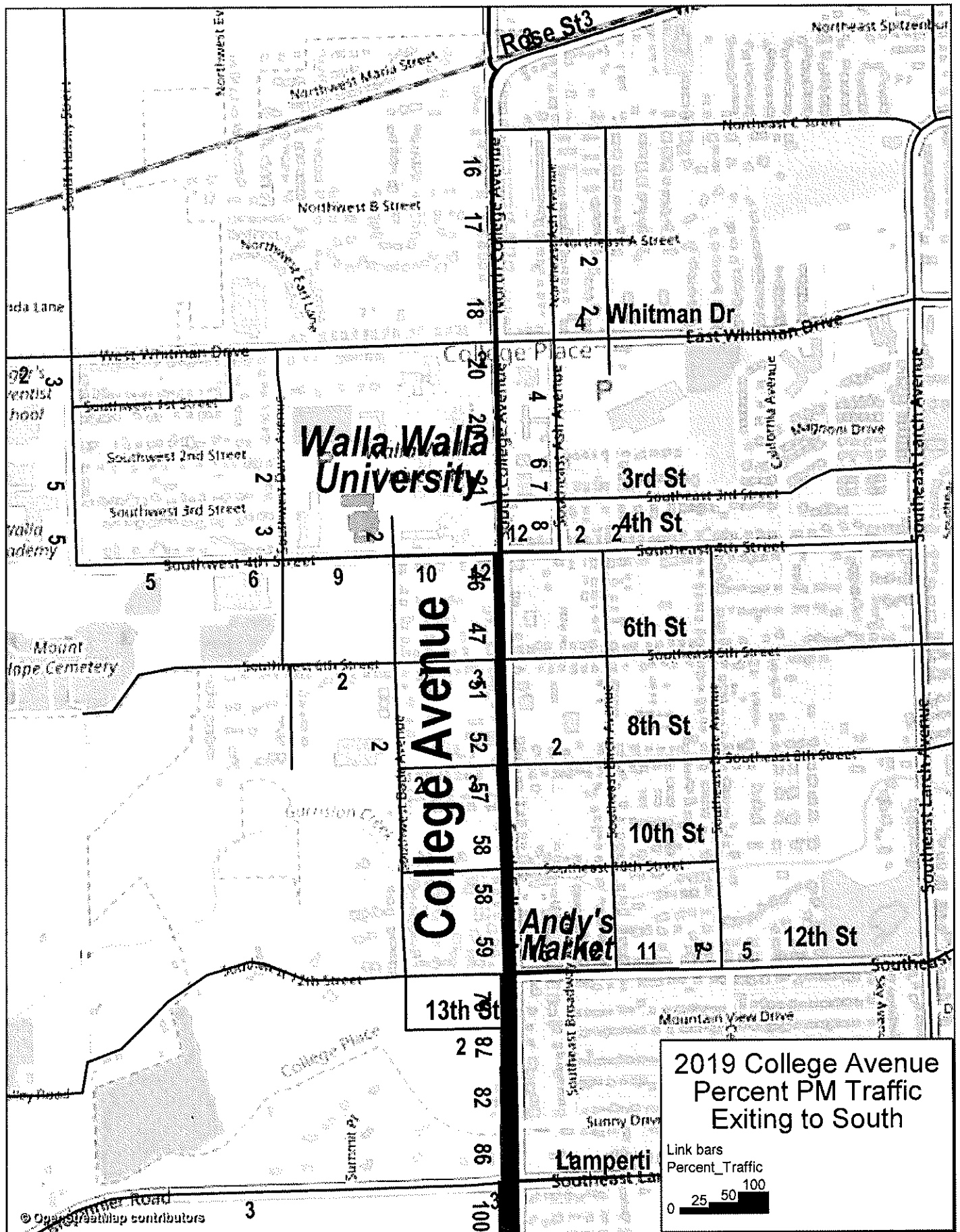
Delay and Level of Service by Lane

Approach	N		E (Major)		S		W (Major)	
Lane	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1	Lane 1
Movements	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1	L1, T, R1
vx, Volume	152.31	24.62	218.46	23.08				
Planned Storage Size								
cnx, Capacity	826.28	1615.51	830.54	1613.44				
V/C	0.18	0.02	0.26	0.01				
Q95, 95% Queue Length	0.68	0.01	1.07	0.01				
d, Delay	10.34	7.24	10.88	7.24				
LOS	B		B					
dA, Approach Delay	10.34	2.26	10.88	2.41				
Approach LOS	B		B					



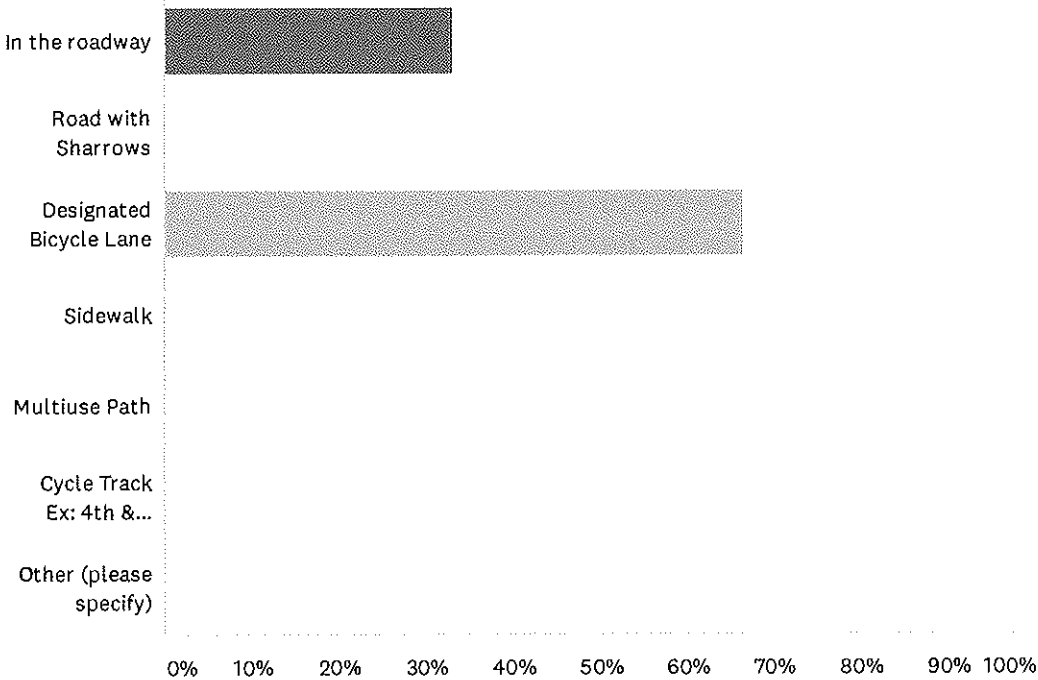






Q1 What is your preferred transportation mode when riding a bicycle?

Answered: 6 Skipped: 0



ANSWER CHOICES		RESPONSES	
In the roadway		33.33%	2
Road with Sharrows		0.00%	0
Designated Bicycle Lane		66.67%	4
Sidewalk		0.00%	0
Multiuse Path		0.00%	0
Cycle Track	Ex: 4th & Academy Way in College Place	0.00%	0
Other (please specify)		0.00%	0
TOTAL			6

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q2 Where do you ride your bicycle on College Avenue - the sidewalk or the roadway, and why?

Answered: 6 Skipped: 0

#	RESPONSES	DATE
1	sidewalk because its safer	7/23/2019 3:35 PM
2	Roadway. I don't choose the sidewalk because of pedestrian traffic.	7/15/2019 8:39 AM
3	Roadway, bikes don't belong on sidewalks.	7/15/2019 6:49 AM
4	Roadway. Always have	7/12/2019 5:23 PM
5	Roadway. I ride fairly fast and the roadway is safest. Too many driveway cuts and potential for pedestrian/bicycle conflicts on the sidewalk.	7/12/2019 5:11 PM
6	Sidewalk - Traffic is scary. I know I am not supposed to ride on the sidewalk but I am not going to get killed to satisfy a city ordinance.	7/12/2019 4:40 PM

Q3 Would you be comfortable riding your bicycle between parked cars and the curb?

Answered: 6 Skipped: 0

#	RESPONSES	DATE
1	not really	7/23/2019 3:35 PM
2	no	7/15/2019 8:39 AM
3	Maybe, prefer outside of cars, don't want to get doored and have no place to escape.	7/15/2019 6:49 AM
4	No	7/12/2019 5:23 PM
5	NO, this would be very non-standard and the potential for door opening would be very hazardous.	7/12/2019 5:11 PM
6	Yes	7/12/2019 4:40 PM

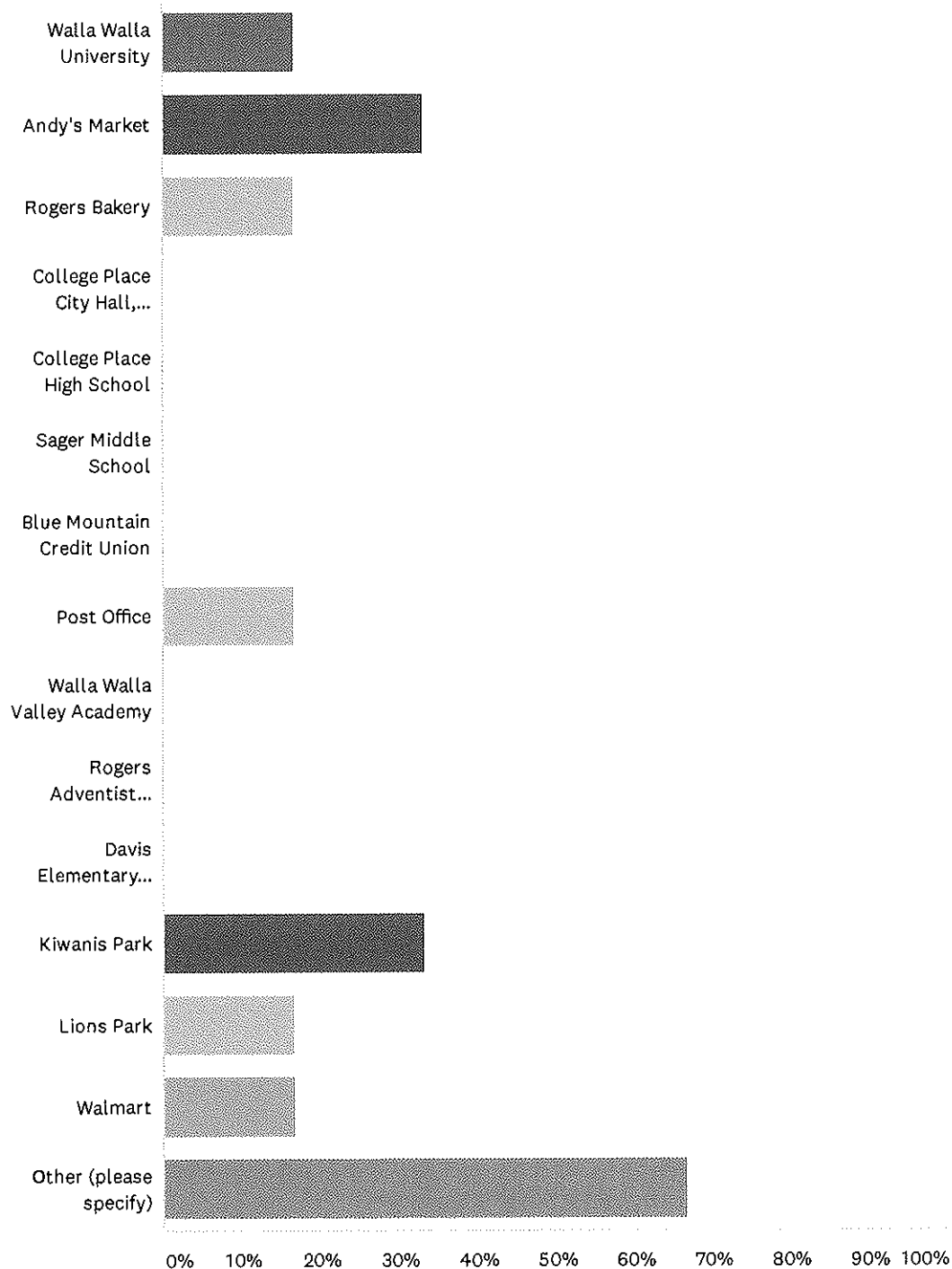
Q4 What preferred north-south route; if any, would you like to see designated as an alternate to College Avenue for bicycle traffic?

Answered: 6 Skipped: 0

#	RESPONSES	DATE
1	6th st	7/23/2019 3:35 PM
2	There really is no good direct alternative.	7/15/2019 8:39 AM
3	n/a	7/15/2019 6:49 AM
4	Don't know	7/12/2019 5:23 PM
5	There is no other north-south route that I know of to traverse College Place.	7/12/2019 5:11 PM
6	Bade	7/12/2019 4:40 PM

Q5 Please list your three most frequent destinations when riding a bicycle?

Answered: 6 Skipped: 0



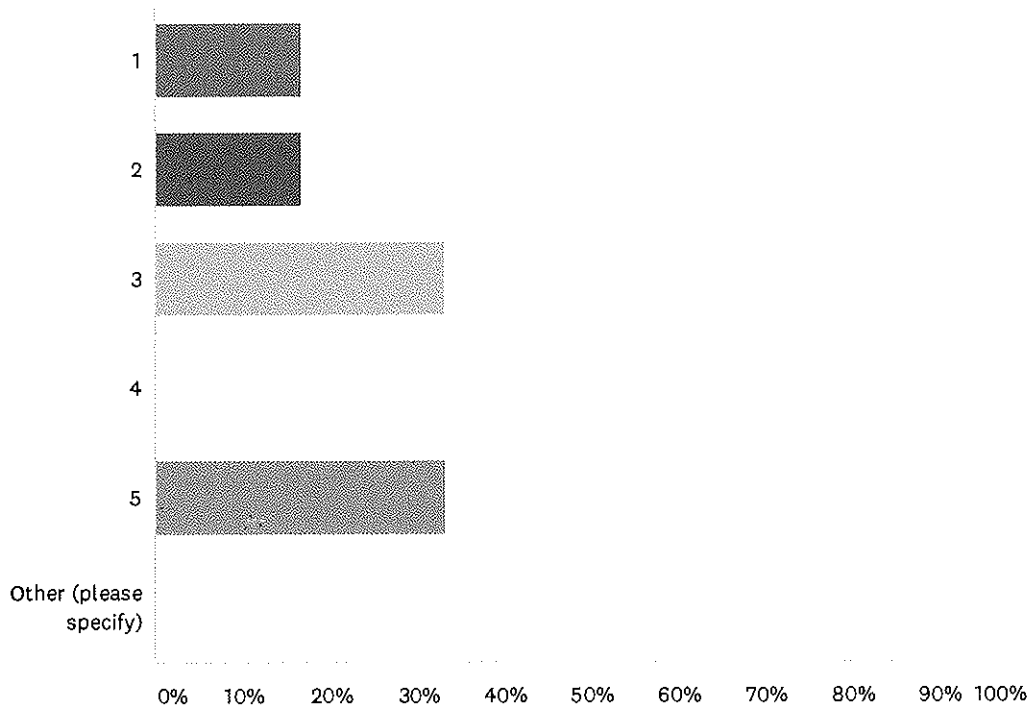
College Avenue Bicycle Traffic Accomodation Survey

ANSWER CHOICES	RESPONSES	
Walla Walla University	16.67%	1
Andy's Market	33.33%	2
Rogers Bakery	16.67%	1
College Place City Hall, Police, Fire Departments	0.00%	0
College Place High School	0.00%	0
Sager Middle School	0.00%	0
Blue Mountain Credit Union	0.00%	0
Post Office	16.67%	1
Walla Walla Valley Academy	0.00%	0
Rogers Adventist School	0.00%	0
Davis Elementary School	0.00%	0
Kiwanis Park	33.33%	2
Lions Park	16.67%	1
Walmart	16.67%	1
Other (please specify)	66.67%	4
Total Respondents: 6		

#	OTHER (PLEASE SPECIFY)	DATE
1	going either north or south to longer rides outside of town.	7/15/2019 8:39 AM
2	Often just passing through	7/15/2019 6:49 AM
3	Ride for workout	7/12/2019 5:23 PM
4	Recreational ride through the city.	7/12/2019 5:11 PM

Q6 How many times a week do you ride your bicycle?

Answered: 6 Skipped: 0



ANSWER CHOICES

RESPONSES

1	16.67%	1
2	16.67%	1
3	33.33%	2
4	0.00%	0
5	33.33%	2
Other (please specify)	0.00%	0
TOTAL		6

#

OTHER (PLEASE SPECIFY)

DATE

There are no responses.

Q7 What improvements or activities would encourage you to ride your bicycle more frequently? For Example: better connections, more bike lanes, more separation from traffic, better street lighting.

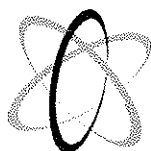
Answered: 6 Skipped: 0

#	RESPONSES	DATE
1	all the above	7/23/2019 3:35 PM
2	more bike lanes - although not configured like they are along 4th and Academy way.	7/15/2019 8:39 AM
3	More bike lanes	7/15/2019 6:49 AM
4	More bike lanes	7/12/2019 5:23 PM
5	More bike lanes on the street and separated from traffic.	7/12/2019 5:11 PM
6	Sharrows, lower speed limit on College Ave, and paint green bike boxes at intersections with signals.	7/12/2019 4:40 PM

Q8 If there is anything else that you would like to note in completing this survey, please include below:

Answered: 5 Skipped: 1

#	RESPONSES	DATE
1	thank you for having this survey	7/23/2019 3:35 PM
2	The configuration with the poles along the path on 4th Street and Academy are a real eye sore and make bike riding through there castraphobic.	7/15/2019 8:39 AM
3	No	7/12/2019 5:23 PM
4	Thanks for seeking input from those who ride bikes.	7/12/2019 5:11 PM
5	College Ave from 10th to Whitman is narrow and dangerous for bicyclists.	7/12/2019 4:40 PM

**Western Systems**

Innovative Transportation Solutions

Quotation

Quote #: Q-01438

Revision #:

Date: 10/22/2019

Estimator: Robert Nims

Sales: Kai Antrim

Project: City of Walla Walla / HAWK Pedestrian Detection

Attention: Gary Norris / DN Traffic Consultants

Bid Opening: 10/22/2019

We are pleased to provide you with this quotation. If you have any questions, please let us know immediately.

Qty	Part #	Description	Ind. Cost	Total Cost
1	5885000030	MIGMA WALKTIME; SIGNALIZED CROSSING PEDESTRIAN DETECTION & EXTENSION IN THE CROSSWALK INCLUDES; (1) SBC CONTROLLER AND (2) DUAL IR CAMERA SYSTEMS (MW0611)	\$ 3,553.85	\$ 3,553.85
1	5885000150	ETHERNET SURGE PROTECTOR	\$ 67.69	\$ 67.69
1	5885000110	MIGMA MONITOR; 10" PORTABLE PRE-CONFIGURED	\$ 372.31	\$ 372.31
2	5885000140	MIGMA BRACKET; CAMERA AMOUNTING BRACKET	\$ 126.92	\$ 253.84
1	0000000000	CAT5E CABLE; SHIELDED GEL FILLED DIRECT BURIAL (1000FT) PART # 5885000130	\$ 355.38	\$ 355.38
2	7110020000	LED 16" ORANGE/WHITE PEDESTRIAN SIDE BY SIDE DIALIGHT (2007 ITE)	\$ 193.17	\$ 386.34
1	9780010000	SIGNAL/VIDEO TURN-ON ASSISTANCE	\$ 1,625.00	\$ 1,625.00

GENERAL CONDITIONS OF SALE

The acceptance of this quotation implies the acceptance of the following terms and conditions which cannot be varied or waived except by express written authorization by a Western Systems representative. These terms govern the sale of goods and services supplied by Western Systems. Differing terms from Buyer in any purchase order or written communication shall not be binding on Western Systems.

Subtotal	\$ 6,614.41
Shipping	\$ 110.00
Tax	\$ 588.68
Grand Total	\$ 7,313.09

TERMS AND CONDITIONS

Purchase Order: All purchases require a formal purchase order. Emails or verbal communication does not constitute an acceptable purchase order.

Material Lead Time (after release of order):

Freight Terms: FOB DESTINATION - Seller is responsible for all freight charges & fees

Validity Period: 30 days from date of quotation.

Taxes/Fees: Unless current resale certificate is on file with Western Systems, purchaser shall be responsible for all, tariffs, duties or sales or use taxes in addition to the quoted prices herein.

Payment Terms: Net 30 Upon Approval of Credit / we impose a surcharge of 2% on the transaction amount on VISA and Master Card credit card products, which is not greater than our cost of acceptance.

We do not surcharge VISA and Master Card debit cards. All prices are quoted as USD funds.

Non-Payment Penalties: If payment has not been received within terms, the purchaser will be considered in default. Western Systems will be entitled, without prejudice to our other rights, without serving notice of default, to charge the purchaser for all costs incurred such as administration, storage, legal advice etc. The unpaid portion of any amount due to Western Systems will bear interest at the rate of 1.5% per month simple interest. Western Systems reserves the right to hold goods until customer balances their account.

Collections: Upon Buyer default of these terms, Western Systems may, in addition to any other rights or remedies at contract or law, declare the entire balance of Buyer's account immediately due and payable. If unpaid balance is referred for collections, Buyer agrees to pay Western Systems, to

1122 Industry Street, Bldg. B, Everett, WA 98203

Phone (425) 438-1133 | Fax (425) 438-1585

the extent permitted by law, reasonable attorney fees in addition to all damages otherwise available, plus any court costs or expenses incurred by Western Systems, plus any finance charges accrued on any unpaid balance owed by Purchaser. Deferment or Cancellation Policy: Order deferment or cancellation once materials have been released will be subject to cancellation and/or restocking fees.

Documentation: Any operational documentation supplied as a part of this quotation remains the property of Western Systems and may not be copied, reproduced, transmitted or communicated to 3rd parties without the express written consent of Western Systems.

On-Site Services: On-site services such as signal or video system turn-on support shall be scheduled three weeks in advance. If services need to be cancelled or postponed, any non-reimbursable travel expenses will be billed to purchaser. This quotation does not provide nor imply any on-site support services unless mentioned specifically herein. If on-site support services are required, and not included as part of this proposed scope of work, please contact Western Systems for a revised quotation.

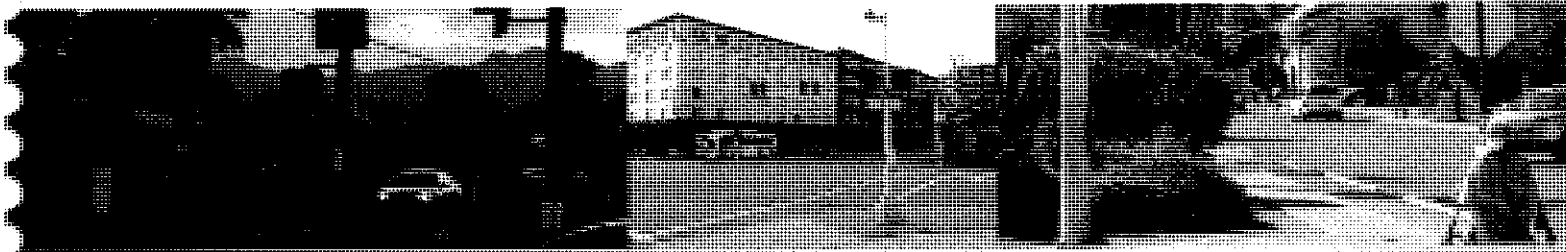
Warranty: Standard one-year warranty on material goods manufactured or supplied by Western Systems from the date of manufacturers factory shipment, unless superseded by an additional manufacturer's warranty, provided such goods are maintained and operated in accordance with manufacturers standard method of operation. For additional information on Western Systems warranty, please send an email to info@westernsystems-inc.com

Return and Restocking Policy: Western Systems will be the sole source in determining whether any item is eligible for return. To be eligible the item(s) must be standard product models, new and unused, in the original packaging, and invoiced within the last 90 days.

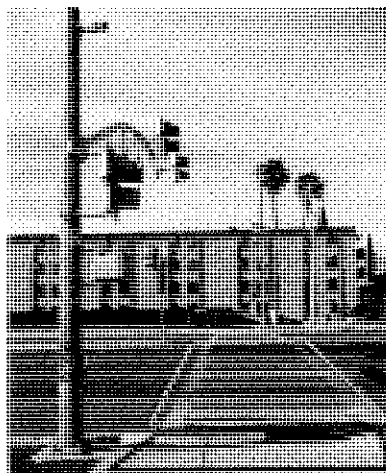
Restocking fees are applied to all returns and can vary between 20-50% based on annual sales activity. In no case will Western Systems be obligated to take returns for materials, including items that are obsolete, custom orders, or past the 90-day invoice period.

Delivery Inspection: All materials deliveries must be inspected upon receipt from freight carrier. Any freight damages must be reported to the carrier at the time of receipt of goods. Any materials shortages or inaccuracies in shipment must be reported to Western Systems within ten days receipt of goods. Thereafter, any discrepancies will be considered incidental and the responsibility of the receiver.

Force Majeure: Western Systems, Inc. shall in no event be responsible for delays in performance due to actions beyond its reasonable control including without limitation acts of God, strikes, labor shortage or disturbance, fire, accident, war, civil disturbance or carrier delays. Western Systems, Inc. accepts no liability for errors or omissions or the accuracy or the completeness of this quotation. It has been prepared to the best of our knowledge per plans, specifications, documentation and communications provided but we do not guarantee these to be accurate or of the latest revision. Determination of accuracy of this quotation and final quantities are the sole responsibility of recipient. Western Systems, Inc. shall in no event be liable for any special, consequential, incidental or liquidated damages (including without limitation damages for loss of use of facilities or equipment, loss of revenue, loss of profits or loss of goodwill), regardless of whether seller (a) has been informed of the possibility of such damages or (b) is negligent.



MigmaWalktime™ for Pedestrian Walktime Extension and Ped Call Canceling

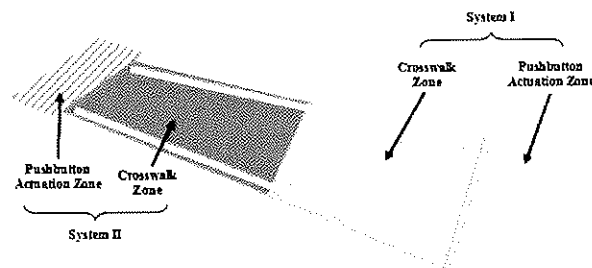


MigmaWalktime™ is an outdoor passive pedestrian detector for the pedestrian walktime extension and ped call canceling. As long as slow-walking pedestrians such as senior citizens, visually impaired or wheel-chair pedestrians are still in the crosswalk, it can automatically extend the walktime for them.

- △ High resolution IR LED stereo camera for day and night detection
- △ Industrial single board computer (SBC) running Windows XPe
- △ Remote view, configuration and diagnosis over Ethernet (option)
- △ Robust pedestrian detection using stereo vision analysis
- △ Two-zone support for reliable detection of pedestrians
- △ Coordination of two systems for very long crosswalks

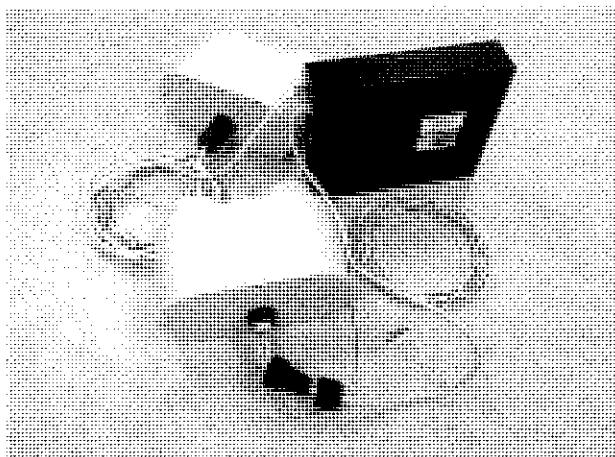
MigmaWalktime™ utilizes the field-proven technologies to extend the walktime for slow-walking pedestrians.

- △ Analytical video cueing and 3D pattern recognition
- △ Operational under any weather conditions
- △ Simple wiring and connection using CAT5e Ethernet cables
- △ Support of both walktime extension and ped call canceling
- △ Support of APS buttons made by Campbell, Novax and Polara
- △ Over 98% detection rate and negligible false calls per day



SPECIFICATIONS

- △ Image Sensor: 1/3" Sony CCD Chip
- △ Camera Resolution: 600 TV lines
- △ Camera Mounting Height: 18 ~ 20 ft
- △ Camera Power: Power over Ethernet (application dependable)
- △ IR Range: 100 ft (~30m) in total darkness
- △ S/N Ratio: ≥ 48 dB
- △ Cable: CAT5e Ethernet cable
- △ Operating Temperature: -22 °F ~ 158 °F (-30 °C ~ 70 °C)
- △ Operating Humidity: 0% ~ 96%
- △ Operating Environment: All weather, day and night
- △ Chassis Dimension (one crosswalk): 8(L)×6.5(W)×2(H) (inch)
- △ Chassis Dimension (one intersection): 11.5(L)×5(W)×9(H) (inch)
- △ Stereo Camera Dimension: 5(L)×7.5(W)×3.5(H) (inch)
- △ Failsafe and watchdog timer support



Corporate Headquarters
Migma Systems, Inc.
1600 Providence Highway
Walpole, Massachusetts 02081

Contact Information
Web: <http://www.migmapd.com>
Sales: sales@migmapd.com
Support: support@migmapd.com
Phone: 508-660-0328

Migma

Migma Walktime™

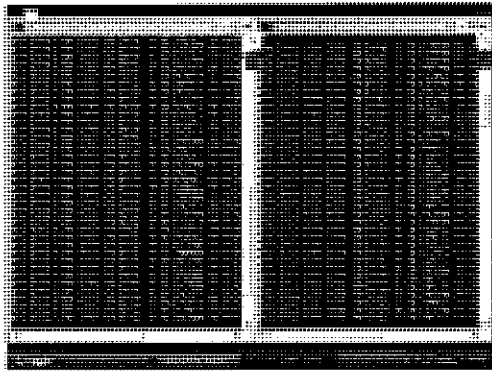
for pedestrian detection and walk time extension

Configuration Instructions

SBC Display

There are three ways to interfacing with SBC:

- MigmaMonitor™, a portable computer monitor with VGA connector and touch screen. This monitor can be left in the controller cabinet.
- A laptop using an Ethernet crossover cable (not provided). You can find the remote login procedures in this guide.
- A regular desktop PC VGA monitor and USB mouse/keyboard. This approach is suitable for configuration and test in the office.



Once connecting to SBC using one of these methods, close both programs (two screens with yellow prints) by clicking on the exit button (X) on top of each DOS window.

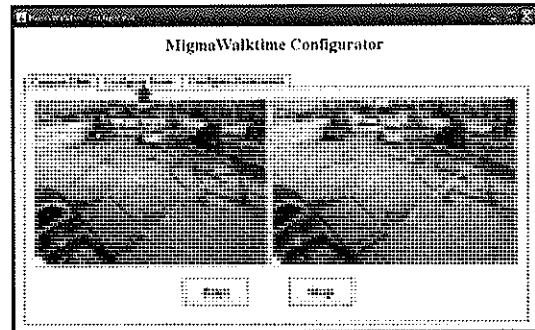
Zone Configuration

The configuration procedures for System1 and System2 are exactly the same. To configure the two zones for System1, please follow the steps under each zone configuration.

On the desktop double click on the **System1_GUI** icon to start the configurator for System1.



Once the configuration software application has started, select the tab named **Configure Zones**.

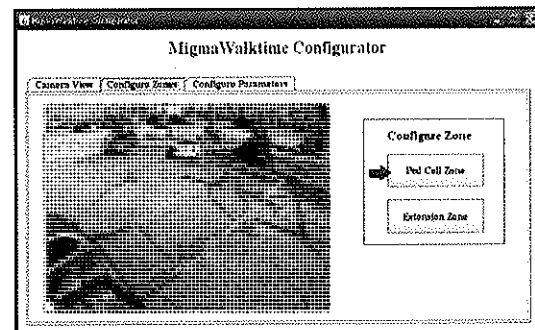


The camera view from System1 is shown. The existing zones are in RED and YELLOW. There are two configuration zones, one for automated ped call, and the other for walk time extension.

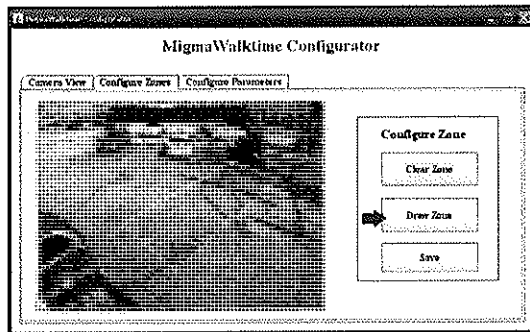
Configuring Ped Call Zone

Ped Call Zone is a zone in which the pedestrian will enter and wait for green light. Once the pedestrian is detected in this zone, a ped call will be placed automatically. It should be drawn to cover as much of the waiting area as possible. **Ped Call Zone** will be shown in color red.

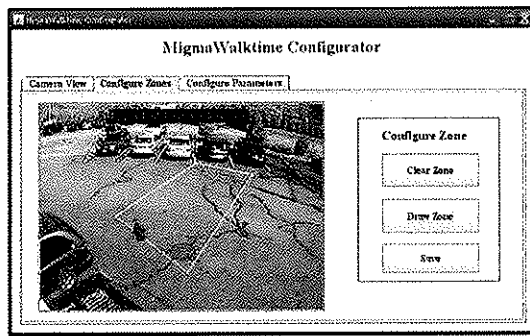
Step 1: Click on the **Ped Call Zone** button.



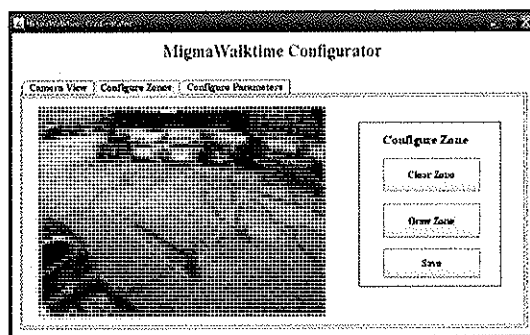
Step 2: Click on **Clear Zone** and then click on **Draw Zone** buttons.



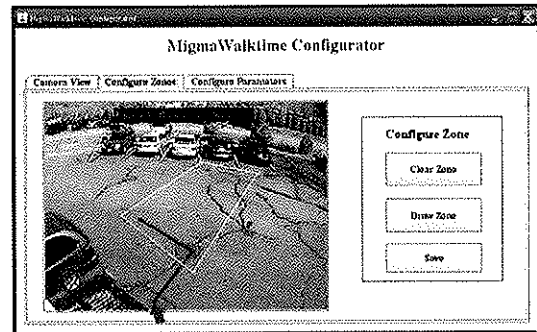
Step 3: Now using the stylus or mouse touch the *upper left corner* of the desired zone to start drawing.



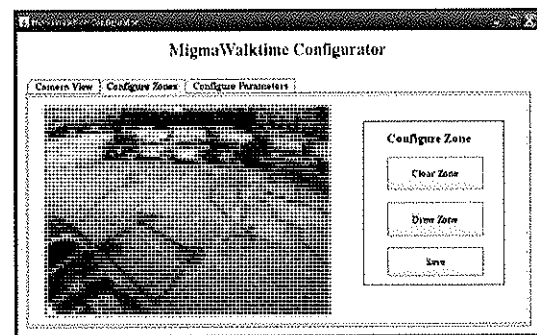
Step 4: Next touch the upper right corner of the zone with the stylus or mouse. This will connect the two points and there will be one red line drawn.



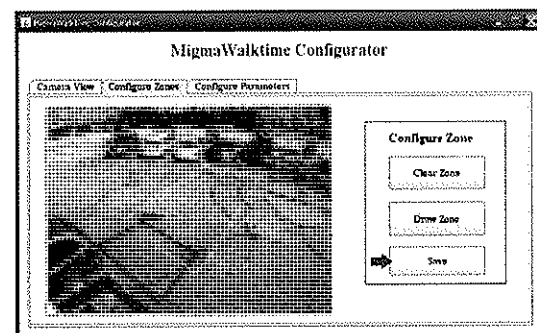
Step 5: Next touch the lower right corner of the zone and this will connect the three points. There will be two red lines drawn.



Step 6: Finally touch the lower left corner with the stylus or mouse and this will complete the zone by connecting all four points.



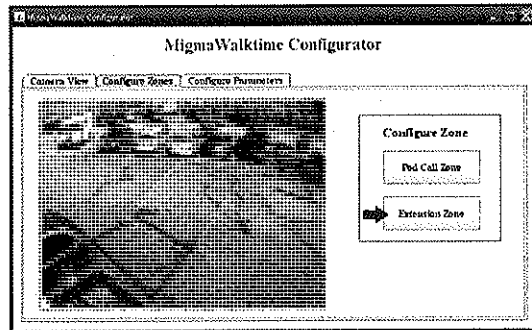
Step 7: After completing the zone configuration, click on the **Save** button. This will save the newly configured **Ped Call Zone** to the computer. This is the zone that will be used to detect pedestrians and place a ped call.



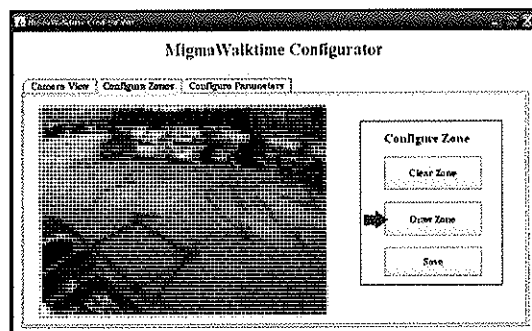
Note: All configured zones can be cleared and drawn again.

Configuring Extension Zone

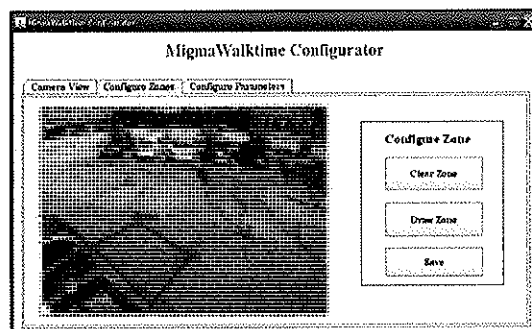
Step 1: Click on **Extension Zone** button to start configuration.



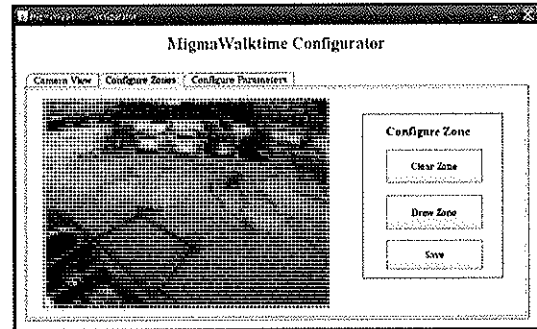
Step 2: Click on the **Clear Zone** button to clear the existing zone and then click the **Draw Zone** button. The **Extension Zone** should cover as much of the crosswalk as possible. As long as there are pedestrians detected in this zone, the walk time extension request (i.e., relay contact closure) is sent to the controller until he or she is out of this zone.



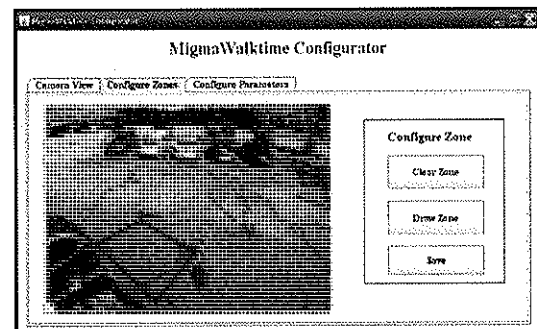
Step 3: Use the stylus or mouse and touch the upper left corner of the desired zone.



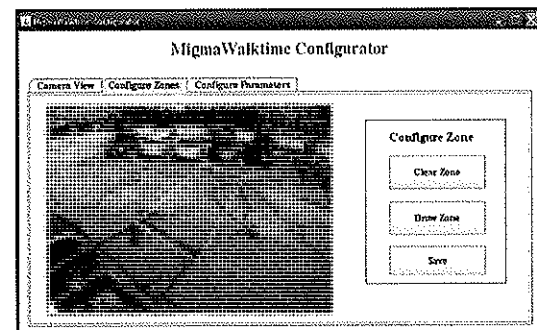
Step 4: Now touch the upper right corner with the stylus or mouse. This will connect the two points and there will be one yellow line drawn.



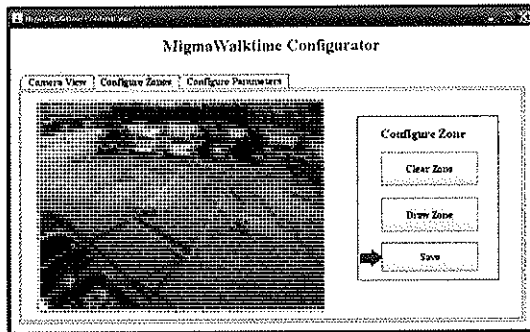
Step 5: Touch the lower right corner with the stylus or mouse. This will connect the three points and there will be two yellow lines drawn.



Step 6: Finally touch the lower left corner of the zone and this will complete the small zone.



Step 7: Click on **Save** to save the zone configuration.



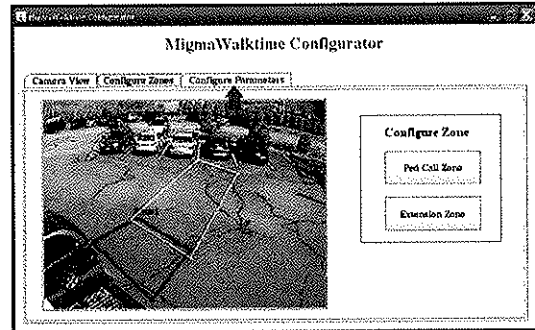
You have completed the System1 zone configuration. Now you need to configure two zones for System2 by following the same procedures outlined for System1.

Parameters Configuration

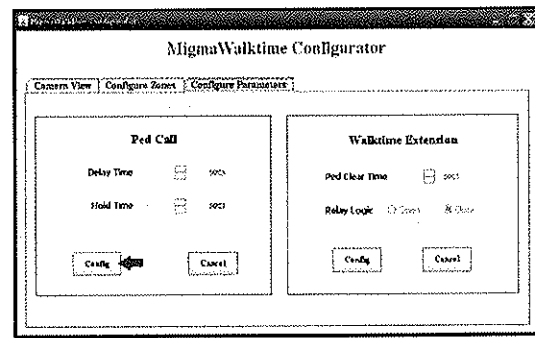
For **Ped Call** part, you can configure the Delay Time (*i.e. how long the pedestrian must be in the ped call zone before being detected*) and the Hold Time (*i.e. how long ped call will be held by the system*). The default Delay Time for **Ped Call** is 4 seconds, meaning the pedestrian will be detected after staying in the zone for 4 seconds. Default time for the Hold Time is 3 seconds (*i.e., relay will be closed for 3 seconds*).

For **Walktime Extension** part, you can configure Ped Clear Time (*i.e. how long the extension is released once the pedestrian is no longer in the crosswalk*). The default Ped Clear Time is 2 seconds, meaning the extension will be cleared in 2 seconds after a pedestrian leaves the crosswalk. The Relay Logic can be used to set whether or not the extension relay should be *close* or *open* when the system makes the extension request to the controller. It should be set based on the controller you use.

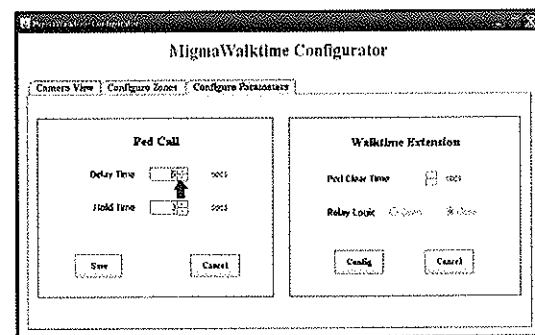
To configure Delay Time and Hold Time, please select the **Configure Parameters** tab to start the configuration. The screen is shown below.



For both **Ped Call**, click on the **Config** button to configure the system for your specific needs.



Simply click the Up or Down arrow to adjust the time to your application. Once the time configurations are complete, please click on the **Save** button.

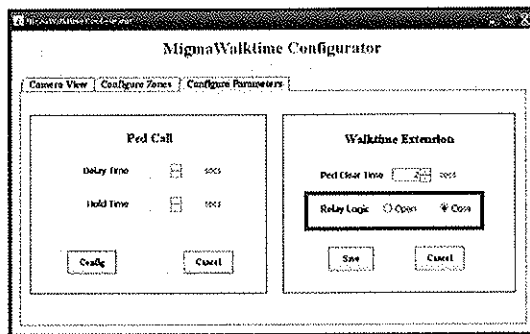
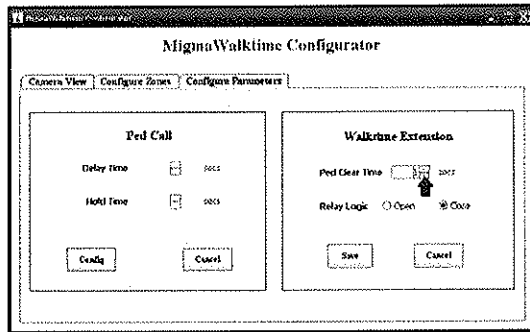


Configuring the **Walktime Extension** is identical to the **Ped Call**. Click on the **Config** button, select your preferred time for Ped Clear Time and your choice for Relay Logic.

Migma Walktime™

for pedestrian detection and walk time extension

Configuration Instructions



You have completed the System1 parameter configurations. Now you will need to configure System2 by following the same procedures outlined for System1.

Now that you have finished all configurations and ready to have the system operational, you MUST save all configuration data to the disk inside SBC.



To do this, on the desktop screen,

Double Click on the Save icon

The system will then save the data and automatically reboot. The system will use the new configuration data for detecting pedestrians and extend walk time at street intersections.

REMEMBER: Whenever you configure the system, you must click on the Save icon to save the configuration. Otherwise your configuration changes will NOT be saved.

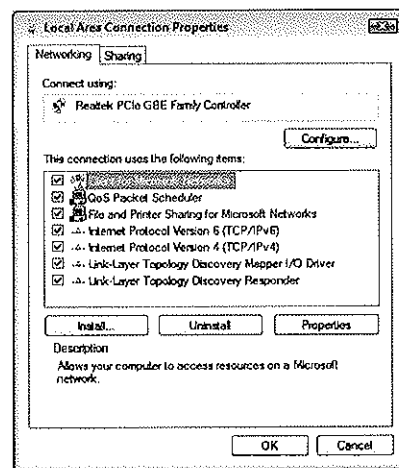


Once the system has restarted, you may unplug the monitor and close the cabinet door. The system is ready for use.

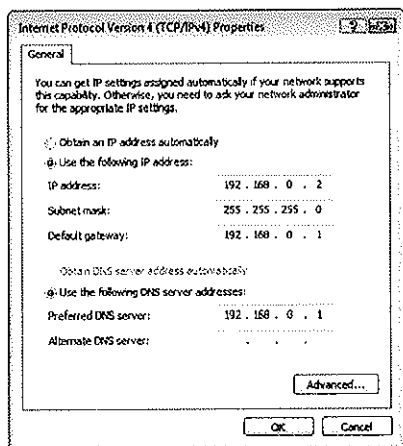
Remote Login Configuration

Before logging into SBC remotely, you should configure your laptop you will use to connect to SBC with crossover Ethernet cable.

- Open Properties of Local Area Connection in Network Connections in Control Panel



- Open Properties of Internet Protocol version 4 (TCP/IPv4)



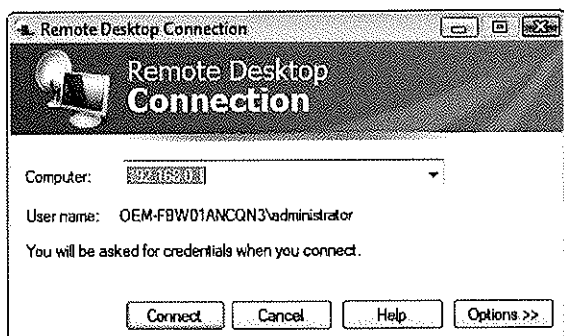
- Select **Use the following IP address** and enter the following network information:
 - IP address: 192.168.0.2
 - Subnet mask: 255.255.255.0
 - Default gateway: 192.168.0.1

Select **Use the following DNS server addresses:**

- Preferred DNS server: 192.168.0.1
- Click on **OK** button to finish configuration of local area connection.

Remote Access

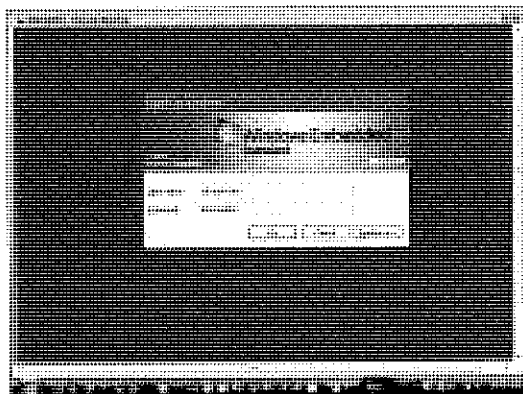
- Open **Remote Desktop Connection** in Windows
- Enter 192.168.0.1 in **Computer**
- Click **Connect** button



A remote desktop login window appears. Enter the following information:

- **Username:** administrator
- **Password:** migmasys

Click on **OK** button to access the SBC.



MigmaWalktime™

Product for pedestrian detection and walktime extension

INSTALLATION INSTRUCTIONS

Camera Height

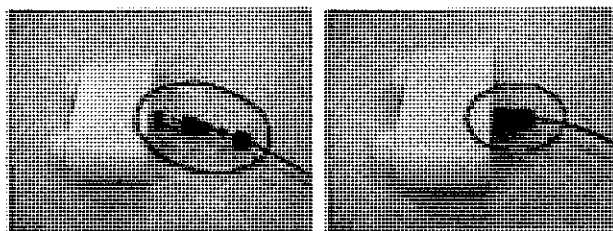
One MigmaWalktime™ unit comprises of one single board computer (SBC) and two stereo cameras. The SBC needs to be placed inside a cabinet. The two stereo cameras should be mounted to the existing signal poles or pedestals at a desired height above the ground, typically 15 - 20 ft.

Camera Alignment

For the stereo camera to work properly, it must be leveled. If the signal pole the camera is mounted to is vertical, Migma's mounting bracket is sufficient for the camera alignment. Otherwise, please use a ball-type mounting bracket and place a bubble level on top of stereo camera to measure the camera alignment.

Camera Wiring

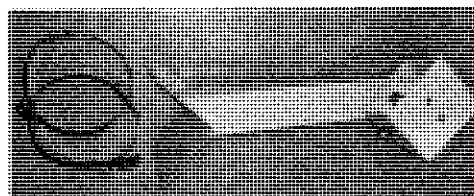
Unscrew the waterproof Ethernet connector at the back of the stereo camera, carefully push the Cat5e cable through the connector, and then crimp the RJ45 connector to the Cat5e cable. Now screw back the connector and tighten it.



Mount the cameras on the signal poles. Mark the Cat5e cable connected to each camera as "System 1" or "System 2". At the back of SBC, there are two RJ45 connectors. Connect Cat5e cable marked as "System 1" to RJ45 connector labeled as "System 1". Similarly connect Cat5e cable marked as "System 2" to the connector labeled as "System 2".

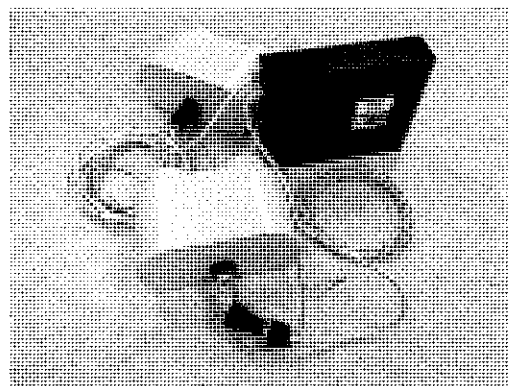
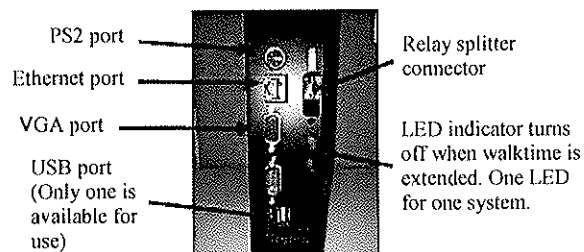
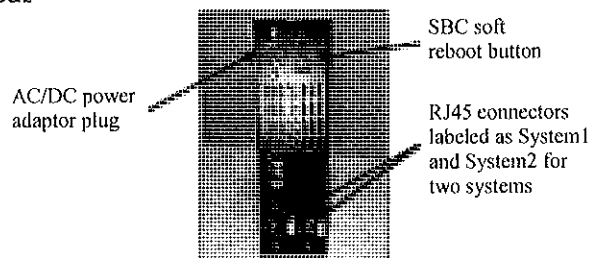
Camera Mounting

Attach the mounting bracket to the signal pole, and use two banding strips to tie the mounting bracket to the signal pole. Put camera on the bracket, adjust its view and tighten it completely.



Power for Cameras

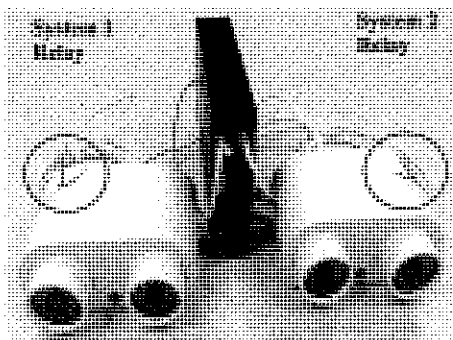
The stereo cameras are powered by SBC over Cat5e cable (PoE).



Relay Connections for MigmaWalktime™

Connection for Pushbuttons

Each camera has a relay cable. Please use this relay cable to connect to the pushbutton (regular or APS pushbutton) at one side of crosswalk.



System 1 (one side of crosswalk)

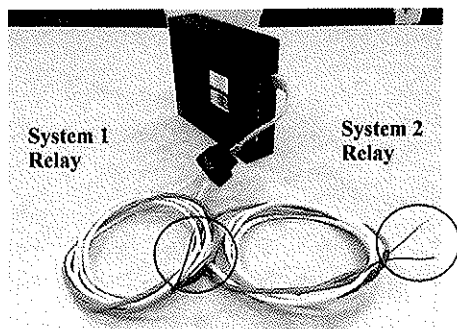
Red wire → Ped call terminal
Black wire → Ped call terminal

System 2 (the other side of crosswalk)

Red wire → Ped call terminal
Black wire → Ped call terminal

Connection for Walktime Extension

Connect Migma Ethernet splitter to the RJ45 connector located at the front of SBC and labeled as Relay. Plug two relay cables marked as System 1 and System 2 to the splitter. System 1 is associated with System 1 camera mounted to one side of a crosswalk. System 2 is associated with the System 2 camera at the other side of the crosswalk.



System 1 (one side of crosswalk)

Red wire → Controller terminal block
Black wire → Controller terminal block

System 2 (the other side of crosswalk)

Red wire → Controller terminal block
Black wire → Controller terminal block

Memorandum

Date: May 6, 2020

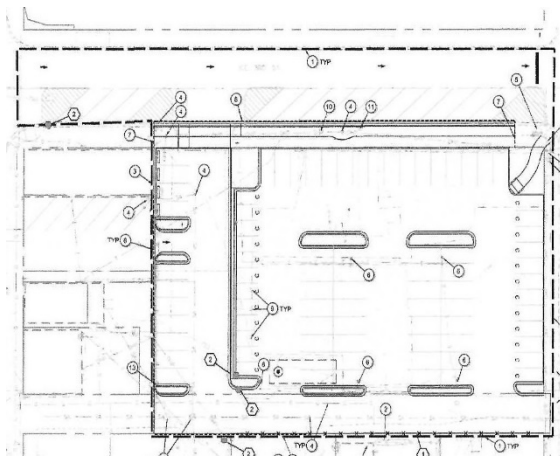
To: Robert Gordon, City Engineer
City of College Place

From: Gary A. Norris, PE, PTOE
DN Traffic Consultants, Inc.

Robert Shull, PE
eRMSi, Inc

Subject: SE 3rd Street Conversion

The following memorandum was prepared to summarize the process, findings, and conclusions of the analysis prepared to address the potential conversion of SE 3rd Street between College



Avenue and Ash Street into a one-way, east bound street. Walla Walla University has requested this action to increase parking supply on SE 3rd Street through the installation of diagonal back in parking. The City requested the Consultant evaluate Walla Walla University's proposal in the context of the operation of College Avenue and access to the east through the community.

According to the City, while this proposal would provide the University with additional parking for their facilities, the City desires to understand the overall public benefit or impact to determine if the

proposal makes sense.

The City of College Place requested the Consultant evaluate the following elements:

1. Traffic circulation & LOS impact/benefits (include consideration for circulation around University Campus and Davis Elementary School and access to Larch).
2. Safety impacts/benefits

3. Traffic network redundancy impacts/benefits (during nearby street closures)
4. Emergency Vehicle/School Bus route impacts
5. Recommended improvements/design changes to mitigate any safety and traffic circulation concerns.
6. Other concerns/benefits the City may want to consider

Operational Analysis

To evaluate the impact of converting SE 3rd Street to one-way eastbound (EB) between College Avenue and Ash Avenue, peak hour turning movement counts were collected in June 2019 for the College Avenue/SE 3rd Street and Ash Avenue/SE 3rd Street.

At the intersection with College Avenue, there were 7 vehicles westbound (WB) and 15 vehicles EB in the AM peak hour for a total of 22 vehicles per hour on the street. There were 21 vehicles WB and 6 vehicles EB for a total of 27 vehicles in the PM peak hour. These volumes would translate into a daily volume of 270 vehicles per day. At the intersection with Ash Avenue, there were 6 vehicles WB and 8 vehicles EB in the AM peak hour for a total of 14 vehicles per hour. During the PM peak hour, there were 7 vehicles WB and 6 vehicles EB for a total of 13 vehicles per hour. These volumes translate into a daily volume of 140 vehicles per day. This volume pattern indicates that SE 3rd Street is virtually a local access street serving adjacent land uses with minimal through movement.

Both intersections, College Avenue/SE 3rd Street and Ash Avenue/SE 3rd Street, are two-way stop controlled (TWSC) intersections with the stop signs located on the east and west leg of SE 3rd Street. This is appropriate as the major movements at both intersections, College Avenue and Ash Avenue, is north-south with very little traffic going east-west.

The WWVMPO¹ model, which was used for the College Avenue Corridor study was used to evaluate the impact of making SE 3rd Street one-way eastbound (EB). The AM peak hour was used as the primary analysis period because the peaking conditions are greater during that period with LOS results being more critical. The AM peak hour was evaluated with both the 2019 and 2040 forecast model. The 2040 forecast was run with the “worst” case condition, which excludes the proposed Davis Avenue Extension.

2019 Level of Service

Level of Service (LOS) analysis was run for all intersections along College Avenue from Whitman Drive through Lamperti Street., although the intersections of Whitman, 3rd, and 4th Street would have the greatest impact due to the potential changes to 3rd Street. The analysis was conducted for both the Existing Channelization and the “w/o Left Turn Channelization” conditions recommended in the recently completed *College Avenue Traffic Assessment* and Alternatives Analysis.²

¹ Walla Walla Valley Metropolitan Planning Organization

² College Avenue Traffic Assessment, DN Traffic Consultants; March 2020.

Comparing 2019 AM conditions for the “Do Nothing” and “3rd Street One Way” scenarios, the LOS at the intersections of College Avenue with Whitman, 3rd, and 4th have the same LOS letter grade, with the average delay changing less than one (second). The SE 3rd Street/College Avenue and

Table 1 – 2019 AM LOS Analysis

		2019 AM Do Nothing				2019 AM 3rd Street One-Way			
		Existing Channelization		w/o LT Channelization		Existing Channelization		w/o LT Channelization	
Intersection	Control	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
N College Ave/Whitman Dr	Signal	C	27.26	B	13.26	C	27.24	B	13.31
S College Ave/SE 3rd St.	TWSC	B	12.27	B	12.62	B	12.33	B	12.69
S College Ave/4th St	Signal	D	44.36	B	17.93	D	45.28	B	18.51
S College Ave/6th St	TWSC	C	17.34	C	17.30	C	17.37	C	17.23
S College Ave/8th St	TWSC	C	18.87	C	18.82	C	18.91	C	18.75
S College Ave/10th St	TWSC	D	27.52	D	27.09	D	27.64	D	26.98
S College Ave/12th St	Signal	C	25.25	A	9.30	C	25.24	A	9.33
S College/13th St	TWSC	C	17.38	C	17.01	C	17.41	C	16.96
S College Ave/Lamperti St	Signal	C	24.21	B	12.05	C	24.21	B	12.05
SE 3rd St/Ash Ave	TWSC	B	11.54	B	11.49	B	11.73	B	11.57

the SE 3rd Street/SE Ash Avenue intersections saw very little change, both with the “worst case” level of service at LOS B. The result of this analysis confirms, with existing volumes, the conversion of SE 3rd Street to one-way eastbound would be insignificant. The 2019 LOS conditions, for the AM LOS, are summarized in Table 1.

2040 Level of Service

Similar studies were run for 2040-time horizon. In 2040, during the AM peak hour, under the existing lane configuration, the College Avenue/4th Street intersection remains at LOS E with an increase in delay of less than 1 second. With the recommended removal of the existing left turn channelization and modifications to the signal timing, this intersection only changes from LOS B with 19.88 average seconds of delay to LOS C with 20.93 for an increase in average delay of slightly over 1 second. The SE 3rd Street/College Avenue and SE 3rd Street/Ash Avenue also saw very little change. The result of the 2040 AM peak hour analysis is summarized in Table 2.

Table 2 - 2040 AM LOS Analysis

		2040 AM Do Nothing				2040 AM 3rd Street One-Way			
		Existing Channelization		w/o LT Channelization		Existing Channelization		w/o LT Channelization	
Intersection	Control	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
N College Ave/Whitman Dr	Signal	D	36.02	B	15.19	D	35.90	B	15.08
S College Ave/SE 3rd St.	TWSC	C	15.84	C	16.28	C	15.36	C	15.78
S College Ave/4th St	Signal	E	61.99	B	19.88	E	62.40	C	20.93
S College Ave/6th St	TWSC	C	22.79	C	23.45	C	22.94	C	23.50
S College Ave/8th St	TWSC	C	24.95	C	24.71	D	25.01	C	24.71
S College Ave/10th St	TWSC	E	37.57	E	36.10	E	37.66	E	36.19
S College Ave/12th St	Signal	C	30.61	B	10.53	C	30.61	B	10.54
S College Ave/13th St	TWSC	C	20.06	C	20.09	C	20.09	C	20.09
S College Ave/Lamperti St	Signal	C	25.48	C	25.54	C	25.54	C	25.54
SE 3rd St/Ash Ave	TWSC	B	11.32	B	11.62	B	11.48	B	11.62

The PM peak hour, which has generally better average operation than the AM peak hour, was only analyzed for 2040, because 2040 represents the worst-case condition. Similar to the findings for the AM peak hour, changes are very minimal with no changes in the LOS letter grade and only slight changes in average delay. This analysis shows there is an insignificant traffic flow impact in the PM peak hour, even in 2040. These findings are summarized in Table 3.

Table 2 - 2040 PM LOS Analysis

		2040 PM - Do Nothing				2040 PM 3rd Street One-Way			
		Existing Channelization		w/o LT Channelization		Existing Channelization		w/o LT Channelization	
Intersection	Control	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
N College Ave/Whitman Dr	Signal	C	21.19	B	10.72	C	21.25	B	11.09
S College Ave/SE 3rd St.	TWSC	B	11.72	B	12.18	B	11.87	B	12.30
S College Ave/4th St	Signal	C	32.59	B	13.35	C	32.51	B	13.42
S College Ave/6th St	TWSC	C	19.99	C	19.74	C	19.98	C	19.77
S College Ave/8th St	TWSC	C	19.09	C	18.95	C	19.07	C	19.04
S College Ave/10th St	TWSC	D	27.35	D	26.66	D	27.39	D	26.74
S College Ave/12th St	Signal	C	20.58	A	8.48	C	20.67	A	8.48
S College Ave/13th St	TWSC	C	17.75	C	17.60	C	17.75	C	17.62
S College Ave/Lamperti St	Signal	C	24.25	C	24.31	C	24.24	C	24.30
SE 3rd St/Ash Ave	TWSC	A	9.39	A	9.39	A	9.44	A	9.35

Safety Impacts/Benefits

According to national research³, curb parking is directly involved in approximately 18 percent of all accidents on urban streets. There are three types of parking maneuvers allowed along the curb. These maneuvers include parallel, angle, and back-in parking. The focus of this discussion is the angle/back-in parking as proposed by Walla Walla University on the south side of SE 3rd Street between College Avenue and Ash Avenue.

The angle parking maximizes the number of parking stalls that can be provided along the curb line, and as noted in some studies, provides a wider buffer between sidewalks and driving lanes, which helps reduce vehicle splash, noise and fumes as well as improve pedestrian safety⁴.

Diagonal/back-in parking was found to be safer than “front first” diagonal parking. Back-in parking, also referred to as “reverse parking” maximizes the safety aspects of the diagonal parking maneuver. The reason reverse parking is safer is because it prevents drivers from having to blindly back out of a parking spot and into vehicular traffic. When backing out of an angled parking space, there are countless blind spots created by surrounding vehicles with a limited ability to use the mirrors. Trying to back out into unknown traffic is more hazardous and difficult than backing into a clear and safe parking stall. When reverse parking, a driver is going into a known space with no vehicle and pedestrian traffic. When leaving the parking space, the driver can see the surroundings more clearly. On the other hand, backing out of a parking space means going out into unknown and changing traffic. A driver’s view is further hindered by the cars parked next to it. The other cars increase the driver’s blind spots.

In comparison with parallel parking, crash rates for angle parking were found to be higher than parallel parking. Most of the studies⁵ found higher crash rates for angle parking in all cases when compared to parallel parking.

Other benefits of diagonal/back-in parking include:

- Ability to unload the trunk outside from the sidewalk.
- The ability to address emergency maintenance from the street where access to maintenance vehicles can be provided.
- Ability to leave the parking stall expeditiously in an emergency.

Other safety issues, converting SE 3rd Street to one way east bound would eliminate the westbound College Avenue intersection stopping sight issue

³Operational and Safety Impacts of Angle versus Parallel versus Back-in Parking; Transportation Research Board; April 2007.

⁴ Ibid. Brooks (2002)

⁵ OpCit.

Emergency Vehicle/School Bus Impacts

Emergency Response

Accessibility is a primary concern of the first responders. Modifications to the circulation patterns have the potential to impact critical emergency services routings. Fire stations serving College Place include the College Place Fire Department with the station located at 629 S College Avenue and a supporting station in Walla Walla located at 675 Wallula Avenue.

The College Place Fire Station has access to College Avenue on the west and SE Birch Avenue on the east. Emergency response along College Avenue from the station would not be impacted as the proposed action will convert SE 3rd Street to a one way east bound roadway. Similarly, the response from the Walla Walla fire station on Wallula Avenue would also use College Avenue from the north to SE 3rd Street.

According to the City of College Place Fire Marshall

School Bus Impacts

School bus routing impacts are determined from the routings of the various buses from the main transportation hub to the various schools. The school bus transportation hub is located at 1825 S College Avenue. The three (3) College Place School District schools include:

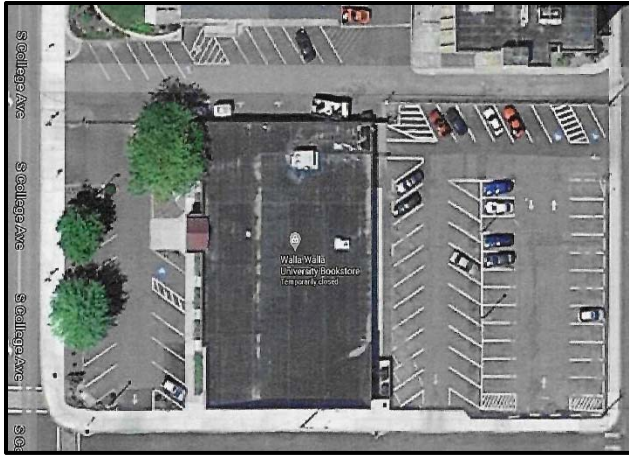
- College Place High School – 1755 S College Avenue
- John Sager Middle School – 1755 S College Avenue
- Davis Elementary School – 31 SE Ash Avenue

In review of the location of the District schools, it appears that the only school with any potential impact from the proposed action would be Davis Elementary which is located on Ash Avenue east of College Avenue. For bus routes heading east of College Avenue there is no impact as the action would maintain SE 3rd as an eastbound route. For routes heading west from SE Ash Avenue, school buses would not be allowed to use SE 3rd Street but would be directed to SE 4th Street to access College Avenue. Under this scenario, the school bus would benefit from the signal at the 4th Street/College Avenue intersection and the elimination of the sight distance deficiency at the SE 3rd Street/College Avenue intersection.

According the College Place School District Transportation Coordinator⁶,

⁶ Carman Gerking; Transportation Supervisor.

Recommended Improvements



The conversion of SE 3rd Street to one way eastbound, suggests the parking stall alignment in the parking lots serving the Walla Walla University Bookstore should be realigned so that the parking stall alignment can accommodate traffic entering the parking lot from SE 3rd Street.

The current parking stall alignment forces traffic to enter the parking lot from the north and exit the lot to the south. Under the proposed action, the current alignment would require traffic to enter the parking lot from the

north access on College Avenue and exit onto SE 3rd Street heading east. This maneuver may either confuse the motorist or the motorist may not want to head east on SE 3rd Street and simply ignore the one-way direction and travel the short distance westbound to the College Avenue intersection.

Therefore, it is recommended the parking stalls be aligned to accommodate traffic entering the lot from SE 3rd Street and exiting through the north access to College Avenue.

Other Concerns

Of specific concern regarding reverse parking is the implication of Washington State Law. According to Revised Code of Washington (RCW) "The driver of a vehicle shall not back the same unless such movement can be made with safety and without interfering with other traffic."⁷ This RCW would place the burden on the backing vehicle to insure they didn't interfere with other traffic. The interpretation of interfere could have different meanings but the provision of back-in parking will create scenarios where the backing vehicle will interfere with other traffic.

Conclusion

The conclusion of this evaluation is the result of converting SE 3rd Street to a single lane one-way eastbound roadway is insignificant.

- Traffic volumes on SE 3rd Street are insignificant;
- The impact on intersection delay and resultant level of service is insignificant;
- Although the safety impacts of diagonal/back-in parking are worse than parallel parking in all cases, there are other benefits which will improve overall safety
- SE 3rd Street is not required to provide network redundancy;
- The College Place Fire Department indicated the impact of converting SE 3rd Street to one way eastbound is insignificant in the overall response to emergency events;

⁷ RCW 46.61.605. Limitations of backing.

-
- College Place School District indicated the proposed action would not impact overall school bus routing;
 - With implementation of one-way travel on SE 3rd Street, parking stall alignment will be required to facilitate efficient and safe parking lot circulation;
 - Other Concerns – state law indicates back-in parking is not allowed if vehicle circulation is impacted.

Memorandum

Date: May 6, 2020

To: Robert Gordon, City Engineer
City of College Place

From: Gary A. Norris, PE, PTOE
DN Traffic Consultants, Inc.

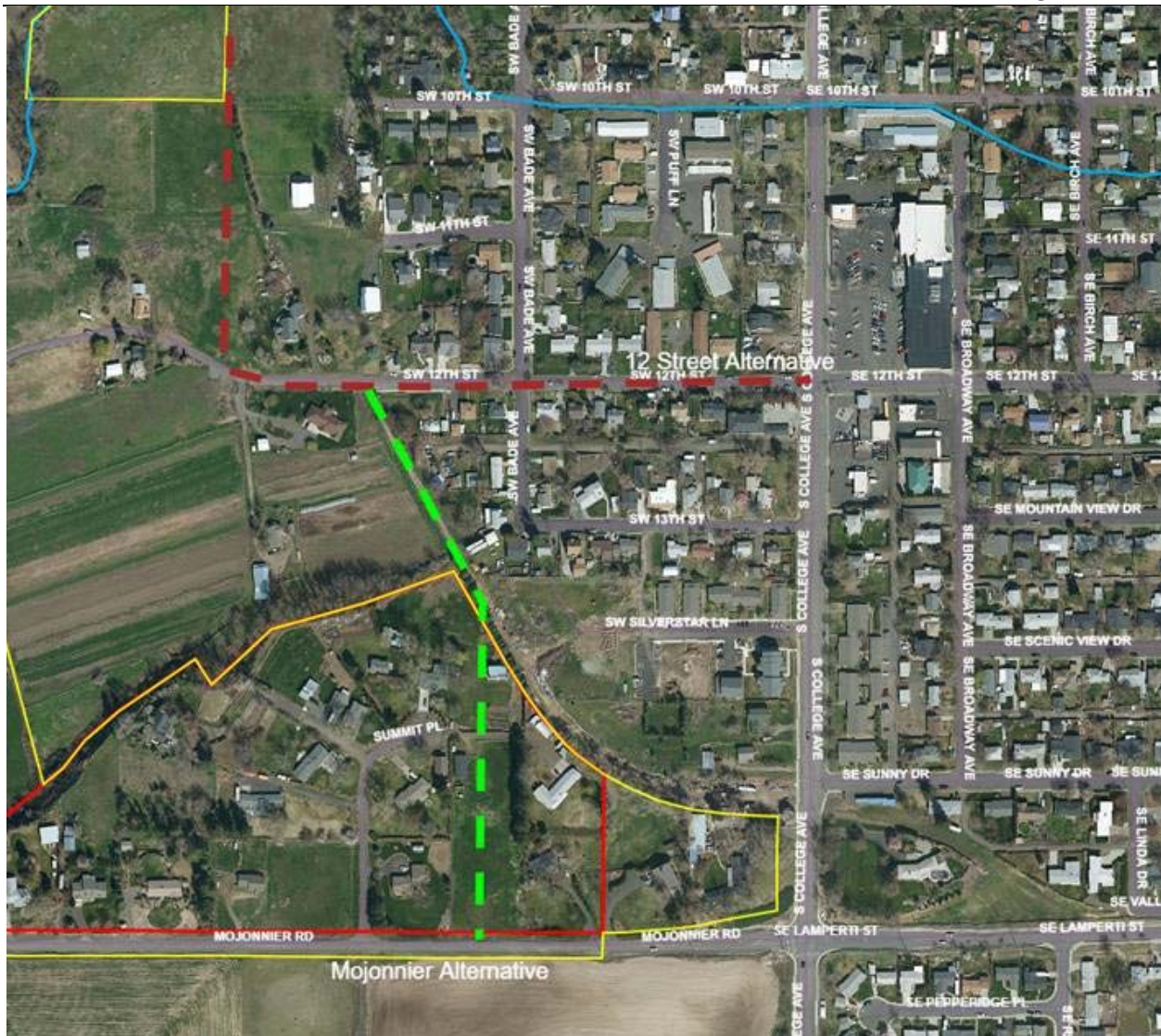
Robert M Shull, P.E.
eRMSi, Inc

Subject: Alternatives Analysis

The following memorandum was prepared to summarize the process, findings, and conclusions of the analysis prepared to evaluate the levels of service on College Avenue for three (3) alternatives related to the extension of Davis Avenue west of College Avenue. The City requested an analysis of the following three (3) alternatives:

- Existing Condition Alternative. – represents the existing arterial network without the extension of Davis Avenue. Under this configuration, Davis Avenue runs north/south parallel to College Avenue from Whitman Drive to SW 8th Street where it terminates.
- SW 12th Street Alternative. Under this alternative, SW Davis Avenue would be extended approximately 1,350 feet from its existing termini at the SW 8th Street alignment to an intersection with SW 12th Street, approximately 1,350 west of S College Avenue.
- Mojonnier Alternative. The Mojonnier Alternative would extend Davis Avenue from the existing termini at the SW 8th Street alignment to an intersection with SW 12th Street approximately 1,350 feet west of S College Avenue to a point 1,050 west of S College Avenue where it runs at a diagonal along the old railroad right of way for approximately 650 feet where it runs north/south for approximately 725 feet where it intersects with Mojonnier Road approximately 730 feet west of S College Avenue.

These alternatives are illustrated in the map below. The red dash line illustrates the extension of Davis Avenue to SW 12th Street and the yellow dash line represents the Davis Avenue extension to Mojonnier Street.



WWVMPO Traffic Assignment Model

The Walla Walla Valley Metropolitan Planning Organization (WWVMPO) traffic assignment model was used to evaluate the impact of each alternative. The 2019 and 2040 “Do Nothing” alternative used the same model that was developed for the *College Avenue Traffic Assessment* recently completed by DN Traffic Consultants/eRMSI¹ with the caveat that the Davis Avenue extension included in the 2040 analysis was deleted for the Do Nothing alternative analysis.

The existing WWVMPO model includes College Avenue intersections with Rose, C Street, Whitman Drive, 4th Street, 12th Street, and Lamperti Avenue in this corridor. For the College Avenue Traffic Assessment project, the model was enhanced to add intersections for 6th, 8th, 10th, and 13th Streets with street connections to ensure the volumes were properly modeled. This

¹ College Avenue Traffic Assessment; DN Traffic Consultants, Inc; March 2020.

included adding additional links, nodes, and zone connectors. Traffic analysis zones were not subdivided so that the current land use forecasts could be used. New traffic count data, including bicycle and pedestrian volumes for the project area and the analysis intersections of Whitman Drive, 4th, 6th, 8th, 10th, 12th, 13th, and Lamperti was entered into the WWVMPO model. Geometrics, traffic control, and signal timing as appropriate was updated in the model.

The model network surrounding the study area, was evaluated and updated with new construction and changes based upon Google Streetview and a field review. Land use was adjusted to 2019 by interpolation to better reflect existing conditions.

Model calibration was updated and verified in the study area to replicate the new count data and to improve the forecasts. HCM intersection LOS was reported for the AM and PM peak hours for 2019 conditions with testing of different left turn configurations and with and without signal coordination. The PM peak hour level of service analysis was not included in this alternative evaluation.

Alternatives Analysis

The WWVMPO model was modified to analyze the three alternatives, each with existing channelization and with removal of the channelization as per the recommendations of the College Avenue Traffic Assessment, March 2020. The modifications are as follows:

- Existing Condition Alternative – the model remained the same for the 2019 “Do Nothing” alternative. For the 2040 “Do Nothing” analysis the proposed Davis Avenue and 12 Street extension links were eliminated to represent the existing condition.
- SW 12th Street Alternative – Building on the model used for the Existing Condition alternative, a link was provided connecting Davis Avenue from its existing termini at SW 8th Street to the existing SW 12th Street alignment for both the 2019 and 2040 scenarios.
- Mojonner Alternative – Building on the SW 12th Street alternative, the Mojonner connection was added between SW 12th Street to Mojonner Street.

Findings

The following summarizes the findings of level of service analysis for the three (3) alternatives and two (2) channelization scenarios. The level of service analysis was determined using the WWVMPO traffic assignment model.

Traffic Volumes

Peak hour traffic volumes were generated for each alternative and channelization scenario. The AM peak hour was used for this analysis as it was determined to represent the “worst case” volume scenario for the College Avenue corridor. This determination was made through an evaluation of intersection turning movement counts collected during the AM and PM peak period during May 2019, as part of the College Avenue Traffic Assessment².

The model was used to generate AM peak hour turning movement volumes which were used to generate the intersection level of service for each alternative and channelization scenario used

² Ibid.

in this analysis for the 2019 and 2040 volume scenarios. The City requested a summary of ADT volumes on the College Avenue corridor be provided. The model volumes were used to develop a two-way link volume for sections of College Avenue to include:

- Whitman Drive to 4th Street
- 4th Street to 8th Street
- 8th Street to 12th Street
- 12th Street to Lamperti Street

The two way link volumes on these section were factored to Average Daily Traffic (ADT) using the “k” factor determined from the AM peak hour intersection turning movement volumes compared to the daily volume obtained from the 24 hour counts collected on College Avenue as part of the College Avenue Traffic Analysis. This comparison resulted in a “k” factor of 0.08. The daily volumes on the College Avenue corridor were achieved by dividing the AM peak hour two-way link volumes by 0.08.

The resultant 2019 ADT link volumes for each section are presented in Table 1.

Table 1. 2019 ADT Volumes.

	2019					
	Do Nothing		12th Street		Mojonnier	
Section	Existing	w/o LT	Existing	w/o LT	Existing	w/o LT
Whitman Drive to 4th Street	4300	4600	4200	4500	4300	4500
4th Street to 8th Street	7100	6900	6500	6400	6000	5500
8th Street to 12th Street	7500	7400	6900	6900	6400	6000
12th Street to Lamperti Street	7700	7600	7600	7400	6600	6200

As shown in Table 1, the ADT volume in the College Avenue section between Whitman Drive and 4th Street is virtually the same for each of the three (3) alternatives under the Existing Channelization scenario. For the w/o Left Turn Channelization scenario, ADT volumes are slightly higher than the Existing Channelization scenario but consistent between the three (3) alternatives.

For the 4th Street to 8th Street section, the volume is significantly higher for the “Do Nothing” Existing Channelization scenario than for the 12th Street and Mojonnier alternatives. The volume for the w/o Left Turn Channelization scenario is somewhat less than the Existing Channelization scenario for each of the three (3) alternatives.

For the 8th Street to 12th Street section, the Do-Nothing Existing Channelization and w/o Left Turn Channelization scenarios are significantly higher than the ADT volumes for the 12th Street and Mojonnier alternatives under both channelization scenarios. The volumes for the Do Nothing alternative are similar between the two channelization scenarios; the volumes for the 12th Street alternative are the same for both channelization scenarios; and the volume for the Existing Channelization scenario under the Mojonnier alternative is somewhat higher than the w/o Left Turn Channelization scenario.

For the 12th Street to Lamperti Street section, the Mojonnier volumes are significantly less than the volumes for the Do Nothing and 12th Street alternatives. The volumes for the Do Nothing and 12th Street alternative are relatively the same for the alternative channelization scenarios.

Overall, it appears, except for the Whitman Drive to 4th section, the 2019 volumes on the College Avenue corridor are reduced under the w/o Left Turn Channelization scenario.

The 2040 ADT link volumes for each section are presented in Table 2.

Table 2. 2040 ADT Volumes

Section	2040					
	Do Nothing		12th Street		Mojonnier	
	Existing	w/o LT	Existing	w/o LT	Existing	w/o LT
Whitman Drive to 4th Street	6400	6500	6400	6400	6300	6300
4th Street to 8th Street	8600	8400	7800	7500	7200	7100
8th Street to 12th Street	9200	9000	8400	8200	7800	7600
12th Street to Lamperti Street	8900	8900	8600	8400	7400	7300

As shown in Table 2, for the Whitman Drive to 4th Street section, the 2040 ADT volumes are virtually the same for the three (3) alternatives and two (2) channelization scenarios.

For the section between 4th Street and 8th Street, the volumes under the Do Nothing alternative for both channelization scenarios, are significantly higher than the 12th Street and Mojonnier alternatives. The Existing Channelization ADT volumes are somewhat higher than the w/o Left Turn Channelization for 12th Street alternative, and the volumes for both channelization scenarios are virtually the same for the Mojonnier alternative.

For the section between 8th Street and 12th Street, the Do-Nothing volumes for both channelization scenarios are significantly higher than the other two (2) alternatives for both channelization scenarios and significantly higher volumes than other sections on the College Avenue corridor.

For the section between 12th Street and Lamperti Street, the Do-Nothing volumes are higher than the 12th Street and Mojonnier alternatives for each channelization scenario. The Do-Nothing volumes are the same for both channelization scenarios. The Existing Channelization scenario has a slightly higher volume than the w/o Left Turn Channelization scenario for the 12th Street and Mojonnier alternative.

Overall, it appears, except for the Whitman Drive to 4th section, the 2040 ADT volumes on the College Avenue corridor are lower under the w/o Left Turn Channelization scenario than the Existing Channelization scenario. The Mojonnier alternative appears to offer the lowest volume scenario among the three (3) alternatives.

Level of Service

Level of service (LOS) was calculated as part of the alternative's analysis. The result of the analysis is summarized below for each alternative.

Do-Nothing Alternative

A summary of the delay and resultant level of service for the 12th Street alternative during the 2019 and 2040 scenario is presented in Table 3.

Table 3. “Do-Nothing” Level of Service

		2019-Do Nothing				2040-Do Nothing			
		Existing Channelization		w/o Left Turn Channelization		Existing Channelization		w/o Left Turn Channelization	
Intersection	Control	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
N College Ave/Whitman Dr	Signal	C	27.26	B	13.26	D	36.02	B	15.19
N College Ave/SE 3rd St	TWSC	B	12.27	B	12.62	C	15.84	C	16.28
S College Ave/4th St	Signal	D	44.36	B	17.93	E	61.99	B	19.88
S College Ave/6th St	TWSC	C	17.34	C	17.30	C	22.79	C	23.45
S College Ave/8th St	TWSC	C	18.87	C	18.82	C	24.95	C	24.71
S College Ave/10th St	TWSC	D	27.52	D	27.09	E	37.57	E	36.10
S College Ave/12th St	Signal	C	25.25	A	9.30	C	30.61	B	10.53
S College Ave/13th St	TWSC	C	17.38	C	17.01	C	20.06	C	20.09
S College Ave/Lamperti St	Signal	C	24.21	B	12.05	C	25.48	C	25.54
SE 3rd St/Ash Ave	TWSC	B	11.54	B	11.49	B	11.32	B	11.62

2019 Do Nothing Alternative

As shown in Table 3, under the 2019 Do Nothing alternative, the level of service for the existing channelization ranges between LOS D at 10th Street and LOS B at SE 3rd Street. The majority of intersections, Whitman Drive, 6th Street, 8th Street, 12th Street, 13th Street and Lamperti Street all operate at LOS C. Two of the intersections, 4th Street and 10th Street operate at LOS D.

With the recommended elimination of the existing left turn channelization, the level of service in 2019 ranges between LOS D and LOS A. The level of service on College Avenue remains the same at three intersections: SE 3rd Street (LOS B), 6th Street (LOS C), 8th Street (LOS C), 10th Street (LOS D), and 13th Street (LOS C). The SE 3rd Street/Ash Avenue intersection also remains the same (LOS B). The level of service improves at four (4) of the analysis intersections: Whitman Drive improves from LOS C to LOS B; 4th Street improves from LOS D to LOS B; 12th Street improves from LOS C to LOS A, and Lamperti Street improves from LOS C to LOS B.

Overall, the Do-Nothing 2019 level of service at the College Avenue intersections is higher under the w/o Left Turn Channelization scenario than the Existing Channelization scenario.

2040 Do Nothing Alternative

Comparing the 2019 Do Nothing alternative to the 2040 Do Nothing alternative the following is noted: the level of service at five (5) College Avenue intersections remain the same between 2019 and 2040 for the Existing Channelization condition: 6th Street (LOS C), 8th Street (LOS C), 12th Street (LOS C), 13th Street, and Lamperti Street (LOS C). The level of service also remains the

same at the SE 3rd Street/Ash Avenue (LOS B) intersection. For the w/o Left Turn Channelization scenario, the level of service at five (5) of the College Avenue intersections remains the same between 2019 and 2040: Whitman Drive (LOS B), 4th Street (LOS B), 6th Street (LOS C), 8th Street (LOS C), and 13th Street (LOS C). The level of service at the SE 3rd Street/Ash Avenue also remains the same between the 2019 and 2020 without left turn channelization scenario.

Comparing the 2040 Do Nothing Existing Channelization scenario to the 2040 Do Nothing w/o Left Turn Channelization scenario found: six (6) of the College Avenue intersections maintained the same level of service between the Existing Channelization and the w/o Left Turn Channelization scenarios. These intersections included SE 3rd Street (LOS C), 6th Street (LOS C), 8th Street (LOS C), 10th Street (LOS E), 13th Street (LOS E), and Lamperti Street (LOS C). The level of service at the SE 3rd Street/Ash Avenue also remains the same (LOS B) between the 2040 existing channelization and the 2040 w/o Left Turn Channelization scenarios. The level of service improved at two (2) College Avenue intersections: Whitman Drive improved from LOS D to LOS B and 4th Street improved from LOS E to LOS B.

Overall, the Do-Nothing 2040 level of service at the College Avenue intersections is higher under the w/o Left Turn Channelization scenario than the Existing Channelization scenario.

SW 12th Street Alternative

A summary of the delay and resultant level of service for the 12th Street alternative during the 2019 and 2040 scenario is presented in Table 4.

2019 12th Street Alternative

As shown in Table 4, under the 2019 12th Street alternative, the level of service for the Existing Channelization ranges between LOS D at 4th Street and LOS B at SE 3rd Street. The majority (7) of the College Avenue intersections: Whitman Drive, 6th Street, 8th Street, 10th Street, 12th Street, 13th Street and Lamperti Street all operate at LOS C under the Existing Channelization scenario. One of the intersections, 4th Street, operates at LOS D and one, SE 3rd Street, operates at LOS B. The SE 3rd Street/Ash Avenue intersection also operates at LOS B.

With the recommended elimination of the left turn channelization, the level of service in 2019 under the 12th Street Alternative ranges between LOS C and LOS A. The level of service on College Avenue remains the same as the Existing Channelization scenario at five (5) intersections: SE 3rd Street (LOS B), 6th Street (LOS C), 8th Street (LOS C), 10th Street (LOS C), and 13th Street (LOS C). The level of service at the SE 3rd Street/Ash Avenue intersection also remains the same between the Existing and w/o Left Turn Channelization scenarios. The level of service improves at four (4) intersections between the two alternative channelization scenarios: the level of service improves from LOS C to LOS B at the College Avenue/Whitman Drive intersection, LOS D to LOS B at the 4th Street intersection, LOS C to LOS A at the 12th Street intersection and LOS C to LOS B at the Lamperti Street intersection.

Overall, the 12th Street 2019 level of service at the College Avenue intersections is higher under the w/o Left Turn Channelization scenario than the Existing Channelization scenario.

Table 4. 12th Street Alternative Level of Service.

		2019-12th St Alternative				2040-12th St Alternative			
		Existing Channelization		w/o Left Turn Channelization		Existing Channelization		w/o Left Turn Channelization	
Intersection	Control	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
N College Ave/Whitman Dr	Signal	C	26.95	B	13.24	C	34.91	B	14.92
S College Ave/SE 3rd St	TWSC	B	12.24	B	12.57	C	15.92	C	15.92
S College Ave/4th St	Signal	D	41.21	B	17.68	E	58.44	B	18.52
S College Ave/6th St	TWSC	C	16.55	C	16.59	C	21.86	C	20.82
S College Ave/8th St	TWSC	C	17.33	C	17.39	C	21.80	C	21.46
S College Ave/10th St	TWSC	C	24.91	C	24.81	D	32.09	D	30.92
S College Ave/12th St	Signal	C	24.92	A	9.70	C	31.05	B	11.03
S College Ave/13th St	TWSC	C	17.07	C	16.68	C	19.26	C	18.80
S College Ave/Lamperti St	Signal	C	24.25	B	11.97	C	25.66	B	13.21
SE 3rd St/Ash Ave	TWSC	B	11.54	B	11.49	B	11.29	B	11.59

2040 12th Street Alternative

Comparing the 2019 levels of service to the 2040 levels for the 12th Street alternative the following is noted. The level of service at six (6) College Avenue intersections remain the same between 2019 and 2040 for the Existing Channelization alternative: Whitman Drive (LOS C), 6th Street (LOS C), 8th Street (LOS C), 12th Street (LOS C), 13th Street, and Lamperti Street (LOS C). The level of service also remains the same at the SE 3rd Street/Ash Avenue (LOS B) intersection. For the w/o Left Turn Channelization scenario, the level of service at six (6) of the College Avenue intersections remains the same between 2019 and 2040: Whitman Drive (LOS B), 4th Street (LOS B), 6th Street (LOS C), 8th Street (LOS C), 13th Street (LOS C), and Lamperti Street (LOS B). The level of service at the SE 3rd Street/Ash Avenue also remains the same (LOS B) between the 2019 and 2020 existing channelization scenario.

Comparing the 2040 12th Street Existing Channelization scenario to the 2040 12th Street w/o Left Turn Channelization found: five (5) of the College Avenue intersections maintained the same level of service between the Existing Channelization and the w/o Left Turn Channelization scenarios. These intersections included SE 3rd Street (LOS C), 6th Street (LOS C), 8th Street (LOS C), 10th Street (LOS D), and 13th Street (LOS C). The level of service at the SE 3rd Street/Ash Avenue also remains the same between the 2040 Existing Channelization and the 2040 w/o Left Turn Channelization scenarios. The level of service improved at four (4) College Avenue intersections: Whitman Drive improved from LOS C to LOS B, 4th Street improved from LOS E to LOS B, 12th Street improved from LOS C to LOS B, and Lamperti Street LOS C to LOS B.

Overall, the 12th Street 2040 level of service at the College Avenue intersections is higher under the w/o Left Turn Channelization scenario than the Existing Channelization scenario.

Mojonnier Alternative

A summary of the delay and resultant level of service for the Mojonnier Alternative during the 2019 and 2040 scenario is presented in Table 5.

Table 5. Mojonnier Alternative Level of Service

		2019-Mojonnier Alternative				2040-Mojonnier Alternative			
		Existing Channelization		w/o Left Turn Channelization		Existing Channelization		w/o Left Turn Channelization	
Intersection	Control	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
N College Ave/Whitman Dr	Signal	C	26.86	B	13.21	C	34.65	B	14.76
S College Ave/SE 3rd St.	TWSC	B	12.28	B	12.61	C	15.79	C	15.81
S College Ave/4th St	Signal	D	35.69	B	15.99	D	53.33	B	17.69
S College Ave/6th St	TWSC	C	15.45	B	14.82	C	20.21	C	20.35
S College Ave/8th St	TWSC	C	16.19	C	15.22	C	19.65	C	19.22
S College Ave/10th St	TWSC	C	22.87	C	21.31	D	28.57	D	27.94
S College Ave/12th St	Signal	C	22.49	A	9.47	C	24.66	B	10.28
S College Ave/13th St	TWSC	C	15.21	B	14.48	C	16.56	C	16.51
S College Ave/Lamperti St	Signal	C	24.04	B	13.28	C	26.58	B	14.57
SE 3rd St/Ash Ave	TWSC	B	11.50	B	11.50	B	11.27	B	11.59

2019 Mojonnier Alternative

As shown in Table 5, under the 2019 Mojonnier alternative, the level of service for the Existing Channelization ranges between LOS D at 4th Street and LOS B at SE 3rd Street. The majority (7) of the College Avenue intersections: Whitman Drive, 6th Street, 8th Street, 10th Street, 12th Street, 13th Street and Lamperti Street all operate at LOS C. One of the intersections, 4th Street, operates at LOS D and one intersection SE 3rd Street operates at LOS B. The SE 3rd Street/Ash Avenue intersection operates at LOS B.

With the recommended elimination of the left turn channelization, the level of service in 2019, under the Mojonnier Alternative, ranges between LOS C and LOS A. The level of service on College Avenue remains the same at three (3) intersections: SE 3rd Street (LOS B), 8th Street (LOS C), and 10th Street (LOS C). The level of service at the SE 3rd Street/Ash Avenue intersection also remains the same (LOS B) between the Existing and w/o Left Turn Channelization alternatives. The level of service improves at six (6) intersections between the two alternative channelization scenarios: Whitman Drive improves from LOS C to LOS B, 4th Street improves from LOS D to LOS B, 6th Street improves from LOS C to LOS B, 12th Street improves from LOS C to LOS A, 13th Street improves from LOS C to LOS B, and Lamperti Street improves from LOS C to LOS B.

Overall, the Mojonnier 2019 level of service at the College Avenue intersections is higher under the w/o Left Turn Channelization scenario than the Existing Channelization scenario.

2040 Mojonnier Alternative

Comparing the 2019 Mojonnier Alternative to the 2040 Mojonnier Alternative notes the following: the level of service at seven (7) College Avenue intersections remain the same between 2019 and 2040 for the Existing Channelization scenario: Whitman Drive (LOS C), 4th Street (LOS D), 6th Street (LOS C), 8th Street, 12th Street (LOS C), 13th Street and Lamperti Street (LOS C). The level of service also remains the same at the SE 3rd Street/Ash Avenue (LOS B) intersection. For the w/o Left Turn Channelization scenario, the level of service at four (4) of the College Avenue intersections remains the same between 2019 and 2040: Whitman Drive (LOS B), 4th Street (LOS B), 8th Street (LOS C), and Lamperti Street (LOS B). The level of service at the SE 3rd Street/Ash Avenue also remains the same between the 2019 and 2040 w/o Left Turn Channelization.

Comparing the 2040 Mojonnier Alternative Existing Channelization scenario to the 2040 Mojonnier Alternative w/o Left Turn Channelization found: five (5) of the College Avenue intersections maintained the same level of service between the Existing Channelization and the w/o Left Turn Channelization scenarios. These intersections included SE 3rd Street (LOS C), 6th Street (LOS C), 8th Street (LOS C), 10th Street (LOS D), and 13th Street (LOS C). The level of service at the SE 3rd Street/Ash Avenue also remains the same between the 2040 existing channelization and the 2040 w/o Left Turn Channelization. The level of service improved at four (4) College Avenue intersections: Whitman Drive improved from LOS C to LOS B, 4th Street improved from LOS D to LOS B, 12th Street improved from LOS C to LOS B, and Lamperti Street LOS C to LOS B.

Overall, the Mojonnier 2040 level of service at the College Avenue intersections is higher under the w/o Left Turn Channelization scenario than the Existing Channelization scenario.

Comparison of Three Alternatives

A comparison of the result of the level of service for the three alternatives is discussed below.

2019 LOS Results

A comparison of the 2019 level of service for the three alternatives: Do Nothing, 12th Street, and Mojonnier and the two alternative channelization scenarios, Existing Channelization and w/o Left Turn Channelization is presented in Table 6.

As shown in Table 6, the level of service is the same for each of the three alternatives and channelization scenarios at the following two (2) College Avenue intersections: SE 3rd Street (LOS B), and 8th Street (LOS C). The level of service at the SE 3rd Street/Ash Avenue intersection remains the same for all analysis scenarios.

The level of service is the same for all three alternatives for either the Existing Channelization or w/o Left Turn Channelization scenarios at the following two (2) College Avenue intersections: Whitman Drive LOS C for each of the three alternatives under the Existing Channelization scenario and LOS B under the w/o Left Turn Channelization scenario, 4th Street LOS D for each of the three alternatives under the Existing Channelization scenario and LOS B under the w/o Left

Turn Channelization scenario, Lamperti Street LOS C for the Existing Channelization and LOS B for the w/o Left Turn Channelization scenario.

Table 6. 2019 LOS Comparison for Three Alternatives

	2019					
	Alternative					
	Do Nothing		12th Street		Mojonnier	
Intersection	Existing	w/o LT	Existing	w/o LT	Existing	w/o LT
N College Ave/Whitman Dr	C	B	C	B	C	B
S College Ave/SE 3rd St.	B	B	B	B	B	B
S College Ave/4th St	D	B	D	B	D	B
S College Ave/6th St	C	C	C	C	C	B
S College Ave/8th St	C	C	C	C	C	C
S College Ave/10th St	D	D	C	C	C	C
S College Ave/12th St	C	A	C	A	C	A
S College Ave/13th St	C	C	C	C	C	B
S College Ave/Lamperti St	C	B	C	B	C	B
SE 3rd St/Ash Ave	B	B	B	B	B	B

At the College Avenue/10th Street intersection, the 2019 level of service is D for the Do Nothing alternative for both the Existing and w/o Left Turn Channelization scenarios.

For the S College Avenue/13th Street intersection, the 2019 level of service is the same for each of the three (3) alternatives and channelization scenarios (LOS C) with the exception of the Mojonnier Alternative in the w/o Left Turn Channelization scenario was LOS B.

Overall, comparing the 2019 level of service for the three alternatives and two channelization scenarios, the Mojonnier Alternative, w/o Left Turn Channelization appears to offer the best overall performance. The 2040 level of service at the College Avenue intersections is higher under the w/o Left Turn Channelization scenario than the Existing Channelization scenario.

2040 LOS Results

A comparison of the 2040 level of service for the three alternatives: Do Nothing, 12th Street, and Mojonnier and the two alternative channelization scenarios, Existing Channelization and w/o Left Turn Channelization is presented in Table 7.

As shown in Table 7, the level of service is the same for each of the three alternatives and channelization scenarios at the following four (4) College Avenue intersections: SE 3rd Street (LOS B), 6th Street (LOS C), 8th Street (LOS C), and 13th Street (LOS C). The level of service at the SE 3rd Street/Ash Avenue intersection remains the same for all analysis scenarios.

The level of service at the College Avenue/12th Street intersection is the same for all three alternatives for either the Existing Channelization (LOS C) or w/o Left Turn Channelization (LOS B) scenarios.

At the N College Avenue/Whitman Drive intersection, the level of service is LOS D for the Do Nothing alternative under the Existing Channelization scenario. The level of service is LOS C for both the 12th Avenue Alternative and Mojonnier Alternative under the Existing Channelization scenario. For the w/o Left Turn Channelization alternative, the level of service is the same for all alternatives (LOS B).

Table 7. 2040 LOS Comparison for Three Alternatives

	2040					
	Alternative					
	Do Nothing		12th Street		Mojonnier	
Intersection	Existing	w/o LT	Existing	w/o LT	Existing	w/o LT
N College Ave/Whitman Dr	D	B	C	B	C	B
S College Ave/SE 3rd St.	C	C	C	C	C	C
S College Ave/4th St	E	B	E	B	D	B
S College Ave/6th St	C	C	C	C	C	C
S College Ave/8th St	C	C	C	C	C	C
S College Ave/10th St	E	E	D	D	D	D
S College Ave/12th St	C	B	C	B	C	B
S College Ave/13th St	C	C	C	C	C	C
S College Ave/Lamperti St	C	C	C	B	C	B
SE 3rd St/Ash Ave	B	B	B	B	B	B

At the S College Avenue/4th Street intersection, the level of service is LOS E for the Do Nothing and 12th Avenue Alternatives under the Existing Channelization scenario improving to LOS D under the Mojonnier alternative. The level of service is the same (LOS B) for all alternatives under the w/o Left Turn Channelization scenario.

For the S College Avenue/10th Street, the level of service is LOS E for the Do Nothing alternative under both channelization scenarios. For the other alternatives and channelization scenarios, the level of service is LOS D.

For the S College Avenue/Lamperti Street intersection, the level of service is C for both the Do-Nothing alternative channelization scenarios. For the 12th Street and Mojonnier alternatives, the level of service is C for the Existing Channelization and LOS B for the w/o Left Turn Channelization scenarios.

Conclusions

Overall, the Mojonnier Alternative w/o Left Turn Channelization offers the best overall level of service performance among the three alternatives. As shown in the College Avenue Traffic Assessment, removing the left turn channelization, and corresponding traffic signal timing plans, on College Avenue will significantly improve traffic operations on the College Avenue corridor.

With the construction of the Mojonier connection to Davis Avenue level of service benefits will be realized on the south end of College Avenue.

General Comments.

For the 2019 scenario:

- The result of the level of service analysis indicated that all intersections would operate at LOS D or above. Under the Do Nothing alternative, two intersections are estimated to operate at LOS D with 10th Street operating at LOS D for both the Existing and w/o Left Turn Channelization scenarios.
- The 12th Street and Mojonier alternatives have one intersection, College Avenue/4th Street, operating at LOS D, both under the Existing Channelization condition.
- The level of service for the 12th Street and Mojonier alternatives is virtually the same with the exception of College Avenue/6th Street and College Avenue/13th Street where the level of service at these intersections is LOS B compared to LOS C at the other intersections
- Overall, the Mojonier Alternative w/o LT Channelization offers a slightly better level of service than the other three alternatives and channelization scenarios.

For the 2040 scenario:

- The result of the level of service analysis indicates all intersections would operate at LOS E or above. Under the Do Nothing alternative, two intersections are estimated to operate at LOS E with 4th Street operating at LOS E for the Existing Channelization scenario and 10th Street operating at LOS E for both the Existing and w/o Left Turn Channelization scenarios.
- Under the 12th Street alternative, the College Avenue/4th Street intersection operates at LOS E under the Existing Channelization scenario and the College Avenue/10th Street intersection operates at LOS D
- One intersection, College Avenue/Whitman Drive, is estimated to operate at LOS D under the Do Nothing alternative and the Existing Channelization scenario.
- Overall, the Mojonier alternative w/o LT Channelization offers a slightly better level of service than the other three alternatives and channelization scenarios.

MOJONNIER ROAD RECONSTRUCTION PROJECT





July 16, 2020

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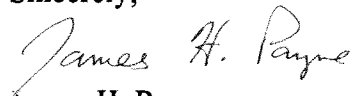
Dear Ms. Neissl,

This report is to serve as supporting documentation for services provided by Fort Walla Walla Museum/Walla Walla Valley Historical Society during the second quarter of 2020 to the City of College Place as per the 2020 award of Lodging Tax Funds.

During the second quarter, April thru June, of 2020, expenses totaling \$ 60,875 for providing services related to tourism and operation of a tourism related facility included: Building & Grounds Repairs & Maintenance, Dues & Subscriptions, Exhibits, Library, Licenses and Taxes, Light & Power, Miscellaneous, Office Supplies & Equipment Maintenance, Postage, Publicity & Promotions, Special Events, and Telephone & Alarm. We also began a heritage tourism promotional video project with CMBell, which will constitute the bulk of what the College Place LTAC award will be spent on, totaling approximately \$400 of operational costs thus far, with more expected soon.

Thank you for your time and assistance.

Sincerely,


James H. Payne
Executive Director

Encl.

ECONOMIC DEVELOPMENT REPORT

FORT WALLA WALLA MUSEUM

WALLA WALLA VALLEY HISTORICAL SOCIETY

Second Quarter 2020 (1 April through 30 June)

With the 2020 College Place Lodging Tax Funds awarded by the City of College Place to Fort Walla Walla Museum/Walla Walla Valley Historical Society, the Museum supplemented a limited budget to greatly enhance the Museum's economic development efforts that benefited the entire community.

Summary of Operations and Economic Development Services

During the second quarter of 2020, Fort Walla Walla Museum remained closed to the public due to COVID-19 restrictions. Staff continued work from home and have returned to the office with the county's move to phase 2 of the governor's Safe Start plan. We expanded and improved our social media and website content to provide access to heritage and education during lockdown and fulfilled the new requirements for our eventual reopening. The work we are doing now will allow us to come back stronger once we enter the next phase, and our increasing digital content helps keep the Walla Walla Valley top of mind for heritage tourism.

Additionally, we are working on producing a video with CMBell that will be used to promote heritage tourism to our valley. A roughly 2 minute video version will be on our website, and shorter versions will be used in Visit Walla Walla marketing campaigns. We secured funding from Visit Walla Walla and the Port of Walla Walla with some in-kind match from CMBell. We will help develop the concept and provide images and historical expertise for this video. College Place LTAC funds will primarily be used to cover our staff time spent on this project. This will tap into a tourism market that has not yet been aggressively pursued. While wine tourism is well publicized, the rich heritage tourism potential of our area has not been as widely touted. With this video, which will feature the Museum, the Mission, and other points of interest, we hope to draw many new visitors. The work done this quarter can be classified into:

1) Operations; 2) Publicity and Marketing; and 3) Community and Economic Development

1-OPERATIONS

OPERATION STATISTICS

REVENUES	Jan - June 2020	Jan - June 2019	Change
Gate Admissions	\$4,423	\$29,033	Down 84.8%
Tour Admissions	\$60	\$4,234	Down 98.6%
Total Attendance Count	1436	12,676	Down 88.7%
School Tours Count (included above)	110	3,735	Down 97.1%
Sponsorships	\$3,000	\$12,800	Down 76.6%
Store Sales	\$4,658	\$30,860	Down 84.9%

All revenues and attendance are down because we are closed due to the COVID-19 pandemic and lockdown. Sponsorships are also down as the economic effects are widespread and affect all local business partners. The virtual School Tour we created in March has been viewed an impressive 1,400 times. This is higher than expected, given the production value we were able to put into it. Several teachers gave us positive feedback and included the virtual tour in their distance learning curricula. This begins to make up for the over 3,000 participants we would have otherwise had in our usual Admission-free School Tour program this spring. This program also helps drive return visits by kids from who want to show the museum to their parents. We expect that as parents of schoolchildren and other curious adults view some of these videos, they will have greater interest in traveling to Walla Walla to visit the museum and other heritage sites. With new grant funding for video production, we will continue to improve our online offerings and create new content and activities.

Our closure has shifted many priorities around and afforded us some time to reorganize space, install several new exhibits, and catalog backlogged documents and artifacts. This "spring cleaning" we have been

able to do will make us stronger, more efficient, and better prepared for when we reopen. We have created a COVID response plan and daily cleaning and tracking logs. We have procured PPE, cleaning supplies, and installed Plexiglas barriers and made many more accommodations to assure we will provide a safe experience when we reopen. We were one of the first tourism businesses to sign onto Visit Walla Walla's Peace of Mind Pledge, promising that we will go above and beyond the minimum safety precautions. We are planning a modified Fort Walla Walla Days for October 10 and 11, but it is uncertain whether this will be allowed to occur.

Throughout the COVID-19 crisis we have maintained full pay for all employees. A \$70,000 PPP loan covered some of this expense, and we are continually seeking new sources of revenue to sustain this before we must tap into our long-guarded operational reserves. Staff prepared a major grant proposal, which could allow us to greatly expand on digital presence and attract more visitors.

2-PUBLICITY AND MARKETING

Publicity and marketing strategy has been focused on promoting our online content and our curbside pickup service. With COVID, there are currently no events to promote. The museum enjoys a remarkable number of recommendations via word of mouth, which are, according to *Nielson Marketing*, the most "credible, social, repeatable, measurable and respectful" marketing strategies to rely on. However, enhancements to our programming and promotional/publicity efforts have also helped to increase the general awareness of our Museum. The Museum staff uses social media outreach avenues to expand and remain relevant with a diverse demographic and a wider audience. We continue to post on Facebook and remain a top attraction year-round in Walla Walla on Trip Advisor, holding their Certificate of Excellence. Our event listings can be found on eight online calendars. Paid print and online ads are placed around larger events and exhibit openings. We remain visible in local press with news releases, event notifications, and historical columns, enforcing top-of-mind awareness of the museum as a recreational space with plenty of activities enjoyable for all ages. The Museum's website www.fwvm.org is constantly updated to provide information and promote museum visits. This includes event postings and Museum calendar updates. With our temporary closure, we have increased our online content (see next section). This new content is being promoted through our social media, newsletter, and emails.

3-COMMUNITY AND ECONOMIC DEVELOPMENT

With the closures and restrictions of COVID-19, we have made an extra effort to raise our online presence. In addition to regular website updates, our online exhibits section was expanded with more photos and information, the homepage was redesigned, and we quickly filmed and embedded in our website a virtual school tour, which is free for anyone to view. We have also begun a blog, posted more frequently on Facebook and other social media, and are developing even more content for our website that promotes community engagement and heritage education. People can also order from our store online for curbside pickup. Our attempt to reach people at home is meant to support the Walla Walla community and schools from around the region who would have otherwise visited for tours. This digital outreach will also keep the Museum and Walla Walla in the mind of would-be tourists who will be eager to travel once it is safe.

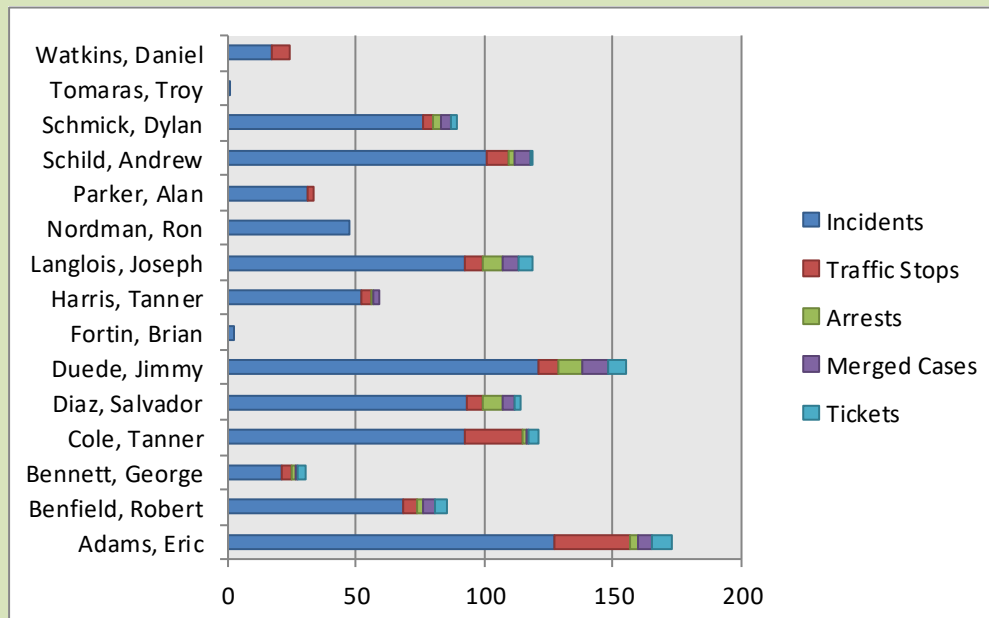
The Museum partners with the local universities, colleges and schools as well as many local not-for-profit organizations, to perform a variety of services. Time spent by these partners in addition to the hours of our volunteers, are a priceless resource to supporting Museum operations. We have taken on multiple new interns despite our closure. This is a training experience for them and a valuable source of talent for the museum. We are slowly letting some volunteers safely return and have offered at-home tasks for others. The intellectual and social engagement volunteers get through museum involvement is an important aspect of happiness and mental health in normal times and takes on even more importance during this crisis that has increased everyone's isolation.

Pursuit of support for our events and programs is ongoing. Providing access to regional history by a variety of means captures the interest of a broader audience and greater development potential in both economic resources and people assets. Participation in educational meetings and sharing not-for-profit knowledge with peers and other social agencies maintains viability as well as visibility within the local network. Staff attend workshops and engage with peer groups to build networks and expand foundation of knowledge to benefit the wellbeing of the museum and ultimately, those who visit. Our staff remains very involved in committees, boards and local community groups, key to the quality of life, economics and tourism of the Walla Walla area.

June 2020 Officer Activity



Totals	941	109	39	45	37
Officer	Incidents	Traffic Stops	Arrests	Merged Cases	Tickets
Adams, Eric	127	30	3	5	8
Benfield, Robert	68	6	2	5	4
Bennett, George	21	4	1	1	3
Cole, Tanner	92	23	1	1	4
Diaz, Salvador	93	6	8	5	2
Duede, Jimmy	121	8	9	10	7
Fortin, Brian	2	0	0	0	0
Harris, Tanner	52	4	1	2	0
Langlois, Joseph	92	7	8	6	6
Nordman, Ron	47	0	0	0	0
Parker, Alan	31	2	0	0	0
Schild, Andrew	101	8	3	6	1
Schmick, Dylan	76	4	3	4	2
Tomaras, Troy	1	0	0	0	0
Watkins, Daniel	17	7	0	0	0



Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/01/2020 00:06	Disturbance	2020-00003377	W WHITMAN DR / SW HOMESTEAD AVE	MCCULLEY, ANGELA	No	415	415
Total Incidents for 06/01/2020 : 1							
06/01/2020 01:07	Citizen Contact	2020-00003378	SW HOMESTEAD AVE / W WHITMAN DR	,	No	415	415
Total Incidents for 06/01/2020 : 1							
06/01/2020 06:34	Malicious Mischief	2020-00003379	325 NE DAMSON AVE	ELMORE, DARREN	No	414	414
Total Incidents for 06/01/2020 : 1							
06/01/2020 12:14	Parking Complaint	2020-00003380	S COLLEGE AVE / SE 12TH ST	ALLEN, DOROTHY	No	414	414
Total Incidents for 06/01/2020 : 1							
06/01/2020 13:48	Alarm	2020-00003381	1605 SE MEADOWBROOK BLVD 3	, CHRIS	No	414	414
06/01/2020 13:48	Alarm	2020-00003381	1605 SE MEADOWBROOK BLVD 3	, CHRIS	No	401	401
Total Incidents for 06/01/2020 : 2							
06/01/2020 14:06	Harassment	2020-00003382	710 S COLLEGE AVE A	NUNN, TINA	No	414	414
Total Incidents for 06/01/2020 : 1							
06/01/2020 15:31	Threats	2020-00003383	529 SW 1ST ST	MILLER, APRIL	No	414	414
Total Incidents for 06/01/2020 : 1							
06/01/2020 16:45	Abandoned Vehicle	2020-00003385	205 N COLLEGE AVE	SCHWARZ, BRITTA	No	407	407
Total Incidents for 06/01/2020 : 1							
06/01/2020 16:56	Assist	2020-00003384	1214 SE BROADWAY AVE	HOPKINS, AMBER	Yes	407	407
06/01/2020 16:56	Assist	2020-00003384	1214 SE BROADWAY AVE	HOPKINS, AMBER	Yes	401	401
Total Incidents for 06/01/2020 : 2							

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College Place Police Dept
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Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/01/2020 18:05	911 Call	2020-00003386	557 SE MAGNONI DR	,	No	407	407
06/01/2020 18:05	911 Call	2020-00003386	557 SE MAGNONI DR	,	No	401	401
Total Incidents for 06/01/2020 : 2							
06/01/2020 18:18	Animal Call	2020-00003387	NE C ST / NE DAMSON AVE	RISEWIG, MIKELLE	No	407	407
Total Incidents for 06/01/2020 : 1							
06/01/2020 19:21	Lost Property	2020-00003388	1700 SE MEADOWBROOK BLVD	RIBERA, HANNAH	No	407	407
Total Incidents for 06/01/2020 : 1							
06/01/2020 19:22	Parking Complaint	2020-00003389	SW 12TH ST / SW BADE AVE	MAIURI, MIKE	No	415	415
Total Incidents for 06/01/2020 : 1							
06/01/2020 19:59	Information Report	2020-00003391	1700 SE MEADOWBROOK BLVD	, STACY	No	407	407
Total Incidents for 06/01/2020 : 1							
06/01/2020 20:19	Citizen Contact	2020-00003390	SE LAMPERTI ST / SE MEADOWBROOK BLVD	,	No	415	415
Total Incidents for 06/01/2020 : 1							
06/01/2020 20:26	Premises Check	2020-00003392	1700 SE MEADOWBROOK BLVD	,	No	415	415
Total Incidents for 06/01/2020 : 1							
06/01/2020 20:32	Disturbance	2020-00003393	315 SE HIGHLAND PARK DR	,	No	407	407
Total Incidents for 06/01/2020 : 1							
06/01/2020 21:14	Traffic Call	2020-00003394	1117 S COLLEGE AVE	FILAN, KYLER	No	407	407
Total Incidents for 06/01/2020 : 1							

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College Place Police Dept
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Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/01/2020 23:57	Citizen Contact	2020-00003395	200 SW ACADEMY WAY	,	No	415	415
Total Incidents for 06/01/2020 : 1							
06/02/2020 05:42	Suspicious Activity	2020-00003396	258 NE DAMSON AVE C	CC, DARYL	No	415	415
06/02/2020 05:42	Suspicious Activity	2020-00003396	258 NE DAMSON AVE C	CC, DARYL	No	410	410
06/02/2020 05:42	Suspicious Activity	2020-00003396	258 NE DAMSON AVE C	CC, DARYL	No	408	408
Total Incidents for 06/02/2020 : 3							
06/02/2020 06:33	Traffic Stop	2020-00003397	BLALOCK DR / NW MARIA ST	,	No	410	410
Total Incidents for 06/02/2020 : 1							
06/02/2020 07:17	Citizen Contact	2020-00003398	1192 SE CONSTITUTION DR	CARON, JEFF	No	448	448
Total Incidents for 06/02/2020 : 1							
06/02/2020 07:56	Parking Complaint	2020-00003399	30 SW 6TH ST	,	No	448	448
Total Incidents for 06/02/2020 : 1							
06/02/2020 08:05	Parking Complaint	2020-00003400	427 SW BADE AVE	,	No	448	448
Total Incidents for 06/02/2020 : 1							
06/02/2020 08:51	Traffic Stop	2020-00003401	SE TAMARACK ST / SE LARCH AVE	,	No	414	414
Total Incidents for 06/02/2020 : 1							
06/02/2020 09:14	Code Enforcement	2020-00003402	802 SPRAGUE AVE	WWPD, 286	Yes	410	410
06/02/2020 09:14	Code Enforcement	2020-00003402	802 SPRAGUE AVE	WWPD, 286	Yes	408	408
Total Incidents for 06/02/2020 : 2							

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College Place Police Dept
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Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/02/2020 10:35	Premises Check	2020-00003403	S COLLEGE AVE / SE CEDAR BEND DR	,	No	414	414
Total Incidents for 06/02/2020 : 1							
06/02/2020 10:40	Abandoned Vehicle	2020-00003404	NE SPITZENBURG ST / NE CARGILL AVE	GRIGGS, KAREN	No	448	448
Total Incidents for 06/02/2020 : 1							
06/02/2020 11:00	Traffic Stop	2020-00003405	SE 4TH ST / S COLLEGE AVE	,	No	414	414
Total Incidents for 06/02/2020 : 1							
06/02/2020 11:31	Traffic Stop	2020-00003406	N COLLEGE AVE / NE A ST	,	No	407	407
Total Incidents for 06/02/2020 : 1							
06/02/2020 11:58	Welfare Check	2020-00003407	1107 W CHESTNUT ST L	MULHERN, MICHELLE	No	407	407
Total Incidents for 06/02/2020 : 1							
06/02/2020 12:22	Premises Check	2020-00003408	1700 SE MEADOWBROOK BLVD	,	No	410	410
06/02/2020 12:22	Premises Check	2020-00003408	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/02/2020 : 2							
06/02/2020 12:27	911 Call	2020-00003409	228 SE ROSEVILLE LN	,	Yes	414	414
06/02/2020 12:27	911 Call	2020-00003409	228 SE ROSEVILLE LN	,	Yes	407	407
Total Incidents for 06/02/2020 : 2							
06/02/2020 12:43	Parking Complaint	2020-00003410	370 SE 3RD, COLLEGE PLACE, WA	,	No	448	448
Total Incidents for 06/02/2020 : 1							

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Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/02/2020 12:43	Premises Check	2020-00003411	1100 NE C ST	,	No	410	410
06/02/2020 12:43	Premises Check	2020-00003411	1100 NE C ST	,	No	408	408
Total Incidents for 06/02/2020 : 2							
06/02/2020 12:45	Warrant Service	2020-00003413	625 S COLLEGE AVE	,	Yes		
Total Incidents for 06/02/2020 : 1							
06/02/2020 12:45	Parking Complaint	2020-00003412	364 SE 3RD, COLLEGE PLACE, WA	,	No	448	448
Total Incidents for 06/02/2020 : 1							
06/02/2020 12:45	Civil Problem	2020-00003415	611 SW BADE AVE B	HAWKS, CHRISTINA	No	410	410
06/02/2020 12:45	Civil Problem	2020-00003415	611 SW BADE AVE B	HAWKS, CHRISTINA	No	408	408
Total Incidents for 06/02/2020 : 2							
06/02/2020 12:47	Code Enforcement	2020-00003414	404 SE 3RD, COLLEGE PLACE, WA	,	No	448	448
Total Incidents for 06/02/2020 : 1							
06/02/2020 12:53	Parking Complaint	2020-00003416	283 NE DECCIO RD	,	No	448	448
Total Incidents for 06/02/2020 : 1							
06/02/2020 12:56	Parking Complaint	2020-00003417	283 NE DECCIO RD	,	No	448	448
Total Incidents for 06/02/2020 : 1							
06/02/2020 13:06	Code Enforcement	2020-00003418	SE 2ND ST / SE DATE AVE	,	No	448	448
Total Incidents for 06/02/2020 : 1							

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College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/02/2020 13:07	Domestic Problem	2020-00003420	230 SE 6TH ST C	OLIVERAS, ERIC	No	414	414
06/02/2020 13:07	Domestic Problem	2020-00003420	230 SE 6TH ST C	OLIVERAS, ERIC	No	410	410
06/02/2020 13:07	Domestic Problem	2020-00003420	230 SE 6TH ST C	OLIVERAS, ERIC	No	408	408
Total Incidents for 06/02/2020 : 3							
06/02/2020 13:08	Code Enforcement	2020-00003419	911 SE DATE AVE	,	No	448	448
Total Incidents for 06/02/2020 : 1							
06/02/2020 13:15	Found Property	2020-00003421	700 SUNCREST TER	CC, M	No	407	407
Total Incidents for 06/02/2020 : 1							
06/02/2020 13:49	Traffic Call	2020-00003422	E WHITMAN DR / SE MYRA RD	,	No	410	410
Total Incidents for 06/02/2020 : 1							
06/02/2020 14:13	Accident Hit and Run	2020-00003423	552 SE MAGNONI DR	NAVARO, GLADYS	Yes	407	407
Total Incidents for 06/02/2020 : 1							
06/02/2020 14:42	Premises Check	2020-00003424	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/02/2020 : 1							
06/02/2020 15:49	Code Enforcement	2020-00003425	607 SE SCENIC VIEW DR	,	No	448	448
Total Incidents for 06/02/2020 : 1							
06/02/2020 15:59	Theft	2020-00003444	720 N 9TH AVE	SERTA, MIGUEL	Yes		
06/02/2020 15:59	Citizen Contact	2020-00003436	720 N 9TH AVE	SERTA, MIGUEL	Yes	415	415
Total Incidents for 06/02/2020 : 2							

Daily Incident Log



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College Place Police Dept
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Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/02/2020 17:14	Suicide Threats	2020-00003426	623 S COLLEGE AVE	ALLEN, CODY	No	416	416
06/02/2020 17:14	Suicide Threats	2020-00003426	623 S COLLEGE AVE	ALLEN, CODY	No	406	406
06/02/2020 17:14	Suicide Threats	2020-00003426	623 S COLLEGE AVE	ALLEN, CODY	No	407	407
Total Incidents for 06/02/2020 : 3							
06/02/2020 17:36	Premises Check	2020-00003428	1700 SE MEADOWBROOK BLVD	,	No	402	402
Total Incidents for 06/02/2020 : 1							
06/02/2020 17:36	Premises Check	2020-00003427	1100 NE C ST	,	No	416	416
06/02/2020 17:36	Premises Check	2020-00003427	1100 NE C ST	,	No	406	406
Total Incidents for 06/02/2020 : 2							
06/02/2020 18:00	Traffic Stop	2020-00003429	SE LARCH AVE / SE 5TH ST	,	No	412	412
06/02/2020 18:00	Traffic Stop	2020-00003429	SE LARCH AVE / SE 5TH ST	,	No	407	407
Total Incidents for 06/02/2020 : 2							
06/02/2020 18:08	Towed Vehicle	2020-00003434	108 SE 6TH ST	, TROY	No		
Total Incidents for 06/02/2020 : 1							
06/02/2020 18:27	Citizen Contact	2020-00003430	1605 SE MEADOWBROOK BLVD	,	No	416	416
Total Incidents for 06/02/2020 : 1							
06/02/2020 18:31	Traffic Stop	2020-00003431	N COLLEGE AVE / NW B ST	,	No	412	412
Total Incidents for 06/02/2020 : 1							
06/02/2020 18:35	Premises Check	2020-00003432	1700 SE MEADOWBROOK BLVD	,	No	416	416
06/02/2020 18:35	Premises Check	2020-00003432	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/02/2020 : 2							

Daily Incident Log



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Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/02/2020 18:47	Domestic Problem	2020-00003433	230 SE 6TH ST C	OLIVARES, ERIC	No	412	412
06/02/2020 18:47	Domestic Problem	2020-00003433	230 SE 6TH ST C	OLIVARES, ERIC	No	407	407
06/02/2020 18:47	Domestic Problem	2020-00003433	230 SE 6TH ST C	OLIVARES, ERIC	No	402	402
Total Incidents for 06/02/2020 : 3							
06/02/2020 19:41	Fight	2020-00003435	2200 ISAACS AVE	RENDON, STEVE	Yes	415	415
Total Incidents for 06/02/2020 : 1							
06/02/2020 20:03	Information Report	2020-00003437	258 NE DAMSON AVE C	ELLIOTT, JESSE	No	416	416
06/02/2020 20:03	Information Report	2020-00003437	258 NE DAMSON AVE C	ELLIOTT, JESSE	No	415	415
06/02/2020 20:03	Information Report	2020-00003437	258 NE DAMSON AVE C	ELLIOTT, JESSE	No	412	412
06/02/2020 20:03	Information Report	2020-00003437	258 NE DAMSON AVE C	ELLIOTT, JESSE	No	409	409
06/02/2020 20:03	Information Report	2020-00003437	258 NE DAMSON AVE C	ELLIOTT, JESSE	No	402	402
Total Incidents for 06/02/2020 : 5							
06/02/2020 20:25	Information Report	2020-00003438	118 NE BIRCH AVE	FARNWORTH, ISAAC	No	416	416
06/02/2020 20:25	Information Report	2020-00003438	118 NE BIRCH AVE	FARNWORTH, ISAAC	No	415	415
06/02/2020 20:25	Information Report	2020-00003438	118 NE BIRCH AVE	FARNWORTH, ISAAC	No	402	402
Total Incidents for 06/02/2020 : 3							
06/02/2020 20:42	Paper Service	2020-00003439	1279 SE INDEPENDENCE DR	,	No		
Total Incidents for 06/02/2020 : 1							
06/02/2020 21:55	Traffic Stop	2020-00003440	N COLLEGE AVE / WALLULA AVE	,	No	415	415
06/02/2020 21:55	Traffic Stop	2020-00003440	N COLLEGE AVE / WALLULA AVE	,	No	412	412
Total Incidents for 06/02/2020 : 2							

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Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/02/2020 22:01	Citizen Contact	2020-00003441	801 SE LARCH AVE	,	No	416	416
06/02/2020 22:01	Citizen Contact	2020-00003441	801 SE LARCH AVE	,	No	409	409
Total Incidents for 06/02/2020 : 2							
06/02/2020 23:14	Traffic Stop	2020-00003442	N COLLEGE AVE / NW B ST	,	No	415	415
Total Incidents for 06/02/2020 : 1							
06/02/2020 23:36	Citizen Contact	2020-00003443	1205 S COLLEGE AVE	,	No	412	412
Total Incidents for 06/02/2020 : 1							
06/03/2020 04:12	Suspicious Activity	2020-00003445	835 SE SCENIC VIEW DR	SCHNIBBE, VERONA	No	415	415
06/03/2020 04:12	Suspicious Activity	2020-00003445	835 SE SCENIC VIEW DR	SCHNIBBE, VERONA	No	409	409
Total Incidents for 06/03/2020 : 2							
06/03/2020 04:17	Welfare Check	2020-00003446	SE 8TH ST / SE BIRCH AVE	CC, MALE	No	415	415
06/03/2020 04:17	Welfare Check	2020-00003446	SE 8TH ST / SE BIRCH AVE	CC, MALE	No	409	409
Total Incidents for 06/03/2020 : 2							
06/03/2020 09:06	Paper Service	2020-00003447	1243 SE DEWEY DR	,	No	410	410
Total Incidents for 06/03/2020 : 1							
06/03/2020 10:11	Paper Service	2020-00003448	1105 S COLLEGE AVE # 202	,	No		
Total Incidents for 06/03/2020 : 1							
06/03/2020 10:19	Disturbance	2020-00003449	70 NE ROSE ST A	OLSEN, DILLON	No	410	410
Total Incidents for 06/03/2020 : 1							
06/03/2020 11:49	Code Enforcement	2020-00003450	303 NE ASH AVE	,	No	448	448
Total Incidents for 06/03/2020 : 1							

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Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/03/2020 12:25	Welfare Check	2020-00003451	237 SE ROSEVILLE LN	JOLLY, ROBIN	No	410	410
06/03/2020 12:25	Welfare Check	2020-00003451	237 SE ROSEVILLE LN	JOLLY, ROBIN	No	408	408
Total Incidents for 06/03/2020 : 2							
06/03/2020 13:12	Code Enforcement	2020-00003452	369 NE FERNWOOD PL	,	No	448	448
Total Incidents for 06/03/2020 : 1							
06/03/2020 13:24	Code Enforcement	2020-00003453	311 NE CARGILL AVE	,	No	448	448
Total Incidents for 06/03/2020 : 1							
06/03/2020 13:28	Parking Complaint	2020-00003454	312 NE SPITZENBURG ST	,	No	448	448
Total Incidents for 06/03/2020 : 1							
06/03/2020 13:36	Information Report	2020-00003455	1700 SE MEADOWBROOK BLVD	,	No		
Total Incidents for 06/03/2020 : 1							
06/03/2020 15:15	Accident Non Injury	2020-00003456	331 NE MYRA RD	WILLIAMS, DEBBIE	No	406	406
Total Incidents for 06/03/2020 : 1							
06/03/2020 17:12	Paper Service	2020-00003457	1243 SE DEWEY DR	,	No	402	402
Total Incidents for 06/03/2020 : 1							
06/03/2020 17:45	Shoplifting	2020-00003458	1700 SE MEADOWBROOK BLVD	, CHRISTINE	No	416	416
06/03/2020 17:45	Shoplifting	2020-00003458	1700 SE MEADOWBROOK BLVD	, CHRISTINE	No	406	406
06/03/2020 17:45	Shoplifting	2020-00003458	1700 SE MEADOWBROOK BLVD	, CHRISTINE	No	402	402
Total Incidents for 06/03/2020 : 3							

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College Place Police Dept
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Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/03/2020 18:25	Theft	2020-00003459	801 SE LARCH AVE	PIERCY, ADAM	No	402	402
Total Incidents for 06/03/2020 : 1							
06/03/2020 18:39	Theft Motor Vehicle	2020-00003460	17 NW EARL LN	GONZALEZ, CRYSTAL L	No	402	402
Total Incidents for 06/03/2020 : 1							
06/03/2020 19:09	911 Call	2020-00003462	228 SE ROSEVILLE LN	,	No	416	416
06/03/2020 19:09	911 Call	2020-00003462	228 SE ROSEVILLE LN	,	No	402	402
Total Incidents for 06/03/2020 : 2							
06/03/2020 19:09	Citizen Contact	2020-00003461	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/03/2020 : 1							
06/03/2020 19:15	Domestic Problem	2020-00003463	115 SE 8TH ST	STRAMPHER, SANDY	No	416	416
06/03/2020 19:15	Domestic Problem	2020-00003463	115 SE 8TH ST	STRAMPHER, SANDY	No	406	406
06/03/2020 19:15	Domestic Problem	2020-00003463	115 SE 8TH ST	STRAMPHER, SANDY	No	402	402
Total Incidents for 06/03/2020 : 3							
06/03/2020 20:24	Domestic Problem	2020-00003464	115 SE 8TH ST	STRAMPHER, SANDEE	No	406	406
06/03/2020 20:24	Domestic Problem	2020-00003464	115 SE 8TH ST	STRAMPHER, SANDEE	No	409	409
06/03/2020 20:24	Domestic Problem	2020-00003464	115 SE 8TH ST	STRAMPHER, SANDEE	No	402	402
Total Incidents for 06/03/2020 : 3							
06/03/2020 20:55	Paper Service	2020-00003465	1243 SE DEWEY DR	,	No	409	409
06/03/2020 20:55	Paper Service	2020-00003465	1243 SE DEWEY DR	,	No	402	402
Total Incidents for 06/03/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/03/2020 21:10	Theft	2020-00003466	637 SE 8TH ST	BROWN, EMILY	Yes	406	406
06/03/2020 21:10	Theft	2020-00003466	637 SE 8TH ST	BROWN, EMILY	Yes	402	402
Total Incidents for 06/03/2020 : 2							
06/03/2020 21:28	Domestic Problem	2020-00003467	115 SE 8TH ST	STRAMPHER, SANDEE	No	406	406
06/03/2020 21:28	Domestic Problem	2020-00003467	115 SE 8TH ST	STRAMPHER, SANDEE	No	409	409
Total Incidents for 06/03/2020 : 2							
06/03/2020 21:36	Traffic Call	2020-00003468	SE 10TH ST / S COLLEGE AVE	CC, M	No	416	416
06/03/2020 21:36	Traffic Call	2020-00003468	SE 10TH ST / S COLLEGE AVE	CC, M	No	402	402
Total Incidents for 06/03/2020 : 2							
06/04/2020 00:58	Suspicious Activity	2020-00003469	1200 SE 12TH ST	WARREN, WILLIAM	Yes	416	416
06/04/2020 00:58	Suspicious Activity	2020-00003469	1200 SE 12TH ST	WARREN, WILLIAM	Yes	409	409
Total Incidents for 06/04/2020 : 2							
06/04/2020 02:03	911 Call	2020-00003470	228 SE ROSEVILLE LN	,	No	416	416
06/04/2020 02:03	911 Call	2020-00003470	228 SE ROSEVILLE LN	,	No	409	409
Total Incidents for 06/04/2020 : 2							
06/04/2020 02:53	Traffic Stop	2020-00003471	NE ROSE ST / N COLLEGE AVE	,	Yes	409	409
Total Incidents for 06/04/2020 : 1							
06/04/2020 06:30	Alarm	2020-00003472	795 SE SYDNEE LN	WW ELECTRIC,	No	410	410
06/04/2020 06:30	Alarm	2020-00003472	795 SE SYDNEE LN	WW ELECTRIC,	No	408	408
Total Incidents for 06/04/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/04/2020 07:11	Code Enforcement	2020-00003473	111 SE 12TH ST, COLLEGE PLACE, WA	,	No	448	448
Total Incidents for 06/04/2020 : 1							
06/04/2020 10:23	Paper Service	2020-00003474	1243 SE DEWEY DR	,	No	410	410
Total Incidents for 06/04/2020 : 1							
06/04/2020 12:20	Animal Call	2020-00003475	222 SW DAVIS AVE	CPPD, 410	No	410	410
Total Incidents for 06/04/2020 : 1							
06/04/2020 13:29	Premises Check	2020-00003476	1700 SE MEADOWBROOK BLVD	,	No	410	410
06/04/2020 13:29	Premises Check	2020-00003476	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/04/2020 : 2							
06/04/2020 13:51	Premises Check	2020-00003477	1100 NE C ST	,	No	410	410
06/04/2020 13:51	Premises Check	2020-00003477	1100 NE C ST	,	No	408	408
06/04/2020 13:51	Premises Check	2020-00003477	1100 NE C ST	,	No	402	402
Total Incidents for 06/04/2020 : 3							
06/04/2020 14:14	911 Call	2020-00003478	1037 SW PUFF LN 7	,	No	406	406
06/04/2020 14:14	911 Call	2020-00003478	1037 SW PUFF LN 7	,	No	410	410
06/04/2020 14:14	911 Call	2020-00003478	1037 SW PUFF LN 7	,	No	408	408
06/04/2020 14:14	911 Call	2020-00003478	1037 SW PUFF LN 7	,	No	402	402
Total Incidents for 06/04/2020 : 4							
06/04/2020 14:34	Animal Noise Complaint	2020-00003479	1144 SE SCENIC VIEW DR	SIMMONS, STEPHANIE	No	448	448
Total Incidents for 06/04/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/04/2020 16:18	Traffic Stop	2020-00003480	SE CENTRAL AVE / SE 12TH ST	,	No	406	406
Total Incidents for 06/04/2020 : 1							
06/04/2020 16:34	Premises Check	2020-00003481	1100 NE C ST	,	No	406	406
Total Incidents for 06/04/2020 : 1							
06/04/2020 16:57	Premises Check	2020-00003482	801 SE LARCH AVE	,	No	416	416
06/04/2020 16:57	Premises Check	2020-00003482	801 SE LARCH AVE	,	No	406	406
Total Incidents for 06/04/2020 : 2							
06/04/2020 17:04	911 Call	2020-00003483	528 SW 1ST ST	CHANDLER, MRS	No	416	416
06/04/2020 17:04	911 Call	2020-00003483	528 SW 1ST ST	CHANDLER, MRS	No	406	406
06/04/2020 17:04	911 Call	2020-00003483	528 SW 1ST ST	CHANDLER, MRS	No	402	402
Total Incidents for 06/04/2020 : 3							
06/04/2020 17:40	911 Call	2020-00003484	228 SE ROSEVILLE LN	PALMER, JAMES	No	416	416
06/04/2020 17:40	911 Call	2020-00003484	228 SE ROSEVILLE LN	PALMER, JAMES	No	406	406
06/04/2020 17:40	911 Call	2020-00003484	228 SE ROSEVILLE LN	PALMER, JAMES	No	402	402
Total Incidents for 06/04/2020 : 3							
06/04/2020 18:04	Vehicle Prowl	2020-00003485	27 N COLLEGE AVE 24	DIAZ, LESTTER	Yes	416	416
Total Incidents for 06/04/2020 : 1							
06/04/2020 18:32	Traffic Stop	2020-00003486	PEPPERS BRIDGE RD / TAUMARSON RD	,	No	402	402
Total Incidents for 06/04/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/04/2020 18:50	Citizen Contact	2020-00003487	200 SW ACADEMY WAY	,	No	406	406
Total Incidents for 06/04/2020 : 1							
06/04/2020 18:59	Premises Check	2020-00003488	1100 NE C ST	,	No	416	416
Total Incidents for 06/04/2020 : 1							
06/04/2020 20:54	Harassment	2020-00003489	228 SE ROSEVILLE LN	,	No	416	416
06/04/2020 20:54	Harassment	2020-00003489	228 SE ROSEVILLE LN	,	No	406	406
06/04/2020 20:54	Harassment	2020-00003489	228 SE ROSEVILLE LN	,	No	402	402
Total Incidents for 06/04/2020 : 3							
06/04/2020 21:19	Traffic Call	2020-00003490	S HWY 125 / OLD MILTON HWY	SCHWARZ, GABBY	No	402	402
Total Incidents for 06/04/2020 : 1							
06/04/2020 22:54	Theft	2020-00003492	1250 SE COMMERCIAL DR	CORONA, DANIEL	No	406	406
Total Incidents for 06/04/2020 : 1							
06/04/2020 22:54	Traffic Stop	2020-00003491	SE LAMPERTI ST / SE MEADOWBROOK BLVD	,	No	406	406
06/04/2020 22:54	Traffic Stop	2020-00003491	SE LAMPERTI ST / SE MEADOWBROOK BLVD	,	No	402	402
Total Incidents for 06/04/2020 : 2							
06/05/2020 00:06	Citizen Contact	2020-00003493	46.0288150000000000 - 118.3862380010000000	,	No		
Total Incidents for 06/05/2020 : 1							
06/05/2020 08:03	Assist	2020-00003494	625 S COLLEGE AVE	, CAROLYN	No	410	410
06/05/2020 08:03	Assist	2020-00003494	625 S COLLEGE AVE	, CAROLYN	No	408	408
Total Incidents for 06/05/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/05/2020 10:34	Malicious Mischief	2020-00003495	529 SW 1ST ST	MILLER, APRIL	No	408	408
Total Incidents for 06/05/2020 : 1							
06/05/2020 11:24	Shots Fired	2020-00003496	900 N 9TH AVE BLK	& WELDING, EDWARDS MECHANICAL & WELDING, EDWARDS MECHANICAL	Yes	410	410
06/05/2020 11:24	Shots Fired	2020-00003496	900 N 9TH AVE BLK		Yes	408	408
Total Incidents for 06/05/2020 : 2							
06/05/2020 12:19	Accident Non Injury	2020-00003497	1700 SE MEADOWBROOK BLVD	PRADO PIO, JUAN	No	431	431
Total Incidents for 06/05/2020 : 1							
06/05/2020 12:31	Fraud	2020-00003498	706 W ROSE ST	HODGE, TONYA CYDNIE	Yes	410	410
Total Incidents for 06/05/2020 : 1							
06/05/2020 12:39	Accident Hit and Run	2020-00003500	1700 SE MEADOWBROOK BLVD	BROWN, MICHAEL	No	410	410
06/05/2020 12:39	Accident Hit and Run	2020-00003500	1700 SE MEADOWBROOK BLVD	BROWN, MICHAEL	No	431	431
Total Incidents for 06/05/2020 : 2							
06/05/2020 12:59	Citizen Contact	2020-00003499	225 SE DATE AVE	,	No	408	408
Total Incidents for 06/05/2020 : 1							
06/05/2020 13:59	Citizen Contact	2020-00003501	625 S COLLEGE AVE	,	No	406	406
Total Incidents for 06/05/2020 : 1							
06/05/2020 14:05	Traffic Stop	2020-00003502	S COLLEGE AVE / SW 13TH ST	,	No	431	431
06/05/2020 14:05	Traffic Stop	2020-00003502	S COLLEGE AVE / SW 13TH ST	,	No	402	402
Total Incidents for 06/05/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/05/2020 14:06	Paper Service	2020-00003503	625 S COLLEGE AVE	,	No	406	406
06/05/2020 14:06	Paper Service	2020-00003503	625 S COLLEGE AVE	,	No	410	410
06/05/2020 14:06	Paper Service	2020-00003503	625 S COLLEGE AVE	,	No	402	402
Total Incidents for 06/05/2020 : 3							
06/05/2020 14:18	Traffic Call	2020-00003504	300 SE 4TH ST BLK	COLLINS, ANDREW	No	431	431
Total Incidents for 06/05/2020 : 1							
06/05/2020 14:23	Traffic Call	2020-00003505	1300 SE LARCH AVE BLK	WAGNER, GAYLE	No	410	410
Total Incidents for 06/05/2020 : 1							
06/05/2020 14:39	Violation of Court Order	2020-00003506	1700 SE MEADOWBROOK BLVD	LAUGHLIN, SHAWNA	No	410	410
06/05/2020 14:39	Violation of Court Order	2020-00003506	1700 SE MEADOWBROOK BLVD	LAUGHLIN, SHAWNA	No	431	431
Total Incidents for 06/05/2020 : 2							
06/05/2020 16:48	Citizen Contact	2020-00003507	W WHITMAN DR / SW HOMESTEAD AVE	,	No	416	416
Total Incidents for 06/05/2020 : 1							
06/05/2020 16:55	Traffic Call	2020-00003508	SE LAMPERTI ST / SE MEADOWBROOK BLVD	PERRY, LILLY	No	416	416
Total Incidents for 06/05/2020 : 1							
06/05/2020 17:11	Shoplifting	2020-00003509	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	Yes	416	416
06/05/2020 17:11	Shoplifting	2020-00003509	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	Yes	406	406
06/05/2020 17:11	Shoplifting	2020-00003509	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	Yes	402	402
Total Incidents for 06/05/2020 : 3							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/05/2020 18:10	Information Report	2020-00003510	31 SE ASH AVE	DEATSMAN, LUCINDA	No	402	402
Total Incidents for 06/05/2020 : 1							
06/05/2020 21:19	Paper Service	2020-00003511	1105 S COLLEGE AVE 202	,	No		
Total Incidents for 06/05/2020 : 1							
06/05/2020 21:52	Traffic Stop	2020-00003512	NE MYRA RD/NE SPITZENBURG ST	,	No	406	406
Total Incidents for 06/05/2020 : 1							
06/05/2020 22:03	Traffic Call	2020-00003513	311 SE 4TH ST	COLLINS, ANDREW	No	409	409
Total Incidents for 06/05/2020 : 1							
06/05/2020 23:23	911 Call	2020-00003514	PROSPECT AVE / PLAZA WAY	KELLEY, JOHN	Yes	416	416
06/05/2020 23:23	911 Call	2020-00003514	PROSPECT AVE / PLAZA WAY	KELLEY, JOHN	Yes	406	406
06/05/2020 23:23	911 Call	2020-00003514	PROSPECT AVE / PLAZA WAY	KELLEY, JOHN	Yes	409	409
06/05/2020 23:23	911 Call	2020-00003514	PROSPECT AVE / PLAZA WAY	KELLEY, JOHN	Yes	402	402
Total Incidents for 06/05/2020 : 4							
06/06/2020 00:11	Disturbance	2020-00003515	535 SE SCENIC VIEW DR	RUTHVEN, BOB	No	409	409
Total Incidents for 06/06/2020 : 1							
06/06/2020 00:17	Alarm	2020-00003516	3808 ROLLING HILLS LN	ADVANCED PROTECTION,	No	409	409
Total Incidents for 06/06/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/06/2020 01:40	Disturbance	2020-00003517	223 SE ROSEVILLE LN	CC, FEMALE	No	416	416
06/06/2020 01:40	Disturbance	2020-00003517	223 SE ROSEVILLE LN	CC, FEMALE	No	409	409
Total Incidents for 06/06/2020 : 2							
06/06/2020 04:56	Welfare Check	2020-00003518	204 S COLLEGE AVE	GHIAN, DEMETRIA	No	431	431
06/06/2020 04:56	Welfare Check	2020-00003518	204 S COLLEGE AVE	GHIAN, DEMETRIA	No	409	409
Total Incidents for 06/06/2020 : 2							
06/06/2020 06:05	Animal Call	2020-00003519	509 SW 2ND ST	,	No	431	431
Total Incidents for 06/06/2020 : 1							
06/06/2020 10:34	Welfare Check	2020-00003520	1700 SE MEADOWBROOK BLVD	COLVIN, JUSTIN	No	414	414
06/06/2020 10:34	Welfare Check	2020-00003520	1700 SE MEADOWBROOK BLVD	COLVIN, JUSTIN	No	431	431
Total Incidents for 06/06/2020 : 2							
06/06/2020 12:16	Fraud	2020-00003521	47 N CAMPBELL RD 9	GERSTMER, NORMAN	No	414	414
06/06/2020 12:16	Fraud	2020-00003521	47 N CAMPBELL RD 9	GERSTMER, NORMAN	No	CPPD	
Total Incidents for 06/06/2020 : 2							
06/06/2020 13:08	Domestic Problem	2020-00003522	117 SE 12TH ST	CC, ANON	No	414	414
06/06/2020 13:08	Domestic Problem	2020-00003522	117 SE 12TH ST	CC, ANON	No	401	401
Total Incidents for 06/06/2020 : 2							
06/06/2020 14:35	Lost Property	2020-00003523	623 S COLLEGE AVE	CAZANIS, KATIE	No	414	414
Total Incidents for 06/06/2020 : 1							
06/06/2020 14:54	Paper Service	2020-00003524	920 SE BIRCH AVE	,	No	414	414
Total Incidents for 06/06/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/06/2020 16:57	Follow Up	2020-00003525	415 SE DATE AVE	,	No	407	407
Total Incidents for 06/06/2020 : 1							
06/06/2020 17:09	Suspicious Activity	2020-00003526	200 SW ACADEMY WAY	REIBER, MARIANNE	No	407	407
06/06/2020 17:09	Suspicious Activity	2020-00003526	200 SW ACADEMY WAY	REIBER, MARIANNE	No	401	401
Total Incidents for 06/06/2020 : 2							
06/06/2020 17:44	Disturbance	2020-00003527	795 SE SYDNEE LN	WAGNER, GAIL	No	407	407
06/06/2020 17:44	Disturbance	2020-00003527	795 SE SYDNEE LN	WAGNER, GAIL	No	401	401
Total Incidents for 06/06/2020 : 2							
06/06/2020 17:47	Shoplifting	2020-00003528	1700 SE MEADOWBROOK BLVD	BROOKS, KRISTINE	Yes	407	407
Total Incidents for 06/06/2020 : 1							
06/06/2020 23:17	Traffic Stop	2020-00003529	S COLLEGE AVE / SW 9TH ST	,	No	415	415
06/06/2020 23:17	Traffic Stop	2020-00003529	S COLLEGE AVE / SW 9TH ST	,	No	407	407
Total Incidents for 06/06/2020 : 2							
06/06/2020 23:48	Phone Message	2020-00003531	623 S COLLEGE AVE	BURCHILL, JAYME	No	407	407
Total Incidents for 06/06/2020 : 1							
06/06/2020 23:53	Warrant Service	2020-00003530	W WHITMAN DR / N COLLEGE AVE	,	Yes	415	415
06/06/2020 23:53	Warrant Service	2020-00003530	W WHITMAN DR / N COLLEGE AVE	,	Yes	407	407
Total Incidents for 06/06/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/07/2020 04:13	Traffic Stop	2020-00003532	MOJONNIER RD / CLARENCE AVE	,	Yes	415	415
06/07/2020 04:13	Traffic Stop	2020-00003532	MOJONNIER RD / CLARENCE AVE	,	Yes	431	431
Total Incidents for 06/07/2020 : 2							
06/07/2020 05:35	Domestic Problem	2020-00003533	230 SE 6TH ST C	OLIVARES, ERIC	No	415	415
06/07/2020 05:35	Domestic Problem	2020-00003533	230 SE 6TH ST C	OLIVARES, ERIC	No	431	431
Total Incidents for 06/07/2020 : 2							
06/07/2020 09:49	Phone Message	2020-00003534	625 S COLLEGE AVE	JACOBS, KAREN	No	431	431
06/07/2020 09:49	Phone Message	2020-00003534	625 S COLLEGE AVE	JACOBS, KAREN	No	401	401
Total Incidents for 06/07/2020 : 2							
06/07/2020 10:09	Found Property	2020-00003535	623 S COLLEGE AVE	,	Yes	414	414
Total Incidents for 06/07/2020 : 1							
06/07/2020 11:13	Disturbance	2020-00003536	NE ASH AVE / NE C ST	CC, MALE	No	414	414
06/07/2020 11:13	Disturbance	2020-00003536	NE ASH AVE / NE C ST	CC, MALE	No	431	431
06/07/2020 11:13	Disturbance	2020-00003536	NE ASH AVE / NE C ST	CC, MALE	No	401	401
Total Incidents for 06/07/2020 : 3							
06/07/2020 12:32	Assist	2020-00003537	1700 SE MEADOWBROOK BLVD	BROOK, CHRISTINE	Yes	414	414
06/07/2020 12:32	Assist	2020-00003537	1700 SE MEADOWBROOK BLVD	BROOK, CHRISTINE	Yes	401	401
Total Incidents for 06/07/2020 : 2							
06/07/2020 14:07	Burglary	2020-00003538	1004 SW PUFF LN	BOYD, NORMAN	Yes	414	414
Total Incidents for 06/07/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/07/2020 16:53	Follow Up	2020-00003539	1700 SE MEADOWBROOK BLVD	,	No	407	407
Total Incidents for 06/07/2020 : 1							
06/07/2020 18:02	Traffic Call	2020-00003540	1117 S COLLEGE AVE	,	No	407	407
Total Incidents for 06/07/2020 : 1							
06/07/2020 18:10	Towed Vehicle	2020-00003541	1700 SE MEADOWBROOK BLVD	, JEFF	No		
Total Incidents for 06/07/2020 : 1							
06/07/2020 18:55	Unwanted Person	2020-00003542	583 NW EVANS AVE 2	ALLEN, CODY	No	407	407
Total Incidents for 06/07/2020 : 1							
06/07/2020 19:05	Traffic Call	2020-00003543	JANTZ RD / W HUMORIST RD	,	Yes	407	407
Total Incidents for 06/07/2020 : 1							
06/07/2020 20:02	Premises Check	2020-00003544	1700 SE MEADOWBROOK BLVD	,	No	415	415
06/07/2020 20:02	Premises Check	2020-00003544	1700 SE MEADOWBROOK BLVD	,	No	407	407
Total Incidents for 06/07/2020 : 2							
06/07/2020 22:26	Warrant Service	2020-00003545	SE SCENIC VIEW DR / SE SKY AVE	,	Yes	415	415
06/07/2020 22:26	Warrant Service	2020-00003545	SE SCENIC VIEW DR / SE SKY AVE	,	Yes	407	407
Total Incidents for 06/07/2020 : 2							
06/08/2020 11:35	Lost Property	2020-00003546	1700 SE MEADOWBROOK BLVD	CAMPOS, MARIA	No	414	414
Total Incidents for 06/08/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/08/2020 13:29	Paper Service	2020-00003547	920 SE BIRCH AVE	,	No	414	414
Total Incidents for 06/08/2020 : 1							
06/08/2020 15:56	Welfare Check	2020-00003548	1294 SE CREEKSIDE DR	BARNES, STEVE	No	407	407
06/08/2020 15:56	Welfare Check	2020-00003548	1294 SE CREEKSIDE DR	BARNES, STEVE	No	401	401
Total Incidents for 06/08/2020 : 2							
06/08/2020 22:29	Traffic Stop	2020-00003549	S COLLEGE AVE / SW 10TH ST	,	No	407	407
Total Incidents for 06/08/2020 : 1							
06/09/2020 00:56	Information Report	2020-00003550	1250 SE COMMERCIAL DR	SEWELL, JENNIFER	Yes	407	407
Total Incidents for 06/09/2020 : 1							
06/09/2020 09:11	911 Call	2020-00003551	1206 SE DEWEY DR	,	Yes	414	414
06/09/2020 09:11	911 Call	2020-00003551	1206 SE DEWEY DR	,	Yes	406	406
06/09/2020 09:11	911 Call	2020-00003551	1206 SE DEWEY DR	,	Yes	400	400
06/09/2020 09:11	911 Call	2020-00003551	1206 SE DEWEY DR	,	Yes	410	410
06/09/2020 09:11	911 Call	2020-00003551	1206 SE DEWEY DR	,	Yes	411	411
06/09/2020 09:11	911 Call	2020-00003551	1206 SE DEWEY DR	,	Yes	408	408
06/09/2020 09:11	911 Call	2020-00003551	1206 SE DEWEY DR	,	Yes	402	402
Total Incidents for 06/09/2020 : 7							
06/09/2020 11:43	Traffic Stop	2020-00003552	SW 4TH ST / SW ACADEMY WAY	,	No	410	410
Total Incidents for 06/09/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/09/2020 11:58	Fraud	2020-00003553	778 SE SONGBIRD LN	PYNE, CAROL	No	408	408
Total Incidents for 06/09/2020 : 1							
06/09/2020 13:00	Premises Check	2020-00003554	1700 SE MEADOWBROOK BLVD	,	No	414	414
06/09/2020 13:00	Premises Check	2020-00003554	1700 SE MEADOWBROOK BLVD	,	No	410	410
06/09/2020 13:00	Premises Check	2020-00003554	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/09/2020 : 3							
06/09/2020 13:09	Civil Problem	2020-00003555	629 SE BIRCH AVE	ALLEN, CODY	No	414	414
06/09/2020 13:09	Civil Problem	2020-00003555	629 SE BIRCH AVE	ALLEN, CODY	No	408	408
Total Incidents for 06/09/2020 : 2							
06/09/2020 13:24	Premises Check	2020-00003556	1100 NE C ST	,	No	410	410
06/09/2020 13:24	Premises Check	2020-00003556	1100 NE C ST	,	No	408	408
Total Incidents for 06/09/2020 : 2							
06/09/2020 13:48	Traffic Stop	2020-00003557	W ROSE ST / NE MYRA RD	,	No	410	410
06/09/2020 13:48	Traffic Stop	2020-00003557	W ROSE ST / NE MYRA RD	,	No	408	408
Total Incidents for 06/09/2020 : 2							
06/09/2020 13:57	Domestic Physical	2020-00003558	1250 SE COMMERCIAL DR	STEINBAUGH, DEBBIE	No	406	406
06/09/2020 13:57	Domestic Physical	2020-00003558	1250 SE COMMERCIAL DR	STEINBAUGH, DEBBIE	No	CPPD	
Total Incidents for 06/09/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/09/2020 15:29	Assist	2020-00003559	1700 SE MEADOWBROOK BLVD	JOHNSON, NATALIA	Yes	406	406
06/09/2020 15:29	Assist	2020-00003559	1700 SE MEADOWBROOK BLVD	JOHNSON, NATALIA	Yes	402	402
Total Incidents for 06/09/2020 : 2							
06/09/2020 15:54	Disturbance	2020-00003560	128 SW 10TH ST	NASRALA, OSAMA	No	406	406
06/09/2020 15:54	Disturbance	2020-00003560	128 SW 10TH ST	NASRALA, OSAMA	No	402	402
Total Incidents for 06/09/2020 : 2							
06/09/2020 17:37	Premises Check	2020-00003561	1100 NE C ST	,	No	416	416
06/09/2020 17:37	Premises Check	2020-00003561	1100 NE C ST	,	No	406	406
Total Incidents for 06/09/2020 : 2							
06/09/2020 17:56	Animal Call	2020-00003562	GRANDVIEW AVE / BRICKNER RD	WILLIS, TAD	No	407	407
Total Incidents for 06/09/2020 : 1							
06/09/2020 18:20	Premises Check	2020-00003563	1700 SE MEADOWBROOK BLVD	,	No	416	416
06/09/2020 18:20	Premises Check	2020-00003563	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/09/2020 : 2							
06/09/2020 18:38	Traffic Stop	2020-00003564	SE LARCH AVE / SE BRENTWOOD PL	,	No	407	407
Total Incidents for 06/09/2020 : 1							
06/09/2020 18:53	Traffic Stop	2020-00003565	E WHITMAN DR / SE MAPLE AVE	,	No	407	407
Total Incidents for 06/09/2020 : 1							
06/09/2020 19:03	Traffic Stop	2020-00003566	1700 SE MEADOWBROOK BLVD	,	No	407	407
Total Incidents for 06/09/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/09/2020 21:33	Premises Check	2020-00003567	801 SE LARCH AVE	,	No	416	416
06/09/2020 21:33	Premises Check	2020-00003567	801 SE LARCH AVE	,	No	415	415
Total Incidents for 06/09/2020 : 2							
06/09/2020 21:46	Animal Found	2020-00003569	795 SE SYDNEE LN	BROWN, DILLON	No	407	407
Total Incidents for 06/09/2020 : 1							
06/09/2020 21:49	Traffic Stop	2020-00003568	S COLLEGE AVE / SE 8TH ST	,	No	409	409
06/09/2020 21:49	Traffic Stop	2020-00003568	S COLLEGE AVE / SE 8TH ST	,	No	407	407
Total Incidents for 06/09/2020 : 2							
06/09/2020 22:19	Traffic Stop	2020-00003570	SE LARCH AVE / SE TAMARACK ST	,	No	416	416
06/09/2020 22:19	Traffic Stop	2020-00003570	SE LARCH AVE / SE TAMARACK ST	,	No	415	415
Total Incidents for 06/09/2020 : 2							
06/09/2020 23:40	Disturbance	2020-00003571	604 SE KIWANIS DR	KOSTENKO, IRINA	No	416	416
06/09/2020 23:40	Disturbance	2020-00003571	604 SE KIWANIS DR	KOSTENKO, IRINA	No	406	406
06/09/2020 23:40	Disturbance	2020-00003571	604 SE KIWANIS DR	KOSTENKO, IRINA	No	409	409
06/09/2020 23:40	Disturbance	2020-00003571	604 SE KIWANIS DR	KOSTENKO, IRINA	No	407	407
Total Incidents for 06/09/2020 : 4							
06/09/2020 23:58	Citizen Contact	2020-00003572	1117 S COLLEGE AVE	,	No	416	416
06/09/2020 23:58	Citizen Contact	2020-00003572	1117 S COLLEGE AVE	,	No	415	415
Total Incidents for 06/09/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/10/2020 00:52	Suspicious Activity	2020-00003573	S HWY 125 / FARMLAND RD	MADRAGAL, JUAN	Yes	416	416
06/10/2020 00:52	Suspicious Activity	2020-00003573	S HWY 125 / FARMLAND RD	MADRAGAL, JUAN	Yes	409	409
06/10/2020 00:52	Suspicious Activity	2020-00003573	S HWY 125 / FARMLAND RD	MADRAGAL, JUAN	Yes	407	407
Total Incidents for 06/10/2020 : 3							
06/10/2020 01:59	Disturbance	2020-00003574	524 NE TROUTDALE AVE	PETERSON, DON	No	416	416
06/10/2020 01:59	Disturbance	2020-00003574	524 NE TROUTDALE AVE	PETERSON, DON	No	415	415
Total Incidents for 06/10/2020 : 2							
06/10/2020 06:45	Citizen Contact	2020-00003575	406 S COLLEGE AVE	,	Yes	448	448
06/10/2020 06:45	Citizen Contact	2020-00003575	406 S COLLEGE AVE	,	Yes	410	410
06/10/2020 06:45	Citizen Contact	2020-00003575	406 S COLLEGE AVE	,	Yes	CPPD	
06/10/2020 06:45	Citizen Contact	2020-00003575	406 S COLLEGE AVE	,	Yes	411	411
06/10/2020 06:45	Citizen Contact	2020-00003575	406 S COLLEGE AVE	,	Yes	408	408
Total Incidents for 06/10/2020 : 5							
06/10/2020 10:54	Theft	2020-00003576	201 SW 1ST ST	CPPD, 431	No	410	410
06/10/2020 10:54	Theft	2020-00003576	201 SW 1ST ST	CPPD, 431	No	408	408
Total Incidents for 06/10/2020 : 2							
06/10/2020 14:20	Animal Call	2020-00003577	200 E WHITMAN DR BLK	BIERWAGON, CAMERON	No	448	448
Total Incidents for 06/10/2020 : 1							
06/10/2020 14:30	911 Call	2020-00003578	1250 SE COMMERCIAL DR	WAYPOINT,	No		
Total Incidents for 06/10/2020 : 1							
06/10/2020 14:54	Towed Vehicle	2020-00003588	205 NE LARCH AVE	CC, JEFF	No		
Total Incidents for 06/10/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/10/2020 14:56	Animal Found	2020-00003579	SE MAPLE AVE / E WHITMAN DR	, DENISE	No	448	448
Total Incidents for 06/10/2020 : 1							
06/10/2020 15:13	Narcotics Call	2020-00003580	1205 S COLLEGE AVE	JODY,	No	406	406
Total Incidents for 06/10/2020 : 1							
06/10/2020 15:36	Premises Check	2020-00003581	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/10/2020 : 1							
06/10/2020 16:04	Parking Complaint	2020-00003582	436 SE 4TH ST	,	No	448	448
Total Incidents for 06/10/2020 : 1							
06/10/2020 16:11	Code Enforcement	2020-00003583	15 SE 4TH ST	,	No	448	448
Total Incidents for 06/10/2020 : 1							
06/10/2020 16:16	Premises Check	2020-00003584	1100 NE C ST	,	No	406	406
Total Incidents for 06/10/2020 : 1							
06/10/2020 17:08	Citizen Contact	2020-00003585	225 SE DATE AVE	,	No	416	416
Total Incidents for 06/10/2020 : 1							
06/10/2020 17:20	Citizen Contact	2020-00003586	SW 4TH ST / SW ACADEMY WAY	,	No	406	406
Total Incidents for 06/10/2020 : 1							
06/10/2020 17:27	Citizen Contact	2020-00003587	200 SW ACADEMY WAY	,	No	406	406
Total Incidents for 06/10/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/10/2020 17:58	Suicide Threats	2020-00003589	583 NW EVANS AVE	ALAN, DORTHY	No	416	416
06/10/2020 17:58	Suicide Threats	2020-00003589	583 NW EVANS AVE	ALAN, DORTHY	No	406	406
06/10/2020 17:58	Suicide Threats	2020-00003589	583 NW EVANS AVE	ALAN, DORTHY	No	402	402
Total Incidents for 06/10/2020 : 3							
06/10/2020 18:32	Civil Problem	2020-00003590	706 S COLLEGE AVE	MCGEE, KAYLEE	No	416	416
06/10/2020 18:32	Civil Problem	2020-00003590	706 S COLLEGE AVE	MCGEE, KAYLEE	No	406	406
06/10/2020 18:32	Civil Problem	2020-00003590	706 S COLLEGE AVE	MCGEE, KAYLEE	No	402	402
Total Incidents for 06/10/2020 : 3							
06/10/2020 20:27	Threats	2020-00003591	283 WALLULA AVE	PALMER, GLENN	No	406	406
06/10/2020 20:27	Threats	2020-00003591	283 WALLULA AVE	PALMER, GLENN	No	402	402
Total Incidents for 06/10/2020 : 2							
06/10/2020 21:06	Animal Lost	2020-00003592	31 NE IVY LN	MINK, TANNER	No	CPPD	
Total Incidents for 06/10/2020 : 1							
06/10/2020 21:24	Animal Call	2020-00003593	211 SW 6TH ST	CASTILLO, KATY	No	406	406
Total Incidents for 06/10/2020 : 1							
06/10/2020 21:34	Traffic Stop	2020-00003594	SE 12TH ST / SE BROADWAY AVE	,	No	416	416
Total Incidents for 06/10/2020 : 1							
06/10/2020 21:46	Assist	2020-00003595	706 S COLLEGE AVE	MCGEE, SHARON	No	406	406
Total Incidents for 06/10/2020 : 1							
06/10/2020 21:56	Citizen Contact	2020-00003596	1100 S COLLEGE AVE	,	No	409	409
Total Incidents for 06/10/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/10/2020 22:16	Traffic Stop	2020-00003597	N COLLEGE AVE / NW B ST	,	No	416	416
Total Incidents for 06/10/2020 : 1							
06/10/2020 22:35	Animal Lost	2020-00003598	31 NE IVY LN	MINK, TANNER	No	CPPD	
Total Incidents for 06/10/2020 : 1							
06/11/2020 00:54	Premises Check	2020-00003599	801 SE LARCH AVE	,	No	416	416
Total Incidents for 06/11/2020 : 1							
06/11/2020 08:09	Animal Found	2020-00003600	106 SE 2ND ST	CRUZ, DAVID	No	448	448
Total Incidents for 06/11/2020 : 1							
06/11/2020 08:53	Parking Complaint	2020-00003601	106 SE 2ND, COLLEGE PLACE, WA	,	No	448	448
Total Incidents for 06/11/2020 : 1							
06/11/2020 08:58	Assist	2020-00003602	630 SW 3RD ST	CPPD, 408	Yes	410	410
06/11/2020 08:58	Assist	2020-00003602	630 SW 3RD ST	CPPD, 408	Yes	408	408
Total Incidents for 06/11/2020 : 2							
06/11/2020 09:28	Citizen Contact	2020-00003603	625 S COLLEGE AVE	METZKE, WALT	No	CPPD	
Total Incidents for 06/11/2020 : 1							
06/11/2020 12:06	Fraud	2020-00003604	110 SE 2ND ST	CANTU, SETH	No	408	408
Total Incidents for 06/11/2020 : 1							
06/11/2020 12:07	Suspicious Activity	2020-00003605	1660 SE HICKORY CT	SWANSON, JOE	No	410	410
Total Incidents for 06/11/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/11/2020 13:08	Warrant Service	2020-00003606	1700 SE MEADOWBROOK BLVD	CPPD, 408	Yes	410	410
06/11/2020 13:08	Warrant Service	2020-00003606	1700 SE MEADOWBROOK BLVD	CPPD, 408	Yes	408	408
Total Incidents for 06/11/2020 : 2							
06/11/2020 13:46	Theft	2020-00003607	200 SE ASH AVE	PONCE, AMANDA	Yes	410	410
06/11/2020 13:46	Theft	2020-00003607	200 SE ASH AVE	PONCE, AMANDA	Yes	408	408
Total Incidents for 06/11/2020 : 2							
06/11/2020 14:00	Accident Unknown Injury	2020-00003608	404 SE STANFORD PL	AABY, PAM	Yes	406	406
06/11/2020 14:00	Accident Unknown Injury	2020-00003608	404 SE STANFORD PL	AABY, PAM	Yes	408	408
06/11/2020 14:00	Accident Unknown Injury	2020-00003608	404 SE STANFORD PL	AABY, PAM	Yes	402	402
Total Incidents for 06/11/2020 : 3							
06/11/2020 15:59	Fraud	2020-00003609	288 NE MAPLE AVE	TWITCHELL, SHARI	Yes	406	406
Total Incidents for 06/11/2020 : 1							
06/11/2020 16:18	Shoplifting	2020-00003610	1700 SE MEADOWBROOK BLVD	, CHRISTINE	Yes	406	406
06/11/2020 16:18	Shoplifting	2020-00003610	1700 SE MEADOWBROOK BLVD	, CHRISTINE	Yes	CPPD	
06/11/2020 16:18	Shoplifting	2020-00003610	1700 SE MEADOWBROOK BLVD	, CHRISTINE	Yes	402	402
Total Incidents for 06/11/2020 : 3							
06/11/2020 16:43	Parking Complaint	2020-00003611	SE BIRCH AVE / SE 12TH ST	, DELBERT	No	448	448
Total Incidents for 06/11/2020 : 1							

Daily Incident Log



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Login ID: mbarr
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From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/11/2020 17:07	Alarm	2020-00003612	124 KENWOOD ST	ADT SECURITY,	No	416	416
06/11/2020 17:07	Alarm	2020-00003612	124 KENWOOD ST	ADT SECURITY,	No	402	402
Total Incidents for 06/11/2020 : 2							
06/11/2020 17:27	Animal Call	2020-00003614	1700 SE MEADOWBROOK BLVD	FROST, KATHERINE	No	416	416
Total Incidents for 06/11/2020 : 1							
06/11/2020 17:48	Shoplifting	2020-00003615	1700 SE MEADOWBROOK BLVD	BROOKS, KRISTINE	Yes	416	416
06/11/2020 17:48	Shoplifting	2020-00003615	1700 SE MEADOWBROOK BLVD	BROOKS, KRISTINE	Yes	402	402
Total Incidents for 06/11/2020 : 2							
06/11/2020 18:41	Premises Check	2020-00003616	1100 NE C ST	,	No	406	406
Total Incidents for 06/11/2020 : 1							
06/11/2020 19:12	Traffic Stop	2020-00003617	1100 NE C ST	,	No		
Total Incidents for 06/11/2020 : 1							
06/11/2020 19:54	Welfare Check	2020-00003618	26 SE 6TH ST	CPPD, 402	No	406	406
06/11/2020 19:54	Welfare Check	2020-00003618	26 SE 6TH ST	CPPD, 402	No	402	402
Total Incidents for 06/11/2020 : 2							
06/11/2020 20:24	Follow Up	2020-00003619	403 SE STANFORD PL	,	No	406	406
Total Incidents for 06/11/2020 : 1							
06/11/2020 20:29	Alarm	2020-00003620	403 SE STANFORD PL	WW ELECTRIC, 732	No	406	406
Total Incidents for 06/11/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/11/2020 20:35	Follow Up	2020-00003621	SE 12TH ST / SE DEWEY DR	,	No	406	406
06/11/2020 20:35	Follow Up	2020-00003621	SE 12TH ST / SE DEWEY DR	,	No	402	402
Total Incidents for 06/11/2020 : 2							
06/11/2020 20:57	Welfare Check	2020-00003622	NW EVANS AVE / BLALOCK DR	ALLEN, CODY	No	416	416
Total Incidents for 06/11/2020 : 1							
06/11/2020 22:11	Alarm	2020-00003623	114 SE PEPPERIDGE PL	ADT SECURITY, 283292	No	406	406
06/11/2020 22:11	Alarm	2020-00003623	114 SE PEPPERIDGE PL	ADT SECURITY, 283292	No	409	409
Total Incidents for 06/11/2020 : 2							
06/12/2020 05:14	Traffic Stop	2020-00003624	S HWY 125 / SE MEADOWBROOK BLVD	,	No		
Total Incidents for 06/12/2020 : 1							
06/12/2020 07:58	Citizen Contact	2020-00003625	N COLLEGE AVE / NE C ST	,	No	410	410
06/12/2020 07:58	Citizen Contact	2020-00003625	N COLLEGE AVE / NE C ST	,	No	408	408
Total Incidents for 06/12/2020 : 2							
06/12/2020 08:03	Citizen Contact	2020-00003626	22 S COLLEGE AVE	,	No	408	408
Total Incidents for 06/12/2020 : 1							
06/12/2020 08:32	Parking Complaint	2020-00003627	205 SE 11TH ST	,	No	448	448
Total Incidents for 06/12/2020 : 1							
06/12/2020 11:01	Theft	2020-00003628	1036 SW PUFF LN 3	MORGAN, KELLY	Yes	408	408
Total Incidents for 06/12/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
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From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/12/2020 11:53	Vehicle Prowl	2020-00003629	201 SW 1ST ST	MEJIA, ERIC	Yes	410	410
Total Incidents for 06/12/2020 : 1							
06/12/2020 11:59	Threats	2020-00003630	705 SE SCENIC VIEW DR	Iarondlle, antonnette	No	408	408
Total Incidents for 06/12/2020 : 1							
06/12/2020 12:22	Accident Hit and Run	2020-00003632	1040 SW PUFF LN	HAZEN, KATHY	No	410	410
Total Incidents for 06/12/2020 : 1							
06/12/2020 12:30	Citizen Contact	2020-00003631	625 S COLLEGE AVE	,	No	408	408
Total Incidents for 06/12/2020 : 1							
06/12/2020 12:59	Shoplifting	2020-00003633	1700 SE MEADOWBROOK BLVD	BROOK, CHRISTINE	No	408	408
Total Incidents for 06/12/2020 : 1							
06/12/2020 13:52	Premises Check	2020-00003634	1100 NE C ST	,	No	410	410
06/12/2020 13:52	Premises Check	2020-00003634	1100 NE C ST	,	No	408	408
Total Incidents for 06/12/2020 : 2							
06/12/2020 14:24	Wanted Person	2020-00003635	900 SE LARCH AVE	DAVIE, CLAYTON	Yes	406	406
06/12/2020 14:24	Wanted Person	2020-00003635	900 SE LARCH AVE	DAVIE, CLAYTON	Yes	410	410
06/12/2020 14:24	Wanted Person	2020-00003635	900 SE LARCH AVE	DAVIE, CLAYTON	Yes	408	408
Total Incidents for 06/12/2020 : 3							
06/12/2020 14:38	Citizen Contact	2020-00003636	623 S COLLEGE AVE	,	No	406	406
Total Incidents for 06/12/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/12/2020 15:24	Citizen Contact	2020-00003637	1100 NE C ST	,	No	406	406
Total Incidents for 06/12/2020 : 1							
06/12/2020 15:59	Premises Check	2020-00003638	1100 NE C ST	,	No	406	406
Total Incidents for 06/12/2020 : 1							
06/12/2020 17:39	Premises Check	2020-00003639	1700 SE MEADOWBROOK BLVD	,	No	416	416
06/12/2020 17:39	Premises Check	2020-00003639	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/12/2020 : 2							
06/12/2020 18:31	Animal Lost	2020-00003640	1022 SE BIRCH AVE	THORNTON, SHELLEY	No	CPPD	
Total Incidents for 06/12/2020 : 1							
06/12/2020 19:01	Premises Check	2020-00003641	1100 NE C ST	,	No	416	416
Total Incidents for 06/12/2020 : 1							
06/12/2020 19:26	Citizen Contact	2020-00003642	300 SW ACADEMY WAY	,	No	416	416
06/12/2020 19:26	Citizen Contact	2020-00003642	300 SW ACADEMY WAY	,	No	406	406
Total Incidents for 06/12/2020 : 2							
06/12/2020 19:35	Animal Found	2020-00003643	525 SW DOANS AVE	GAGNON, MOLLY	No	CPPD	
Total Incidents for 06/12/2020 : 1							
06/12/2020 20:27	Information Report	2020-00003644	13 N 3RD AVE	MF DISPATCH,	No	CPPD	
Total Incidents for 06/12/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/12/2020 20:58	Violation of Court Order	2020-00003645	583 NW EVANS AVE 2	JEPPSON, SOPHIE	No	409	409
Total Incidents for 06/12/2020 : 1							
06/12/2020 22:21	Traffic Stop	2020-00003646	1755 S COLLEGE AVE	,	No	406	406
Total Incidents for 06/12/2020 : 1							
06/12/2020 22:28	Suicide Threats	2020-00003647	1150 W CHESTNUT ST	CANITES, CORBIN	Yes	409	409
Total Incidents for 06/12/2020 : 1							
06/12/2020 22:59	Traffic Call	2020-00003648	SE TAMARACK ST / SE LARCH AVE	,	No	409	409
Total Incidents for 06/12/2020 : 1							
06/13/2020 00:18	Disturbance	2020-00003649	615 SE SCENIC VIEW DR	RUTHVEN, ROBERT	No	416	416
06/13/2020 00:18	Disturbance	2020-00003649	615 SE SCENIC VIEW DR	RUTHVEN, ROBERT	No	409	409
Total Incidents for 06/13/2020 : 2							
06/13/2020 01:27	Disturbance	2020-00003650	SW ACADEMY WAY / SW 3RD ST	CC, FEMALE	No	416	416
06/13/2020 01:27	Disturbance	2020-00003650	SW ACADEMY WAY / SW 3RD ST	CC, FEMALE	No	409	409
Total Incidents for 06/13/2020 : 2							
06/13/2020 02:46	Suspicious Activity	2020-00003651	550 E WHITMAN DR	PEDERSON, CHEYENNE	No	416	416
06/13/2020 02:46	Suspicious Activity	2020-00003651	550 E WHITMAN DR	PEDERSON, CHEYENNE	No	409	409
Total Incidents for 06/13/2020 : 2							
06/13/2020 03:00	Citizen Contact	2020-00003652	317 E WHITMAN DR	,	No	431	431
Total Incidents for 06/13/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/13/2020 03:15	Domestic Problem	2020-00003653	583 NW EVANS AVE	GILTNER, THERESKA	No	431	431
Total Incidents for 06/13/2020 : 1							
06/13/2020 06:04	Traffic Stop	2020-00003654	NE BIRCH AVE / E WHITMAN DR	,	No	414	414
06/13/2020 06:04	Traffic Stop	2020-00003654	NE BIRCH AVE / E WHITMAN DR	,	No	431	431
Total Incidents for 06/13/2020 : 2							
06/13/2020 09:41	Animal Call	2020-00003655	123 SE 4TH ST	CERON, CARMEN	No	431	431
Total Incidents for 06/13/2020 : 1							
06/13/2020 09:50	Suicide Threats	2020-00003656	511 NE DAMSON AVE	CONTRERAS, WHITNEY	No	414	414
06/13/2020 09:50	Suicide Threats	2020-00003656	511 NE DAMSON AVE	CONTRERAS, WHITNEY	No	431	431
Total Incidents for 06/13/2020 : 2							
06/13/2020 10:33	Theft	2020-00003657	116 SW 9TH ST	TULL, TIFFANY	No	414	414
Total Incidents for 06/13/2020 : 1							
06/13/2020 15:23	Theft Motor Vehicle	2020-00003658	406 SE BIRCH AVE	ALEXANDER, DANE	No	414	414
Total Incidents for 06/13/2020 : 1							
06/13/2020 17:29	Follow Up	2020-00003659	1700 SE MEADOWBROOK BLVD	,	No	407	407
Total Incidents for 06/13/2020 : 1							
06/13/2020 18:30	Domestic Problem	2020-00003660	WALLULA AVE / S HUSSEY ST	EBDING, TORI	No	401	401
Total Incidents for 06/13/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/13/2020 19:36	Traffic Stop	2020-00003661	SE LARCH AVE / SE 12TH ST	BROWN, DILLON SCOTT	No	407	407
06/13/2020 19:36	Traffic Stop	2020-00003661	SE LARCH AVE / SE 12TH ST	BROWN, DILLON SCOTT	No	401	401
Total Incidents for 06/13/2020 : 2							
06/13/2020 20:04	Premises Check	2020-00003662	1700 SE MEADOWBROOK BLVD	,	No	415	415
06/13/2020 20:04	Premises Check	2020-00003662	1700 SE MEADOWBROOK BLVD	,	No	407	407
Total Incidents for 06/13/2020 : 2							
06/13/2020 20:29	Assist	2020-00003663	1700 SE MEADOWBROOK BLVD	,	No	407	407
Total Incidents for 06/13/2020 : 1							
06/13/2020 23:21	Suspicious Activity	2020-00003665	TAUMARSON RD / PEPPERS BRIDGE RD	DILLARD, PEGGY	No	407	407
Total Incidents for 06/13/2020 : 1							
06/13/2020 23:23	Animal Noise Complaint	2020-00003664	400 SE 5TH ST BLK	BREWER, JESSICA	No	415	415
Total Incidents for 06/13/2020 : 1							
06/13/2020 23:27	Traffic Call	2020-00003666	BEET RD / STATELINE RD	, REFUSED	No	407	407
Total Incidents for 06/13/2020 : 1							
06/13/2020 23:56	Welfare Check	2020-00003667	714 SE DATE AVE	GALAN, JOSH	No	415	415
06/13/2020 23:56	Welfare Check	2020-00003667	714 SE DATE AVE	GALAN, JOSH	No	407	407
Total Incidents for 06/13/2020 : 2							
06/14/2020 00:17	Assist	2020-00003668	SE LARCH AVE / E WHITMAN DR	GARCIA, GABRIEL	No	415	415
06/14/2020 00:17	Assist	2020-00003668	SE LARCH AVE / E WHITMAN DR	GARCIA, GABRIEL	No	407	407
Total Incidents for 06/14/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/14/2020 00:59	Traffic Stop	2020-00003669	E WHITMAN DR / SE ALPINE AVE	,	No	415	415
06/14/2020 00:59	Traffic Stop	2020-00003669	E WHITMAN DR / SE ALPINE AVE	,	No	407	407
Total Incidents for 06/14/2020 : 2							
06/14/2020 01:23	Traffic Stop	2020-00003670	1117 S COLLEGE AVE	,	No	407	407
Total Incidents for 06/14/2020 : 1							
06/14/2020 01:30	911 Call	2020-00003671	107 WILLARD ST	MEIJA, JORGE	No	407	407
Total Incidents for 06/14/2020 : 1							
06/14/2020 02:22	Suspicious Activity	2020-00003672	215 E WHITMAN DR 201	HUTULEAC, ANDREA	No	415	415
Total Incidents for 06/14/2020 : 1							
06/14/2020 10:34	Animal Call	2020-00003673	372 SE HIGHLAND PARK DR	STIMMEL,	No	414	414
Total Incidents for 06/14/2020 : 1							
06/14/2020 11:22	Parking Complaint	2020-00003674	925 S COLLEGE AVE B	COSSEY, ROGER	No	414	414
Total Incidents for 06/14/2020 : 1							
06/14/2020 14:33	Paper Service	2020-00003675	258 NE DAMSON AVE	,	No	414	414
Total Incidents for 06/14/2020 : 1							
06/14/2020 17:00	Suspicious Activity	2020-00003677	883 SE MOCKINGBIRD DR	THORNE, BRIAN	No	407	407
Total Incidents for 06/14/2020 : 1							
06/14/2020 17:09	Recovered Stolen	2020-00003676	809 N 7TH AVE	,	Yes	414	414
Total Incidents for 06/14/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/14/2020 19:54	Disturbance	2020-00003678	1224 SE CENTRAL AVE	, MICHAEL	No	407	407
Total Incidents for 06/14/2020 : 1							
06/14/2020 21:10	Traffic Stop	2020-00003679	W WHITMAN DR / N COLLEGE AVE	,	No	407	407
Total Incidents for 06/14/2020 : 1							
06/14/2020 21:47	Domestic Problem	2020-00003680	2476 HERITAGE RD	IRWIN, STEVE	No	407	407
Total Incidents for 06/14/2020 : 1							
06/14/2020 21:49	Assist	2020-00003682	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	No	407	407
Total Incidents for 06/14/2020 : 1							
06/14/2020 21:51	Disturbance	2020-00003681	115 SW 9TH ST 4	FREEMAN, TIFFANY	No	415	415
Total Incidents for 06/14/2020 : 1							
06/14/2020 22:39	Disturbance	2020-00003683	W WHITMAN DR / S CAMPBELL RD	ALTERMAN, SUSANNA	No	415	415
06/14/2020 22:39	Disturbance	2020-00003683	W WHITMAN DR / S CAMPBELL RD	ALTERMAN, SUSANNA	No	407	407
Total Incidents for 06/14/2020 : 2							
06/14/2020 23:01	Domestic Physical	2020-00003684	801 SE LARCH AVE	UNTERSEHER, RENEE	No	415	415
06/14/2020 23:01	Domestic Physical	2020-00003684	801 SE LARCH AVE	UNTERSEHER, RENEE	No	407	407
Total Incidents for 06/14/2020 : 2							
06/14/2020 23:27	Citizen Contact	2020-00003685	1700 SE MEADOWBROOK BLVD	,	No	415	415
Total Incidents for 06/14/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/14/2020 23:35	Citizen Contact	2020-00003686	SW DAVIS AVE / SW 2ND ST	,	No	415	415
Total Incidents for 06/14/2020 : 1							
06/15/2020 00:21	Domestic Problem	2020-00003687	1419 S COLLEGE AVE	NON-DISCLOSURE, ANDREW	No	415	415
06/15/2020 00:21	Domestic Problem	2020-00003687	1419 S COLLEGE AVE	NON-DISCLOSURE, ANDREW	No	407	407
Total Incidents for 06/15/2020 : 2							
06/15/2020 04:59	Assist	2020-00003688	207 S COLLEGE AVE	415, CPPD	Yes	415	415
Total Incidents for 06/15/2020 : 1							
06/15/2020 08:20	Intoxicated Person	2020-00003689	720 S COLLEGE AVE	JAUSORO, MICHELLE	No	414	414
Total Incidents for 06/15/2020 : 1							
06/15/2020 09:48	Animal Noise Complaint	2020-00003690	311 SE 4TH ST	GEOGHEGAN, KATHY	No	414	414
Total Incidents for 06/15/2020 : 1							
06/15/2020 10:01	Paper Service	2020-00003691	227 SE ROSEVILLE LN F	,	No		
Total Incidents for 06/15/2020 : 1							
06/15/2020 11:33	Disturbance	2020-00003692	963 NE BELROY ST	BUCKLEY, LUCAS	No	414	414
06/15/2020 11:33	Disturbance	2020-00003692	963 NE BELROY ST	BUCKLEY, LUCAS	No	401	401
Total Incidents for 06/15/2020 : 2							
06/15/2020 11:37	Suspicious Activity	2020-00003693	801 SE LARCH AVE	ALLAN, DOROTHY	No	401	401
Total Incidents for 06/15/2020 : 1							
06/15/2020 12:08	Accident Non Injury	2020-00003694	17 NW EVANS AVE	LOOMER, RODNEY	No	414	414
Total Incidents for 06/15/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/15/2020 13:25	Death Investigation	2020-00003695	412 SW 8TH ST	COLE, COLTON	Yes	414	414
06/15/2020 13:25	Death Investigation	2020-00003695	412 SW 8TH ST	COLE, COLTON	Yes	407	407
Total Incidents for 06/15/2020 : 2							
06/15/2020 14:35	Traffic Stop	2020-00003696	SE LAMPERTI ST / SE MEADOWBROOK BLVD	,	No	407	407
Total Incidents for 06/15/2020 : 1							
06/15/2020 15:34	Assist	2020-00003697	625 S COLLEGE AVE	SUMMERLIN, SARAH	No	414	414
Total Incidents for 06/15/2020 : 1							
06/15/2020 15:39	Theft	2020-00003698	133 S COLLEGE AVE	DECHANCE, MATTHEW	Yes	407	407
Total Incidents for 06/15/2020 : 1							
06/15/2020 16:16	Phone Message	2020-00003699	625 S COLLEGE AVE	PEIRCE, MARK	No	414	414
06/15/2020 16:16	Phone Message	2020-00003699	625 S COLLEGE AVE	PEIRCE, MARK	No	407	407
Total Incidents for 06/15/2020 : 2							
06/15/2020 16:50	EMS	2020-00003701	126 NE 2ND AVE	, DARIN	No	401	401
Total Incidents for 06/15/2020 : 1							
06/15/2020 17:10	Unknown Problem	2020-00003700	1700 SE MEADOWBROOK BLVD	ALLEN, CODY	No	407	407
Total Incidents for 06/15/2020 : 1							
06/15/2020 19:30	Disturbance	2020-00003702	328 SE HIGHLAND PARK DR	DIXSON, JOE	Yes	407	407
06/15/2020 19:30	Disturbance	2020-00003702	328 SE HIGHLAND PARK DR	DIXSON, JOE	Yes	401	401
Total Incidents for 06/15/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/15/2020 19:56	Disturbance	2020-00003703	328 SE HIGHLAND PARK DR	DIXSON, JOE	No	415	415
06/15/2020 19:56	Disturbance	2020-00003703	328 SE HIGHLAND PARK DR	DIXSON, JOE	No	407	407
06/15/2020 19:56	Disturbance	2020-00003703	328 SE HIGHLAND PARK DR	DIXSON, JOE	No	401	401
Total Incidents for 06/15/2020 : 3							
06/15/2020 22:53	Animal Call	2020-00003704	219 N COLLEGE AVE	,	No	415	415
Total Incidents for 06/15/2020 : 1							
06/15/2020 22:57	Traffic Stop	2020-00003705	W POPLAR ST / NE MYRA RD	,	No	412	412
Total Incidents for 06/15/2020 : 1							
06/15/2020 23:57	Traffic Stop	2020-00003706	S COLLEGE AVE / SE 12TH ST	,	No	415	415
06/15/2020 23:57	Traffic Stop	2020-00003706	S COLLEGE AVE / SE 12TH ST	,	No	412	412
Total Incidents for 06/15/2020 : 2							
06/16/2020 02:12	Suspicious Activity	2020-00003707	51 NE ASH AVE	IRIAS, GABBY	No	415	415
Total Incidents for 06/16/2020 : 1							
06/16/2020 06:45	Citizen Contact	2020-00003708	625 S COLLEGE AVE	,	No	410	410
06/16/2020 06:45	Citizen Contact	2020-00003708	625 S COLLEGE AVE	,	No	408	408
Total Incidents for 06/16/2020 : 2							
06/16/2020 08:12	Traffic Stop	2020-00003709	NE C ST / NE MYRA RD	,	No	407	407
Total Incidents for 06/16/2020 : 1							
06/16/2020 09:12	Traffic Stop	2020-00003710	1117 S COLLEGE AVE	,	No	408	408
06/16/2020 09:12	Traffic Stop	2020-00003710	1117 S COLLEGE AVE	,	No	407	407
Total Incidents for 06/16/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/16/2020 09:20	Code Enforcement	2020-00003711	325 SE 8TH ST	,	No	448	448
Total Incidents for 06/16/2020 : 1							
06/16/2020 09:44	Traffic Call	2020-00003712	650 NE ROSE ST	,	No	414	414
Total Incidents for 06/16/2020 : 1							
06/16/2020 10:06	Traffic Stop	2020-00003713	S COLLEGE AVE / SE 12TH ST	,	No	407	407
Total Incidents for 06/16/2020 : 1							
06/16/2020 10:23	Parking Complaint	2020-00003714	NE ALPINE DR / E WHITMAN DR	WEEKS, SHANE	No	407	407
Total Incidents for 06/16/2020 : 1							
06/16/2020 10:37	Suspicious Activity	2020-00003715	THE DALLES MILITARY RD / BUSINESS ONE CIR	HOLLINGSWORTH, STEVIE	No	410	410
Total Incidents for 06/16/2020 : 1							
06/16/2020 11:17	Code Enforcement	2020-00003716	26 SE 4TH, COLLEGE PLACE, WA	,	No	448	448
Total Incidents for 06/16/2020 : 1							
06/16/2020 11:24	Traffic Stop	2020-00003717	207 S COLLEGE AVE	,	No	407	407
Total Incidents for 06/16/2020 : 1							
06/16/2020 11:25	Parking Complaint	2020-00003718	500 NE SPITZENBURG ST BLK	,	No	448	448
Total Incidents for 06/16/2020 : 1							
06/16/2020 11:27	Citizen Contact	2020-00003719	1400 SW GREELEY ST	,	No	410	410
Total Incidents for 06/16/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/16/2020 11:30	Animal Call	2020-00003720	College Place, WA	,	No	448	448
Total Incidents for 06/16/2020 : 1							
06/16/2020 11:40	Suspicious Activity	2020-00003722	426 SE MOUNTAIN VIEW DR	FOXX, BRANDI	No	410	410
06/16/2020 11:40	Suspicious Activity	2020-00003722	426 SE MOUNTAIN VIEW DR	FOXX, BRANDI	No	408	408
06/16/2020 11:40	Suspicious Activity	2020-00003722	426 SE MOUNTAIN VIEW DR	FOXX, BRANDI	No	407	407
Total Incidents for 06/16/2020 : 3							
06/16/2020 11:43	Phone Message	2020-00003721	652 S COLLEGE AVE	,	No	414	414
Total Incidents for 06/16/2020 : 1							
06/16/2020 11:51	Premises Check	2020-00003723	1700 SE MEADOWBROOK BLVD	,	No	410	410
06/16/2020 11:51	Premises Check	2020-00003723	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/16/2020 : 2							
06/16/2020 12:28	Traffic Stop	2020-00003724	406 S COLLEGE AVE	,	No	408	408
06/16/2020 12:28	Traffic Stop	2020-00003724	406 S COLLEGE AVE	,	No	407	407
Total Incidents for 06/16/2020 : 2							
06/16/2020 12:47	Premises Check	2020-00003725	1100 NE C ST	,	No	410	410
06/16/2020 12:47	Premises Check	2020-00003725	1100 NE C ST	,	No	408	408
Total Incidents for 06/16/2020 : 2							
06/16/2020 13:09	Welfare Check	2020-00003726	374 SE 3RD ST	DORAZIO, SAM	No	410	410
06/16/2020 13:09	Welfare Check	2020-00003726	374 SE 3RD ST	DORAZIO, SAM	No	408	408
Total Incidents for 06/16/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/16/2020 14:18	Suspicious Activity	2020-00003727	SE CENTRAL AVE / SE MOUNTAIN VIEW DR	, TARESCA	No	406	406
06/16/2020 14:18	Suspicious Activity	2020-00003727	SE CENTRAL AVE / SE MOUNTAIN VIEW DR	, TARESCA	No	412	412
Total Incidents for 06/16/2020 : 2							
06/16/2020 15:11	Welfare Check	2020-00003728	NE ROSE ST / N COLLEGE AVE	ZIMMER, BITSY	No	406	406
06/16/2020 15:11	Welfare Check	2020-00003728	NE ROSE ST / N COLLEGE AVE	ZIMMER, BITSY	No	402	402
Total Incidents for 06/16/2020 : 2							
06/16/2020 17:23	Traffic Stop	2020-00003729	S HWY 125 / SE COMMERCIAL DR	,	No		
Total Incidents for 06/16/2020 : 1							
06/16/2020 18:18	Burglary	2020-00003730	629 S COLLEGE AVE	CPPD, 412	No	412	412
Total Incidents for 06/16/2020 : 1							
06/16/2020 18:35	Disturbance	2020-00003731	200 SW ACADEMY WAY	CC, M	No	415	415
Total Incidents for 06/16/2020 : 1							
06/16/2020 18:45	Traffic Stop	2020-00003732	625 S COLLEGE AVE	,	No	415	415
Total Incidents for 06/16/2020 : 1							
06/16/2020 18:50	Traffic Stop	2020-00003733	SE LARCH AVE / SE LAMPERTI ST	,	No	416	416
06/16/2020 18:50	Traffic Stop	2020-00003733	SE LARCH AVE / SE LAMPERTI ST	,	No	412	412
Total Incidents for 06/16/2020 : 2							
06/16/2020 18:52	Animal Call	2020-00003735	WALLULA AVE / N COLLEGE AVE	,	No	416	416
Total Incidents for 06/16/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/16/2020 19:03	Premises Check	2020-00003734	1100 NE C ST	,	No	416	416
Total Incidents for 06/16/2020 : 1							
06/16/2020 19:59	Threats	2020-00003736	615 SE ELM AVE	villa, rosario	No	415	415
Total Incidents for 06/16/2020 : 1							
06/16/2020 20:09	Premises Check	2020-00003737	1700 SE MEADOWBROOK BLVD	,	No	416	416
06/16/2020 20:09	Premises Check	2020-00003737	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/16/2020 : 2							
06/16/2020 20:10	Premises Check	2020-00003738	1700 SE MEADOWBROOK BLVD	,	No	402	402
Total Incidents for 06/16/2020 : 1							
06/16/2020 21:55	Citizen Contact	2020-00003739	3000 PEPPERS BRIDGE RD BLK	,	No		
Total Incidents for 06/16/2020 : 1							
06/16/2020 21:56	Suspicious Activity	2020-00003740	1208 SE BROADWAY AVE	PASCONE, PETER	No	406	406
06/16/2020 21:56	Suspicious Activity	2020-00003740	1208 SE BROADWAY AVE	PASCONE, PETER	No	409	409
06/16/2020 21:56	Suspicious Activity	2020-00003740	1208 SE BROADWAY AVE	PASCONE, PETER	No	402	402
Total Incidents for 06/16/2020 : 3							
06/16/2020 22:04	Suspicious Activity	2020-00003741	1100 NE C ST	SCHAFER, AMANDA	No	415	415
06/16/2020 22:04	Suspicious Activity	2020-00003741	1100 NE C ST	SCHAFER, AMANDA	No	412	412
Total Incidents for 06/16/2020 : 2							
06/16/2020 22:14	Traffic Stop	2020-00003742	1755 S COLLEGE AVE	,	No	402	402
Total Incidents for 06/16/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/16/2020 23:14	Assist	2020-00003743	528 SW 1ST ST	CHANDLER, MURIAL	No		
Total Incidents for 06/16/2020 : 1							
06/17/2020 01:33	Traffic Stop	2020-00003744	SE BIRCH AVE / SE 6TH ST	,	No	412	412
Total Incidents for 06/17/2020 : 1							
06/17/2020 05:59	Wanted Person	2020-00003745	E WHITMAN DR / NE DECCIO RD	CPPD, 410	Yes	410	410
06/17/2020 05:59	Wanted Person	2020-00003745	E WHITMAN DR / NE DECCIO RD	CPPD, 410	Yes	408	408
Total Incidents for 06/17/2020 : 2							
06/17/2020 07:51	Animal Found	2020-00003746	372 SE HIGHLAND PARK DR	STIMMEL, DARRIN	No	448	448
Total Incidents for 06/17/2020 : 1							
06/17/2020 08:53	Traffic Call	2020-00003747	1200 SE CREEKSIDE DR BLK	MCFARLAND, COLLEEN	No	408	408
Total Incidents for 06/17/2020 : 1							
06/17/2020 10:41	Premises Check	2020-00003748	1700 SE MEADOWBROOK BLVD	,	No	410	410
06/17/2020 10:41	Premises Check	2020-00003748	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/17/2020 : 2							
06/17/2020 10:58	Premises Check	2020-00003749	1100 NE C ST	,	No	410	410
06/17/2020 10:58	Premises Check	2020-00003749	1100 NE C ST	,	No	408	408
Total Incidents for 06/17/2020 : 2							
06/17/2020 11:59	Traffic Call	2020-00003750	SE NEWGATE DR / SE 12TH ST	MISENER, SARAH	No	410	410
Total Incidents for 06/17/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/17/2020 13:17	Accident Non Injury	2020-00003751	1700 SE MEADOWBROOK BLVD	BALLARD, CHELSEA	No	410	410
Total Incidents for 06/17/2020 : 1							
06/17/2020 14:52	Welfare Check	2020-00003753	755 SE MYRA RD	ALLEN, CODY	No	406	406
06/17/2020 14:52	Welfare Check	2020-00003753	755 SE MYRA RD	ALLEN, CODY	No	408	408
Total Incidents for 06/17/2020 : 2							
06/17/2020 14:57	Traffic Call	2020-00003752	NE ROSE ST / NE DAMSON AVE	CC, F	No	406	406
06/17/2020 14:57	Traffic Call	2020-00003752	NE ROSE ST / NE DAMSON AVE	CC, F	No	408	408
Total Incidents for 06/17/2020 : 2							
06/17/2020 17:24	Premises Check	2020-00003754	1100 NE C ST	,	No	416	416
Total Incidents for 06/17/2020 : 1							
06/17/2020 17:44	Traffic Stop	2020-00003755	SE 12TH ST / SE NEWGATE DR	,	No	416	416
Total Incidents for 06/17/2020 : 1							
06/17/2020 18:38	Premises Check	2020-00003756	1100 NE C ST	,	No	406	406
Total Incidents for 06/17/2020 : 1							
06/17/2020 18:53	Premises Check	2020-00003757	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/17/2020 : 1							
06/17/2020 19:09	Assist	2020-00003758	710 S COLLEGE AVE J	HUSSEIN, CHRISTY	No	402	402
Total Incidents for 06/17/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/17/2020 19:33	Accident Hit and Run	2020-00003759	SE LAMPERTI ST / S COLLEGE AVE	Travis, John Lee JR	Yes	402	402
Total Incidents for 06/17/2020 : 1							
06/17/2020 19:47	Animal Found	2020-00003760	623 S COLLEGE AVE	CPPD, 416	No	416	416
Total Incidents for 06/17/2020 : 1							
06/17/2020 22:14	Citizen Contact	2020-00003761	801 SE LARCH AVE	,	No	406	406
Total Incidents for 06/17/2020 : 1							
06/17/2020 22:31	Citizen Contact	2020-00003762	1700 SE MEADOWBROOK BLVD	,	No	416	416
06/17/2020 22:31	Citizen Contact	2020-00003762	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/17/2020 : 2							
06/18/2020 09:54	Citizen Contact	2020-00003763	1700 SE MEADOWBROOK BLVD	,	No	410	410
06/18/2020 09:54	Citizen Contact	2020-00003763	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/18/2020 : 2							
06/18/2020 10:11	Burglary Attempted	2020-00003764	205 NE LARCH AVE	FOWLER, WILL	No	410	410
06/18/2020 10:11	Burglary Attempted	2020-00003764	205 NE LARCH AVE	FOWLER, WILL	No	408	408
Total Incidents for 06/18/2020 : 2							
06/18/2020 10:29	Harassment	2020-00003766	550 E WHITMAN DR	BINDER, KAREN	No	410	410
06/18/2020 10:29	Harassment	2020-00003766	550 E WHITMAN DR	BINDER, KAREN	No	408	408
Total Incidents for 06/18/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/18/2020 10:35	Citizen Contact	2020-00003765	625 S COLLEGE AVE	PRADOPIO, JUAN	No	410	410
06/18/2020 10:35	Citizen Contact	2020-00003765	625 S COLLEGE AVE	PRADOPIO, JUAN	No	CPPD	
Total Incidents for 06/18/2020 : 2							
06/18/2020 12:09	Found Property	2020-00003767	905 S COLLEGE AVE	LEAH, SIENNA	No	410	410
Total Incidents for 06/18/2020 : 1							
06/18/2020 12:39	Code Enforcement	2020-00003768	201 NE LARCH AVE	,	No	448	448
Total Incidents for 06/18/2020 : 1							
06/18/2020 13:17	Premises Check	2020-00003769	1700 SE MEADOWBROOK BLVD	,	No	410	410
06/18/2020 13:17	Premises Check	2020-00003769	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/18/2020 : 2							
06/18/2020 13:41	Parking Complaint	2020-00003770	1200 SE12TH, COLLEGE PLACE, WA	,	No	448	448
Total Incidents for 06/18/2020 : 1							
06/18/2020 13:45	Premises Check	2020-00003771	1100 NE C ST	,	No	410	410
06/18/2020 13:45	Premises Check	2020-00003771	1100 NE C ST	,	No	408	408
Total Incidents for 06/18/2020 : 2							
06/18/2020 14:25	Domestic Problem	2020-00003772	629 SE BIRCH AVE	ALLEN, CODY	No	406	406
06/18/2020 14:25	Domestic Problem	2020-00003772	629 SE BIRCH AVE	ALLEN, CODY	No	408	408
Total Incidents for 06/18/2020 : 2							
06/18/2020 14:40	Traffic Call	2020-00003773	125 SE 8TH ST	CPPD, 406	No	406	406
Total Incidents for 06/18/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/18/2020 14:52	Animal Call	2020-00003774	372 SE HIGHLAND PARK DR	STIMMEL, MR	No	448	448
Total Incidents for 06/18/2020 : 1							
06/18/2020 15:23	Premises Check	2020-00003775	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/18/2020 : 1							
06/18/2020 15:36	Welfare Check	2020-00003776	SE 8TH ST / S COLLEGE AVE	ALLEN, CODY	No	406	406
06/18/2020 15:36	Welfare Check	2020-00003776	SE 8TH ST / S COLLEGE AVE	ALLEN, CODY	No	402	402
Total Incidents for 06/18/2020 : 2							
06/18/2020 15:52	Shoplifting	2020-00003778	1700 SE MEADOWBROOK BLVD	, Christine	Yes	406	406
06/18/2020 15:52	Shoplifting	2020-00003778	1700 SE MEADOWBROOK BLVD	, Christine	Yes	402	402
Total Incidents for 06/18/2020 : 2							
06/18/2020 15:54	Follow Up	2020-00003777	1700 SE MEADOWBROOK BLVD	,	No	402	402
Total Incidents for 06/18/2020 : 1							
06/18/2020 16:23	Traffic Call	2020-00003779	46.0374710000000000 - 118.3700810000000000	SWANT, PETER	No		
Total Incidents for 06/18/2020 : 1							
06/18/2020 17:01	Traffic Stop	2020-00003780	46.0540231220000000 - 118.3720157940000000	CPPD, 406	Yes	416	416
06/18/2020 17:01	Traffic Stop	2020-00003780	46.0540231220000000 - 118.3720157940000000	CPPD, 406	Yes	406	406
06/18/2020 17:01	Traffic Stop	2020-00003780	46.0540231220000000 - 118.3720157940000000	CPPD, 406	Yes	402	402
Total Incidents for 06/18/2020 : 3							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/18/2020 17:11	Animal Call	2020-00003782	313 SE 6TH ST B	LEGRAND, JERRY	No	402	402
Total Incidents for 06/18/2020 : 1							
06/18/2020 17:13	Threats	2020-00003783	927 WILLOW ST	WEBB, ESTUS	No	416	416
Total Incidents for 06/18/2020 : 1							
06/18/2020 17:24	Domestic Problem	2020-00003781	238 NE DAMSON AVE	HASKINS, JACOB	No	416	416
06/18/2020 17:24	Domestic Problem	2020-00003781	238 NE DAMSON AVE	HASKINS, JACOB	No	402	402
Total Incidents for 06/18/2020 : 2							
06/18/2020 17:47	Traffic Call	2020-00003784	S HWY 125 / SE COMMERCIAL DR	WEBSTER, MELINDA	No	416	416
Total Incidents for 06/18/2020 : 1							
06/18/2020 17:48	Vehicle Prowl	2020-00003786	967 SE ENSIGN PL	CERNA, ALYSA	Yes	416	416
Total Incidents for 06/18/2020 : 1							
06/18/2020 17:53	Premises Check	2020-00003785	801 SE LARCH AVE	,	No	402	402
Total Incidents for 06/18/2020 : 1							
06/18/2020 18:06	Accident Non Injury	2020-00003787	TAUMARSON RD / S HWY 125	MCKINNEY, BRONWYN	Yes	416	416
06/18/2020 18:06	Accident Non Injury	2020-00003787	TAUMARSON RD / S HWY 125	MCKINNEY, BRONWYN	Yes	406	406
06/18/2020 18:06	Accident Non Injury	2020-00003787	TAUMARSON RD / S HWY 125	MCKINNEY, BRONWYN	Yes	402	402
Total Incidents for 06/18/2020 : 3							
06/18/2020 18:07	Animal Lost	2020-00003791	712 NE SPITZENBURG ST	MAGILL, SARAH	No		
Total Incidents for 06/18/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/18/2020 18:20	Animal Call	2020-00003788	1700 SE MEADOWBROOK BLVD	KLEIN, SUSAN	No	406	406
Total Incidents for 06/18/2020 : 1							
06/18/2020 18:41	Premises Check	2020-00003789	801 SE LARCH AVE	,	No	406	406
Total Incidents for 06/18/2020 : 1							
06/18/2020 18:57	Shoplifting	2020-00003790	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	No	416	416
Total Incidents for 06/18/2020 : 1							
06/18/2020 19:20	Animal Call	2020-00003792	801 SE LARCH AVE	ZAVADA GILTNER, TERESKA	No	406	406
Total Incidents for 06/18/2020 : 1							
06/18/2020 19:54	Shoplifting	2020-00003793	1100 NE C ST	BOGGS, ZACH	No	416	416
06/18/2020 19:54	Shoplifting	2020-00003793	1100 NE C ST	BOGGS, ZACH	No	406	406
06/18/2020 19:54	Shoplifting	2020-00003793	1100 NE C ST	BOGGS, ZACH	No	409	409
06/18/2020 19:54	Shoplifting	2020-00003793	1100 NE C ST	BOGGS, ZACH	No	402	402
Total Incidents for 06/18/2020 : 4							
06/18/2020 20:00	Disturbance	2020-00003796	359 SW 12TH ST	MAIURI, MARK	No	416	416
06/18/2020 20:00	Disturbance	2020-00003796	359 SW 12TH ST	MAIURI, MARK	No	409	409
Total Incidents for 06/18/2020 : 2							
06/18/2020 20:01	Traffic Stop	2020-00003794	46.0540707910000000 - 118.3721894500000000	,	Yes	406	406
06/18/2020 20:01	Traffic Stop	2020-00003794	46.0540707910000000 - 118.3721894500000000	,	Yes	408	408
06/18/2020 20:01	Traffic Stop	2020-00003794	46.0540707910000000 - 118.3721894500000000	,	Yes	402	402
Total Incidents for 06/18/2020 : 3							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/18/2020 20:04	Citizen Contact	2020-00003795	NE C ST / NE DECCIO RD	,	No	416	416
06/18/2020 20:04	Citizen Contact	2020-00003795	NE C ST / NE DECCIO RD	,	No	406	406
Total Incidents for 06/18/2020 : 2							
06/18/2020 20:33	Welfare Check	2020-00003798	801 SE LARCH AVE	,	No	416	416
06/18/2020 20:33	Welfare Check	2020-00003798	801 SE LARCH AVE	,	No	406	406
06/18/2020 20:33	Welfare Check	2020-00003798	801 SE LARCH AVE	,	No	409	409
Total Incidents for 06/18/2020 : 3							
06/18/2020 20:34	Assault	2020-00003797	801 SE LARCH AVE	ALLEN, CODY	Yes	416	416
06/18/2020 20:34	Assault	2020-00003797	801 SE LARCH AVE	ALLEN, CODY	Yes	409	409
Total Incidents for 06/18/2020 : 2							
06/19/2020 05:01	Traffic Stop	2020-00003799	S HWY 125 / S COLLEGE AVE	,	No	410	410
Total Incidents for 06/19/2020 : 1							
06/19/2020 05:52	Traffic Stop	2020-00003800	S HWY 125 / SE MEADOWBROOK BLVD	,	No	409	409
06/19/2020 05:52	Traffic Stop	2020-00003800	S HWY 125 / SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/19/2020 : 2							
06/19/2020 08:26	Citizen Contact	2020-00003801	1605 SE MEADOWBROOK BLVD 2	,	No	410	410
06/19/2020 08:26	Citizen Contact	2020-00003801	1605 SE MEADOWBROOK BLVD 2	,	No	408	408
Total Incidents for 06/19/2020 : 2							
06/19/2020 08:33	Code Enforcement	2020-00003802	920 SE BIRCH AVE, COLLEGE PLACE, WA	,	No	448	448
Total Incidents for 06/19/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/19/2020 10:07	Malicious Mischief	2020-00003803	629 SE BIRCH AVE	ALLAN, DOROTHY	No	410	410
06/19/2020 10:07	Malicious Mischief	2020-00003803	629 SE BIRCH AVE	ALLAN, DOROTHY	No	408	408
Total Incidents for 06/19/2020 : 2							
06/19/2020 11:01	Malicious Mischief	2020-00003804	204 S COLLEGE AVE	HEASTON, BRAD	No	410	410
Total Incidents for 06/19/2020 : 1							
06/19/2020 12:49	Harassment	2020-00003805	1200 SE BROADWAY AVE F	SULLIVAN, MEGAN	No	410	410
06/19/2020 12:49	Harassment	2020-00003805	1200 SE BROADWAY AVE F	SULLIVAN, MEGAN	No	408	408
Total Incidents for 06/19/2020 : 2							
06/19/2020 13:18	Parking Complaint	2020-00003806	201 SE SUNNY DR	,	No	448	448
Total Incidents for 06/19/2020 : 1							
06/19/2020 13:21	Parking Complaint	2020-00003807	121 SE SUNNY DR	,	No	448	448
Total Incidents for 06/19/2020 : 1							
06/19/2020 13:28	Civil Problem	2020-00003809	238 NE DAMSON AVE D	BROWN, TERESA	No	410	410
Total Incidents for 06/19/2020 : 1							
06/19/2020 13:29	Parking Complaint	2020-00003808	114 SE SUNNY DR	,	No	448	448
Total Incidents for 06/19/2020 : 1							
06/19/2020 13:42	Citizen Contact	2020-00003810	625 S COLLEGE AVE	,	No	408	408
Total Incidents for 06/19/2020 : 1							
06/19/2020 13:55	Premises Check	2020-00003811	1100 NE C ST	,	No	410	410
06/19/2020 13:55	Premises Check	2020-00003811	1100 NE C ST	,	No	408	408
Total Incidents for 06/19/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/19/2020 14:01	Missing Person	2020-00003812	629 SE BIRCH AVE	ALLEN, DOROTY	No	406	406
Total Incidents for 06/19/2020 : 1							
06/19/2020 14:09	Premises Check	2020-00003813	1700 SE MEADOWBROOK BLVD	,	No	410	410
06/19/2020 14:09	Premises Check	2020-00003813	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/19/2020 : 2							
06/19/2020 14:49	Shoplifting	2020-00003814	1700 SE MEADOWBROOK BLVD	,	Yes	408	408
Total Incidents for 06/19/2020 : 1							
06/19/2020 15:29	Animal Call	2020-00003815	1700 SE MEADOWBROOK BLVD	JOHNSON, ASHLEY	No	406	406
Total Incidents for 06/19/2020 : 1							
06/19/2020 15:51	Malicious Mischief	2020-00003816	629 SE BIRCH AVE	ALLEN, CODY	No	406	406
06/19/2020 15:51	Malicious Mischief	2020-00003816	629 SE BIRCH AVE	ALLEN, CODY	No	402	402
Total Incidents for 06/19/2020 : 2							
06/19/2020 16:49	Premises Check	2020-00003817	1100 NE C ST	,	No	406	406
Total Incidents for 06/19/2020 : 1							
06/19/2020 17:18	Premises Check	2020-00003818	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/19/2020 : 1							
06/19/2020 17:49	Domestic Problem	2020-00003819	630 SE ELM AVE 1	,	No	416	416
06/19/2020 17:49	Domestic Problem	2020-00003819	630 SE ELM AVE 1	,	No	406	406
Total Incidents for 06/19/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/19/2020 18:26	Child Neglect	2020-00003820	1700 SE MEADOWBROOK BLVD	JONES, TIFFANY	No	416	416
Total Incidents for 06/19/2020 : 1							
06/19/2020 19:10	Phone Message	2020-00003821	75 SW SILVERSTAR LN 101	, TAREN	No	406	406
Total Incidents for 06/19/2020 : 1							
06/19/2020 19:13	Premises Check	2020-00003822	1700 SE MEADOWBROOK BLVD	,	No	416	416
Total Incidents for 06/19/2020 : 1							
06/19/2020 21:21	Domestic Problem	2020-00003823	1200 SE BROADWAY AVE B	SANCHEZ, SIBLEY	No	416	416
06/19/2020 21:21	Domestic Problem	2020-00003823	1200 SE BROADWAY AVE B	SANCHEZ, SIBLEY	No	406	406
06/19/2020 21:21	Domestic Problem	2020-00003823	1200 SE BROADWAY AVE B	SANCHEZ, SIBLEY	No	409	409
Total Incidents for 06/19/2020 : 3							
06/19/2020 22:16	Threats	2020-00003824	717 SE SCENIC VIEW DR HALF	NELSON, PATRICIA	No	416	416
06/19/2020 22:16	Threats	2020-00003824	717 SE SCENIC VIEW DR HALF	NELSON, PATRICIA	No	406	406
Total Incidents for 06/19/2020 : 2							
06/20/2020 00:35	Citizen Contact	2020-00003825	801 SE LARCH AVE	,	No	416	416
Total Incidents for 06/20/2020 : 1							
06/20/2020 03:11	Attempt to Locate	2020-00003826	918 NE EMPIRE ST	PUTNAM, DON	No	409	409
Total Incidents for 06/20/2020 : 1							
06/20/2020 06:45	Accident Hit and Run	2020-00003827	1100 NE C ST	ELSEE, KATHY	No	414	414
Total Incidents for 06/20/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/20/2020 09:28	Disturbance	2020-00003828	128 SW 10TH ST	HEDAHL, JACOB	No	414	414
Total Incidents for 06/20/2020 : 1							
06/20/2020 09:44	Paper Service	2020-00003829	204 SE 12TH ST 6	,	No		
Total Incidents for 06/20/2020 : 1							
06/20/2020 10:46	Animal Found	2020-00003830	804 SE COVEY CT	YEGGE, LEAH	No	414	414
Total Incidents for 06/20/2020 : 1							
06/20/2020 10:58	911 Call	2020-00003831	400 W WHITMAN DR 4	MAINTENANCE SOURCE, No		414	414
06/20/2020 10:58	911 Call	2020-00003831	400 W WHITMAN DR 4	RACK & MAINTENANCE SOURCE, No		401	401
Total Incidents for 06/20/2020 : 2							
06/20/2020 11:20	Unwanted Person	2020-00003832	225 SE DATE AVE	FORD, AMY	No	414	414
06/20/2020 11:20	Unwanted Person	2020-00003832	225 SE DATE AVE	FORD, AMY	No	401	401
Total Incidents for 06/20/2020 : 2							
06/20/2020 14:07	Animal Lost	2020-00003833	25 NE TREMONT DR	HOALST, SHARON	No	CPPD	
Total Incidents for 06/20/2020 : 1							
06/20/2020 14:40	Traffic Stop	2020-00003834	S COLLEGE AVE / E WHITMAN DR	,	No	414	414
06/20/2020 14:40	Traffic Stop	2020-00003834	S COLLEGE AVE / E WHITMAN DR	,	No	401	401
Total Incidents for 06/20/2020 : 2							
06/20/2020 19:10	Traffic Stop	2020-00003835	SE BROADWAY AVE / SE SUNNY DR	,	No	407	407
Total Incidents for 06/20/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/20/2020 19:35	Follow Up	2020-00003836	409 SE DATE AVE	,	No	407	407
Total Incidents for 06/20/2020 : 1							
06/20/2020 20:13	Fraud	2020-00003837	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	Yes	415	415
Total Incidents for 06/20/2020 : 1							
06/20/2020 21:44	Premises Check	2020-00003838	1240 SE COMMERCIAL DR	,	No	407	407
Total Incidents for 06/20/2020 : 1							
06/20/2020 21:46	Lost Property	2020-00003839	729 S COLLEGE AVE	PEREZ, JESSE	Yes	407	407
Total Incidents for 06/20/2020 : 1							
06/20/2020 23:38	Alarm	2020-00003840	860 NE ROSE ST	ELECTRIC, WW	No	415	415
06/20/2020 23:38	Alarm	2020-00003840	860 NE ROSE ST	ELECTRIC, WW	No	407	407
Total Incidents for 06/20/2020 : 2							
06/21/2020 00:14	Premises Check	2020-00003841	651 SW 1ST ST	,	No	407	407
Total Incidents for 06/21/2020 : 1							
06/21/2020 02:36	Citizen Contact	2020-00003842	715 SE 12TH ST	,	No	415	415
Total Incidents for 06/21/2020 : 1							
06/21/2020 03:26	Traffic Stop	2020-00003843	10 SHAW PL	PERRY, HEATHER	No		
Total Incidents for 06/21/2020 : 1							
06/21/2020 03:56	Domestic Problem	2020-00003844	623 S COLLEGE AVE	, ANNA	No	415	415
Total Incidents for 06/21/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/21/2020 09:46	Animal Call	2020-00003845	NE ALDEN ST / NE FLEETWOOD AVE	GILES, GARY	No	401	401
Total Incidents for 06/21/2020 : 1							
06/21/2020 11:45	Custodial Interference/Problem	2020-00003846	619 SE BIRCH AVE	WEISENFEL, ALLEN	No	401	401
Total Incidents for 06/21/2020 : 1							
06/21/2020 16:16	Traffic Call	2020-00003847	SW 6TH ST / S COLLEGE AVE	,	No	407	407
Total Incidents for 06/21/2020 : 1							
06/21/2020 18:20	Traffic Stop	2020-00003848	E WHITMAN DR / NE DECCIO RD	,	No	407	407
Total Incidents for 06/21/2020 : 1							
06/21/2020 19:04	Suspicious Activity	2020-00003852	315 W MAIN ST	WHITAKER, ALAN JOSEPH	No	415	415
06/21/2020 19:04	Suspicious Activity	2020-00003852	315 W MAIN ST	WHITAKER, ALAN JOSEPH	No	407	407
Total Incidents for 06/21/2020 : 2							
06/21/2020 19:18	Traffic Call	2020-00003849	N COLLEGE AVE / NW B ST	,	No	407	407
Total Incidents for 06/21/2020 : 1							
06/21/2020 19:52	Follow Up	2020-00003850	729 S COLLEGE AVE	,	No	407	407
Total Incidents for 06/21/2020 : 1							
06/21/2020 20:04	Premises Check	2020-00003851	1700 SE MEADOWBROOK BLVD	,	No	415	415
06/21/2020 20:04	Premises Check	2020-00003851	1700 SE MEADOWBROOK BLVD	,	No	407	407
Total Incidents for 06/21/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/21/2020 22:33	Premises Check	2020-00003853	651 SW 1ST ST	,	No	407	407
Total Incidents for 06/21/2020 : 1							
06/21/2020 23:03	Premises Check	2020-00003854	1700 SE MEADOWBROOK BLVD	,	No	407	407
Total Incidents for 06/21/2020 : 1							
06/21/2020 23:18	Disturbance	2020-00003855	SE SCENIC VIEW DR / SE COMMERCIAL DR	CC, M	No	415	415
06/21/2020 23:18	Disturbance	2020-00003855	SE SCENIC VIEW DR / SE COMMERCIAL DR	CC, M	No	407	407
Total Incidents for 06/21/2020 : 2							
06/22/2020 00:02	Disturbance	2020-00003856	535 SE SCENIC VIEW DR	NICHOLS, TERRY	No	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 00:19	Prowler	2020-00003857	415 NW B ST	JOHNSTON, GAGE	No	415	415
06/22/2020 00:19	Prowler	2020-00003857	415 NW B ST	JOHNSTON, GAGE	No	407	407
Total Incidents for 06/22/2020 : 2							
06/22/2020 00:56	Traffic Stop	2020-00003858	TAUMARSON RD / PEPPERS BRIDGE RD	,	No	407	407
Total Incidents for 06/22/2020 : 1							
06/22/2020 01:50	Suspicious Activity	2020-00003859	835 SE SCENIC VIEW DR	SCHNIBBE, VERONA	No	407	407
Total Incidents for 06/22/2020 : 1							
06/22/2020 08:45	Citizen Contact	2020-00003860	N COLLEGE AVE / NE A ST	,	No	414	414
Total Incidents for 06/22/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/22/2020 09:16	Code Enforcement	2020-00003861	359 SW 12TH ST	MUIRI, MIKE	No	CPPD	
Total Incidents for 06/22/2020 : 1							
06/22/2020 10:07	Trespass	2020-00003862	900 NE ALDEN ST	MAXSON-BOX, MICKIE	No	414	414
Total Incidents for 06/22/2020 : 1							
06/22/2020 10:20	Address Verification	2020-00003863	1031 SE BROADWAY AVE	,	No		
Total Incidents for 06/22/2020 : 1							
06/22/2020 10:39	Phone Message	2020-00003864	625 S COLLEGE AVE	,	No	414	414
Total Incidents for 06/22/2020 : 1							
06/22/2020 12:06	Welfare Check	2020-00003865	1100 NE C ST	DEWEY, KRISTIN DAYAN	No	414	414
06/22/2020 12:06	Welfare Check	2020-00003865	1100 NE C ST	DEWEY, KRISTIN DAYAN	No	401	401
Total Incidents for 06/22/2020 : 2							
06/22/2020 13:21	Domestic Problem	2020-00003866	224 NW EVANS AVE	FARRENS, JENNIFER	No	414	414
06/22/2020 13:21	Domestic Problem	2020-00003866	224 NW EVANS AVE	FARRENS, JENNIFER	No	401	401
Total Incidents for 06/22/2020 : 2							
06/22/2020 14:08	Theft	2020-00003867	1427 PLAZA WAY	ONEAL, KATIE	No	414	414
Total Incidents for 06/22/2020 : 1							
06/22/2020 14:43	Traffic Stop	2020-00003868	E WHITMAN DR / NE BIRCH AVE	,	No	407	407
Total Incidents for 06/22/2020 : 1							
06/22/2020 15:03	Malicious Mischief	2020-00003869	SE LARCH AVE / SE 12TH ST	,	No	414	414
Total Incidents for 06/22/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/22/2020 15:04	Traffic Stop	2020-00003870	S COLLEGE AVE / SE SUNNY DR	,	No	407	407
Total Incidents for 06/22/2020 : 1							
06/22/2020 15:19	Trespass	2020-00003871	1700 SE MEADOWBROOK BLVD	,	Yes	414	414
06/22/2020 15:19	Trespass	2020-00003871	1700 SE MEADOWBROOK BLVD	,	Yes	407	407
Total Incidents for 06/22/2020 : 2							
06/22/2020 15:27	Traffic Stop	2020-00003872	W BIRCH ST / S 11TH AVE	,	No	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 15:37	Found Property	2020-00003875	426 SE 3RD ST	HERNANDEZ, BRIAN	No	407	407
Total Incidents for 06/22/2020 : 1							
06/22/2020 15:44	Traffic Stop	2020-00003873	46.0542018490000000 - 118.3671483040000000	,	No	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 15:54	Traffic Stop	2020-00003874	W CHERRY ST / N 9TH AVE	,	No	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 15:59	Traffic Stop	2020-00003876	S COLLEGE AVE / SW 4TH ST	,	No	407	407
Total Incidents for 06/22/2020 : 1							
06/22/2020 16:05	Traffic Stop	2020-00003877	1325 W POPLAR ST	,	No	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 16:32	Traffic Stop	2020-00003878	1608 W POPLAR ST	,	No	415	415
Total Incidents for 06/22/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/22/2020 16:44	Traffic Stop	2020-00003879	AVERY ST / W POPLAR ST	,	No	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 17:04	Theft	2020-00003882	623 S COLLEGE AVE	BALDERAS, ARCELIA	Yes	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 17:08	Domestic Problem	2020-00003880	224 NE BIRCH AVE O	HERNANDEZ, ROSA	No	407	407
06/22/2020 17:08	Domestic Problem	2020-00003880	224 NE BIRCH AVE O	HERNANDEZ, ROSA	No	401	401
Total Incidents for 06/22/2020 : 2							
06/22/2020 17:14	Traffic Stop	2020-00003881	W CHESTNUT ST / S 8TH AVE	,	No	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 17:21	Animal Call	2020-00003886	NE ROSE ST / N COLLEGE AVE	JEPSON, SHELTY	No	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 17:27	Traffic Stop	2020-00003883	1600 PLAZA WAY	,	No	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 17:52	Traffic Stop	2020-00003884	1608 W POPLAR ST	,	No	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 17:56	Unwanted Person	2020-00003885	1700 SE MEADOWBROOK BLVD	, MATHEW	No	415	415
06/22/2020 17:56	Unwanted Person	2020-00003885	1700 SE MEADOWBROOK BLVD	, MATHEW	No	407	407
06/22/2020 17:56	Unwanted Person	2020-00003885	1700 SE MEADOWBROOK BLVD	, MATHEW	No	401	401
Total Incidents for 06/22/2020 : 3							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/22/2020 18:09	Disturbance	2020-00003887	1218 SE BROADWAY AVE	DRAPER, TIFFANY	No	407	407
06/22/2020 18:09	Disturbance	2020-00003887	1218 SE BROADWAY AVE	DRAPER, TIFFANY	No	401	401
Total Incidents for 06/22/2020 : 2							
06/22/2020 19:59	Traffic Call	2020-00003888	1100 NE C ST	, MELISSA	No	407	407
Total Incidents for 06/22/2020 : 1							
06/22/2020 20:31	Traffic Stop	2020-00003889	1715 SE MEADOWBROOK BLVD	,	No	407	407
Total Incidents for 06/22/2020 : 1							
06/22/2020 20:44	Found Property	2020-00003890	1240 SE COMMERCIAL DR	HOBSON, LYLE	No	415	415
Total Incidents for 06/22/2020 : 1							
06/22/2020 22:03	Violation of Court Order	2020-00003891	1303 SW RIPARIAN CT	FERRARO, EMMA	No	415	415
06/22/2020 22:03	Violation of Court Order	2020-00003891	1303 SW RIPARIAN CT	FERRARO, EMMA	No	407	407
Total Incidents for 06/22/2020 : 2							
06/22/2020 22:48	Traffic Stop	2020-00003892	755 SE MYRA RD	,	No	407	407
Total Incidents for 06/22/2020 : 1							
06/22/2020 23:58	Traffic Stop	2020-00003893	SE 12TH ST / SE LARCH AVE	,	No	415	415
06/22/2020 23:58	Traffic Stop	2020-00003893	SE 12TH ST / SE LARCH AVE	,	No	407	407
Total Incidents for 06/22/2020 : 2							
06/23/2020 00:06	Suspicious Activity	2020-00003894	1230 SE LARCH AVE	KELLY, BILL	No	415	415
Total Incidents for 06/23/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/23/2020 01:17	Traffic Call	2020-00003895	724 E TIETAN ST	CARIVEAU, FAYE	Yes	415	415
Total Incidents for 06/23/2020 : 1							
06/23/2020 02:20	Traffic Stop	2020-00003896	SW VIRGINIA ST / SW ANGELINA LOOP	,	No	415	415
Total Incidents for 06/23/2020 : 1							
06/23/2020 03:37	Traffic Stop	2020-00003897	SW BADE AVE / SW 9TH ST	,	No	415	415
Total Incidents for 06/23/2020 : 1							
06/23/2020 06:03	Traffic Stop	2020-00003898	1622 W POPLAR ST	,	No	410	410
06/23/2020 06:03	Traffic Stop	2020-00003898	1622 W POPLAR ST	,	No	408	408
Total Incidents for 06/23/2020 : 2							
06/23/2020 07:01	Alarm	2020-00003899	335 N COLLEGE AVE	ELEC, WW	No	410	410
06/23/2020 07:01	Alarm	2020-00003899	335 N COLLEGE AVE	ELEC, WW	No	408	408
Total Incidents for 06/23/2020 : 2							
06/23/2020 10:13	Assist	2020-00003900	625 S COLLEGE AVE	JANSON, MOLLY	No	406	406
06/23/2020 10:13	Assist	2020-00003900	625 S COLLEGE AVE	JANSON, MOLLY	No	410	410
06/23/2020 10:13	Assist	2020-00003900	625 S COLLEGE AVE	JANSON, MOLLY	No	408	408
Total Incidents for 06/23/2020 : 3							
06/23/2020 10:27	Domestic Physical	2020-00003901	583 NW EVANS AVE 3	ALLEN, CODY	Yes	410	410
Total Incidents for 06/23/2020 : 1							
06/23/2020 12:06	Animal Call	2020-00003902	323 NW B ST	SOLIS, LINDA	No	448	448
Total Incidents for 06/23/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
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From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/23/2020 12:26	Premises Check	2020-00003903	1700 SE MEADOWBROOK BLVD	,	No	410	410
06/23/2020 12:26	Premises Check	2020-00003903	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/23/2020 : 2							
06/23/2020 12:51	Premises Check	2020-00003904	1100 NE C ST	,	No	410	410
06/23/2020 12:51	Premises Check	2020-00003904	1100 NE C ST	,	No	408	408
Total Incidents for 06/23/2020 : 2							
06/23/2020 13:40	Welfare Check	2020-00003905	629 SE BIRCH AVE	ZAVADA, THERESKA	No	408	408
Total Incidents for 06/23/2020 : 1							
06/23/2020 13:56	Accident Hit and Run	2020-00003906	1700 SE MEADOWBROOK BLVD	PASCUAL, SUSAN	Yes	406	406
Total Incidents for 06/23/2020 : 1							
06/23/2020 14:01	Follow Up	2020-00003907	703 SE BIRCH AVE	,	No	408	408
Total Incidents for 06/23/2020 : 1							
06/23/2020 14:21	Shoplifting	2020-00003908	1700 SE MEADOWBROOK BLVD	BUENO, SOFIA	Yes	410	410
06/23/2020 14:21	Shoplifting	2020-00003908	1700 SE MEADOWBROOK BLVD	BUENO, SOFIA	Yes	408	408
Total Incidents for 06/23/2020 : 2							
06/23/2020 14:31	Phone Message	2020-00003909	625 S COLLEGE AVE	JACKSON, MARCOS	No	CPPD	
Total Incidents for 06/23/2020 : 1							
06/23/2020 15:41	Phone Message	2020-00003910	625 S COLLEGE AVE	PASQUALE, SUSAN	No	406	406
Total Incidents for 06/23/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/23/2020 16:19	Premises Check	2020-00003911	1100 NE C ST	,	No	406	406
Total Incidents for 06/23/2020 : 1							
06/23/2020 16:21	Domestic Physical	2020-00003912	12 SE PEPPERIDGE PL	Emerson, Ethan D	Yes	402	402
Total Incidents for 06/23/2020 : 1							
06/23/2020 17:45	Premises Check	2020-00003913	1100 NE C ST	,	No	416	416
Total Incidents for 06/23/2020 : 1							
06/23/2020 17:51	Premises Check	2020-00003914	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/23/2020 : 1							
06/23/2020 18:26	Traffic Stop	2020-00003915	E WHITMAN DR / NE DECCIO RD	,	No	416	416
Total Incidents for 06/23/2020 : 1							
06/23/2020 18:46	Missing Person	2020-00003916	49 WALLULA AVE A	ZAMORA, JENNIFER	No	416	416
06/23/2020 18:46	Missing Person	2020-00003916	49 WALLULA AVE A	ZAMORA, JENNIFER	No	406	406
06/23/2020 18:46	Missing Person	2020-00003916	49 WALLULA AVE A	ZAMORA, JENNIFER	No	402	402
Total Incidents for 06/23/2020 : 3							
06/23/2020 18:49	Suspicious Activity	2020-00003917	1350 THE DALLES MILITARY RD	ZAMORA, MAGGIE	No	402	402
Total Incidents for 06/23/2020 : 1							
06/23/2020 22:34	Premises Check	2020-00003918	651 SW 1ST ST	,	No	415	415
Total Incidents for 06/23/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
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From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/23/2020 23:20	Open Door/Window	2020-00003919	1410 S COLLEGE AVE 204	RUSSELL, CODY	No	406	406
06/23/2020 23:20	Open Door/Window	2020-00003919	1410 S COLLEGE AVE 204	RUSSELL, CODY	No	409	409
Total Incidents for 06/23/2020 : 2							
06/23/2020 23:26	Traffic Stop	2020-00003920	S COLLEGE AVE / SW 13TH ST	,	No	416	416
06/23/2020 23:26	Traffic Stop	2020-00003920	S COLLEGE AVE / SW 13TH ST	,	No	415	415
Total Incidents for 06/23/2020 : 2							
06/24/2020 01:45	Assist	2020-00003921	1250 SE COMMERCIAL DR	, TOM	No	409	409
Total Incidents for 06/24/2020 : 1							
06/24/2020 06:20	Citizen Contact	2020-00003922	625 S COLLEGE AVE	,	No	410	410
06/24/2020 06:20	Citizen Contact	2020-00003922	625 S COLLEGE AVE	,	No	408	408
Total Incidents for 06/24/2020 : 2							
06/24/2020 07:26	Parking Complaint	2020-00003923	520 SE DATE AVE	,	No	448	448
Total Incidents for 06/24/2020 : 1							
06/24/2020 07:40	Parking Complaint	2020-00003924	290 NE MAPLE AVE	,	No	448	448
Total Incidents for 06/24/2020 : 1							
06/24/2020 09:33	Traffic Stop	2020-00003925	SW BADE AVE / SW 8TH ST	,	No	410	410
06/24/2020 09:33	Traffic Stop	2020-00003925	SW BADE AVE / SW 8TH ST	,	No	408	408
Total Incidents for 06/24/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/24/2020 09:40	Alarm	2020-00003926	1245 LYDAY LN	CENTRAL STATION,	No	410	410
06/24/2020 09:40	Alarm	2020-00003926	1245 LYDAY LN	CENTRAL STATION,	No	408	408
Total Incidents for 06/24/2020 : 2							
06/24/2020 10:22	Code Enforcement	2020-00003927	623 S COLLEGE AVE	MAIURI, MIKE	No	448	448
Total Incidents for 06/24/2020 : 1							
06/24/2020 11:31	Found Property	2020-00003929	W WHITMAN DR / MARTIN FIELD LN	CPPD, 448	No	448	448
Total Incidents for 06/24/2020 : 1							
06/24/2020 11:31	Suspicious Activity	2020-00003928	N 13TH AVE / W PINE ST	HENDER, STEVE	No	410	410
06/24/2020 11:31	Suspicious Activity	2020-00003928	N 13TH AVE / W PINE ST	HENDER, STEVE	No	408	408
Total Incidents for 06/24/2020 : 2							
06/24/2020 11:40	Malicious Mischief	2020-00003930	1250 SE COMMERCIAL DR	CC, JULIE	Yes	410	410
06/24/2020 11:40	Malicious Mischief	2020-00003930	1250 SE COMMERCIAL DR	CC, JULIE	Yes	408	408
Total Incidents for 06/24/2020 : 2							
06/24/2020 13:16	Premises Check	2020-00003931	1700 SE MEADOWBROOK BLVD	,	No	410	410
06/24/2020 13:16	Premises Check	2020-00003931	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/24/2020 : 2							
06/24/2020 15:13	Animal Call	2020-00003932	1700 SE MEADOWBROOK BLVD	CC, F	No	406	406
Total Incidents for 06/24/2020 : 1							
06/24/2020 15:25	Premises Check	2020-00003933	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/24/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/24/2020 16:02	Assist	2020-00003934	253 NE DAMSON AVE	cc, m	Yes	406	406
Total Incidents for 06/24/2020 : 1							
06/24/2020 18:00	Follow Up	2020-00003935	1100 NE C ST	,	No	416	416
06/24/2020 18:00	Follow Up	2020-00003935	1100 NE C ST	,	No	406	406
Total Incidents for 06/24/2020 : 2							
06/24/2020 18:22	Domestic Physical	2020-00003936	1700 SE MEADOWBROOK BLVD	CC, 402	No	416	416
06/24/2020 18:22	Domestic Physical	2020-00003936	1700 SE MEADOWBROOK BLVD	CC, 402	No	406	406
06/24/2020 18:22	Domestic Physical	2020-00003936	1700 SE MEADOWBROOK BLVD	CC, 402	No	409	409
06/24/2020 18:22	Domestic Physical	2020-00003936	1700 SE MEADOWBROOK BLVD	CC, 402	No	402	402
Total Incidents for 06/24/2020 : 4							
06/24/2020 19:28	Traffic Stop	2020-00003937	NE BIRCH AVE / E WHITMAN DR	,	No	409	409
Total Incidents for 06/24/2020 : 1							
06/24/2020 21:16	Premises Check	2020-00003938	651 SW 1ST ST	,	No	416	416
Total Incidents for 06/24/2020 : 1							
06/24/2020 21:56	Citizen Contact	2020-00003939	801 SE LARCH AVE	,	No	416	416
06/24/2020 21:56	Citizen Contact	2020-00003939	801 SE LARCH AVE	,	No	409	409
Total Incidents for 06/24/2020 : 2							
06/24/2020 22:07	Traffic Stop	2020-00003940	W ROSE ST / NE MYRA RD	,	No	406	406
Total Incidents for 06/24/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/24/2020 23:54	Domestic Problem	2020-00003941	900 S HUSSEY ST	BOE, COLIN HENRY	Yes	416	416
06/24/2020 23:54	Domestic Problem	2020-00003941	900 S HUSSEY ST	BOE, COLIN HENRY	Yes	409	409
Total Incidents for 06/24/2020 : 2							
06/25/2020 00:43	Missing Person	2020-00003942	421 SE BIRCH AVE	,	Yes	416	416
06/25/2020 00:43	Missing Person	2020-00003942	421 SE BIRCH AVE	,	Yes	410	410
06/25/2020 00:43	Missing Person	2020-00003942	421 SE BIRCH AVE	,	Yes	409	409
Total Incidents for 06/25/2020 : 3							
06/25/2020 06:32	Premises Check	2020-00003943	1100 NE C ST	,	No	408	408
Total Incidents for 06/25/2020 : 1							
06/25/2020 07:06	Alarm	2020-00003944	335 N COLLEGE AVE	WW ELECTRIC, 403	No	410	410
06/25/2020 07:06	Alarm	2020-00003944	335 N COLLEGE AVE	WW ELECTRIC, 403	No	408	408
Total Incidents for 06/25/2020 : 2							
06/25/2020 08:42	Found Property	2020-00003945	S COLLEGE AVE / SE CEDAR BEND DR	DIXON, RON	No	410	410
06/25/2020 08:42	Found Property	2020-00003945	S COLLEGE AVE / SE CEDAR BEND DR	DIXON, RON	No	408	408
Total Incidents for 06/25/2020 : 2							
06/25/2020 08:58	Paper Service	2020-00003946	12 SE PEPPERIDGE PL	,	No	410	410
06/25/2020 08:58	Paper Service	2020-00003946	12 SE PEPPERIDGE PL	,	No	408	408
Total Incidents for 06/25/2020 : 2							
06/25/2020 10:08	Civil Problem	2020-00003947	583 NW EVANS AVE	ZAVADA GILTNER, THERESA	No	408	408
Total Incidents for 06/25/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/25/2020 10:34	Citizen Contact	2020-00003948	625 S COLLEGE AVE	CPPD, 408	No	410	410
06/25/2020 10:34	Citizen Contact	2020-00003948	625 S COLLEGE AVE	CPPD, 408	No	408	408
Total Incidents for 06/25/2020 : 2							
06/25/2020 10:48	Trespass	2020-00003949	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	Yes	410	410
06/25/2020 10:48	Trespass	2020-00003949	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	Yes	408	408
Total Incidents for 06/25/2020 : 2							
06/25/2020 11:42	Theft	2020-00003950	1700 SE MEADOWBROOK BLVD	CPPD, 410	Yes	410	410
Total Incidents for 06/25/2020 : 1							
06/25/2020 11:46	Code Enforcement	2020-00003951	429 SW 12TH ST	MAIURI, MIKE	No	448	448
Total Incidents for 06/25/2020 : 1							
06/25/2020 13:58	Fraud	2020-00003952	242 NE CEDAR AVE	HANCOCK, JASON	Yes	406	406
Total Incidents for 06/25/2020 : 1							
06/25/2020 15:08	Welfare Check	2020-00003953	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	No	406	406
06/25/2020 15:08	Welfare Check	2020-00003953	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	No	410	410
06/25/2020 15:08	Welfare Check	2020-00003953	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	No	402	402
Total Incidents for 06/25/2020 : 3							
06/25/2020 15:35	Premises Check	2020-00003954	1100 NE C ST	,	No	406	406
Total Incidents for 06/25/2020 : 1							
06/25/2020 16:05	Premises Check	2020-00003955	1700 SE MEADOWBROOK BLVD	,	No	406	406
Total Incidents for 06/25/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/25/2020 17:00	Domestic Problem	2020-00003956	904 NE CHELAN ST	MASSEY, CLAY	No	416	416
06/25/2020 17:00	Domestic Problem	2020-00003956	904 NE CHELAN ST	MASSEY, CLAY	No	406	406
06/25/2020 17:00	Domestic Problem	2020-00003956	904 NE CHELAN ST	MASSEY, CLAY	No	402	402
Total Incidents for 06/25/2020 : 3							
06/25/2020 17:23	Premises Check	2020-00003957	801 SE LARCH AVE	,	No	416	416
06/25/2020 17:23	Premises Check	2020-00003957	801 SE LARCH AVE	,	No	406	406
Total Incidents for 06/25/2020 : 2							
06/25/2020 17:32	Public Works	2020-00003958	SE MEADOWBROOK BLVD / TAUMARSON RD	LOREE, KARL	No		
Total Incidents for 06/25/2020 : 1							
06/25/2020 18:07	Welfare Check	2020-00003959	SE LARCH AVE / SE 12TH ST	JARVIS, NANCY	No	402	402
Total Incidents for 06/25/2020 : 1							
06/25/2020 18:25	Trespass	2020-00003960	1700 SE MEADOWBROOK BLVD	FRAIRE, LUIS	Yes	416	416
06/25/2020 18:25	Trespass	2020-00003960	1700 SE MEADOWBROOK BLVD	FRAIRE, LUIS	Yes	406	406
06/25/2020 18:25	Trespass	2020-00003960	1700 SE MEADOWBROOK BLVD	FRAIRE, LUIS	Yes	402	402
Total Incidents for 06/25/2020 : 3							
06/25/2020 19:01	Premises Check	2020-00003961	1040 NE C ST	,	No	416	416
Total Incidents for 06/25/2020 : 1							
06/25/2020 19:02	Premises Check	2020-00003962	1100 NE C ST	,	No	416	416
Total Incidents for 06/25/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/25/2020 19:12	Citizen Contact	2020-00003963	1700 SE MEADOWBROOK BLVD	CPPD, 402	No	402	402
Total Incidents for 06/25/2020 : 1							
06/25/2020 19:36	Violation of Court Order	2020-00003964	1403 SW RIPARIAN CT	,	Yes	402	402
Total Incidents for 06/25/2020 : 1							
06/25/2020 20:28	Disturbance	2020-00003965	583 NW EVANS AVE 3	ALLAN, DOROTHY EILEEN	No	416	416
06/25/2020 20:28	Disturbance	2020-00003965	583 NW EVANS AVE 3	ALLAN, DOROTHY EILEEN	No	409	409
Total Incidents for 06/25/2020 : 2							
06/25/2020 20:48	Paper Service	2020-00003966	583 NW EVANS AVE 3	,	No	416	416
Total Incidents for 06/25/2020 : 1							
06/25/2020 20:48	Premises Check	2020-00003967	651 SW 1ST ST	,	No	406	406
Total Incidents for 06/25/2020 : 1							
06/25/2020 21:06	Domestic Physical	2020-00003969	327 SE 4TH ST	MONTOYA, ABIGAIL	No	416	416
06/25/2020 21:06	Domestic Physical	2020-00003969	327 SE 4TH ST	MONTOYA, ABIGAIL	No	406	406
06/25/2020 21:06	Domestic Physical	2020-00003969	327 SE 4TH ST	MONTOYA, ABIGAIL	No	409	409
06/25/2020 21:06	Domestic Physical	2020-00003969	327 SE 4TH ST	MONTOYA, ABIGAIL	No	402	402
Total Incidents for 06/25/2020 : 4							
06/25/2020 21:52	Fireworks	2020-00003971	18 CORBIN LN	KOZACHENKO, TIFFANY	No	409	409
Total Incidents for 06/25/2020 : 1							
06/25/2020 21:54	Paper Service	2020-00003970	1034 SE RAVEN LN	,	No	409	409
Total Incidents for 06/25/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/26/2020 00:37	Narcotics Call	2020-00003972	710 S COLLEGE AVE C	NUNN, TINA	No	416	416
Total Incidents for 06/26/2020 : 1							
06/26/2020 02:10	Attempt to Locate	2020-00003968	1250 SE COMMERCIAL DR	CRT, SHERRY	Yes	416	416
06/26/2020 02:10	Attempt to Locate	2020-00003968	1250 SE COMMERCIAL DR	CRT, SHERRY	Yes	CPPD	
06/26/2020 02:10	Attempt to Locate	2020-00003968	1250 SE COMMERCIAL DR	CRT, SHERRY	Yes	409	409
06/26/2020 02:10	Attempt to Locate	2020-00003968	1250 SE COMMERCIAL DR	CRT, SHERRY	Yes	402	402
Total Incidents for 06/26/2020 : 4							
06/26/2020 02:46	Theft	2020-00003973	SW DAVIS AVE / SW 4TH ST	PEREZ, JESSE	Yes	416	416
06/26/2020 02:46	Theft	2020-00003973	SW DAVIS AVE / SW 4TH ST	PEREZ, JESSE	Yes	431	431
06/26/2020 02:46	Theft	2020-00003973	SW DAVIS AVE / SW 4TH ST	PEREZ, JESSE	Yes	409	409
06/26/2020 02:46	Theft	2020-00003973	SW DAVIS AVE / SW 4TH ST	PEREZ, JESSE	Yes	408	408
Total Incidents for 06/26/2020 : 4							
06/26/2020 04:05	Open Door/Window	2020-00003974	572 S GOSE ST	,	No	431	431
06/26/2020 04:05	Open Door/Window	2020-00003974	572 S GOSE ST	,	No	409	409
06/26/2020 04:05	Open Door/Window	2020-00003974	572 S GOSE ST	,	No	408	408
Total Incidents for 06/26/2020 : 3							
06/26/2020 06:58	Traffic Stop	2020-00003975	2089 TAUMARSON RD	,	No	431	431
Total Incidents for 06/26/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/26/2020 07:38	Alarm	2020-00003976	335 N COLLEGE AVE	ELECTRIC, WW	No	410	410
06/26/2020 07:38	Alarm	2020-00003976	335 N COLLEGE AVE	ELECTRIC, WW	No	431	431
06/26/2020 07:38	Alarm	2020-00003976	335 N COLLEGE AVE	ELECTRIC, WW	No	408	408
Total Incidents for 06/26/2020 : 3							
06/26/2020 08:32	Paper Service	2020-00003977	1034 SE RAVEN LN	,	No	408	408
Total Incidents for 06/26/2020 : 1							
06/26/2020 09:53	Animal Call	2020-00003978	508 NE VILLA AVE	DEER, DONELDA	No	448	448
Total Incidents for 06/26/2020 : 1							
06/26/2020 10:54	Violation of Court Order	2020-00003979	623 S COLLEGE AVE	JACKSON, MARCOS	No	408	408
Total Incidents for 06/26/2020 : 1							
06/26/2020 11:20	Traffic Call	2020-00003980	SE MYRA RD / E WHITMAN DR	HERBERT, STEPHEN	No	410	410
Total Incidents for 06/26/2020 : 1							
06/26/2020 13:24	Premises Check	2020-00003981	1700 SE MEADOWBROOK BLVD	,	No	410	410
06/26/2020 13:24	Premises Check	2020-00003981	1700 SE MEADOWBROOK BLVD	,	No	408	408
Total Incidents for 06/26/2020 : 2							
06/26/2020 14:15	Follow Up	2020-00003982	1700 SE MEADOWBROOK BLVD	,	Yes	406	406
Total Incidents for 06/26/2020 : 1							
06/26/2020 14:41	Theft	2020-00003983	623 S COLLEGE AVE	HIXSON, KEBIN	No	410	410
Total Incidents for 06/26/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/26/2020 14:48	Found Property	2020-00003984	88 NW DAVIS AVE	WALKER, KEVIN	No	406	406
06/26/2020 14:48	Found Property	2020-00003984	88 NW DAVIS AVE	WALKER, KEVIN	No	410	410
Total Incidents for 06/26/2020 : 2							
06/26/2020 15:40	Trespass	2020-00003986	226 W WHITMAN DR	COURSON, RICHARD	No	448	448
Total Incidents for 06/26/2020 : 1							
06/26/2020 15:49	Follow Up	2020-00003985	955 NE CHELAN ST	,	No	406	406
Total Incidents for 06/26/2020 : 1							
06/26/2020 16:16	Traffic Stop	2020-00003987	NE LAMBERT AVE / NE ROSE ST	,	Yes	406	406
Total Incidents for 06/26/2020 : 1							
06/26/2020 16:38	Towed Vehicle	2020-00003989	226 W WHITMAN DR	, JEFF	No		
Total Incidents for 06/26/2020 : 1							
06/26/2020 17:03	Threats	2020-00003988	427 SE 4TH ST	CORMIER, SAMUEL	Yes	416	416
Total Incidents for 06/26/2020 : 1							
06/26/2020 18:25	Premises Check	2020-00003990	1100 NE C ST	,	No	416	416
06/26/2020 18:25	Premises Check	2020-00003990	1100 NE C ST	,	No	406	406
Total Incidents for 06/26/2020 : 2							
06/26/2020 19:06	Animal Call	2020-00003991	830 SE MARINE DR	FUGLIE, KRISTEN	No	416	416
Total Incidents for 06/26/2020 : 1							
06/26/2020 19:22	Traffic Call	2020-00003992	100 SW 4TH ST	RUIZ, JONATHAN	No	416	416
06/26/2020 19:22	Traffic Call	2020-00003992	100 SW 4TH ST	RUIZ, JONATHAN	No	406	406
Total Incidents for 06/26/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/26/2020 19:32	Citizen Contact	2020-00003993	NE MYRA RD / W ROSE ST	,	No	406	406
Total Incidents for 06/26/2020 : 1							
06/26/2020 19:48	Domestic Problem	2020-00003994	1558 CLARENCE AVE	WILSON, MARK	No	416	416
06/26/2020 19:48	Domestic Problem	2020-00003994	1558 CLARENCE AVE	WILSON, MARK	No	406	406
Total Incidents for 06/26/2020 : 2							
06/26/2020 20:28	Illegal Dumping	2020-00003995	359 SW 12TH ST	MAURI, MIKE	No	409	409
Total Incidents for 06/26/2020 : 1							
06/26/2020 22:58	Premises Check	2020-00003996	651 SW 1ST ST	,	No	409	409
Total Incidents for 06/26/2020 : 1							
06/27/2020 00:50	Premises Check	2020-00003997	801 SE LARCH AVE	,	Yes	416	416
06/27/2020 00:50	Premises Check	2020-00003997	801 SE LARCH AVE	,	Yes	409	409
Total Incidents for 06/27/2020 : 2							
06/27/2020 10:40	Address Verification	2020-00003998	209 SE CEDAR BEND DR	,	No		
Total Incidents for 06/27/2020 : 1							
06/27/2020 10:59	Information Report	2020-00003999	730 NE ROSE ST	SCHERMERHORN, TINA	No	414	414
Total Incidents for 06/27/2020 : 1							
06/27/2020 12:25	Shoplifting	2020-00004001	1700 SE MEADOWBROOK BLVD	SNYDER, ALEXIS	Yes	414	414
Total Incidents for 06/27/2020 : 1							
06/27/2020 13:00	Fraud	2020-00004000	609 SW 1ST ST	GUTIERREZ, TERESA	No	414	414
Total Incidents for 06/27/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/27/2020 15:21	Disturbance	2020-00004002	WILSHIRE ST / SEDGWICK CT	KURT, TREMBLY	No	414	414
Total Incidents for 06/27/2020 : 1							
06/27/2020 16:19	Man w/Gun	2020-00004003	553 SW 3RD ST	NOSWORTHY, JORDAN	Yes	414	414
06/27/2020 16:19	Man w/Gun	2020-00004003	553 SW 3RD ST	NOSWORTHY, JORDAN	Yes	407	407
Total Incidents for 06/27/2020 : 2							
06/27/2020 19:19	Traffic Stop	2020-00004004	SE LARCH AVE / SE 8TH ST	,	No	407	407
Total Incidents for 06/27/2020 : 1							
06/27/2020 19:31	Assist	2020-00004005	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	No	407	407
Total Incidents for 06/27/2020 : 1							
06/27/2020 20:41	Follow Up	2020-00004007	1700 SE MEADOWBROOK BLVD	,	No	415	415
Total Incidents for 06/27/2020 : 1							
06/27/2020 21:28	Alarm	2020-00004008	1100 NE C ST	, securitas	No	415	415
06/27/2020 21:28	Alarm	2020-00004008	1100 NE C ST	, securitas	No	407	407
Total Incidents for 06/27/2020 : 2							
06/27/2020 22:43	Alarm	2020-00004009	2376 TAUMARSON RD	SECURITAS,	No	415	415
06/27/2020 22:43	Alarm	2020-00004009	2376 TAUMARSON RD	SECURITAS,	No	407	407
Total Incidents for 06/27/2020 : 2							
06/27/2020 23:29	Disturbance	2020-00004010	1157 SE DATE AVE	CASTILLO, LINDA	No	415	415
06/27/2020 23:29	Disturbance	2020-00004010	1157 SE DATE AVE	CASTILLO, LINDA	No	407	407
Total Incidents for 06/27/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/28/2020 01:36	Suspicious Activity	2020-00004011	330 NE C ST	CC ANON,	No	415	415
06/28/2020 01:36	Suspicious Activity	2020-00004011	330 NE C ST	CC ANON,	No	407	407
Total Incidents for 06/28/2020 : 2							
06/28/2020 01:52	Premises Check	2020-00004012	651 SW 1ST ST	,	No	415	415
Total Incidents for 06/28/2020 : 1							
06/28/2020 02:37	Burglary	2020-00004013	443 SE STANFORD PL	ADAMS, SHONA	No	415	415
Total Incidents for 06/28/2020 : 1							
06/28/2020 10:09	Address Verification	2020-00004014	209 SE CEDAR BEND DR	,	No		
Total Incidents for 06/28/2020 : 1							
06/28/2020 10:35	Information Report	2020-00004016	1250 SE COMMERCIAL DR	RAHMES, ZACH	No		
Total Incidents for 06/28/2020 : 1							
06/28/2020 10:47	Suspicious Activity	2020-00004015	1700 SE MEADOWBROOK BLVD	KING, RAYMOND	No	414	414
Total Incidents for 06/28/2020 : 1							
06/28/2020 12:03	Narcotics Call	2020-00004017	801 SE LARCH AVE	HUNTER, MARK	No	414	414
Total Incidents for 06/28/2020 : 1							
06/28/2020 13:10	Disturbance	2020-00004018	325 NE DAMSON AVE	CC, F	No	414	414
Total Incidents for 06/28/2020 : 1							
06/28/2020 14:32	Domestic Problem	2020-00004019	W ROSE ST / NE MYRA RD	TAYLOR, KATHY	No	414	414
Total Incidents for 06/28/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/28/2020 15:16	Citizen Contact	2020-00004020	715 SE 12TH ST	,	No	414	414
Total Incidents for 06/28/2020 : 1							
06/28/2020 17:46	Follow Up	2020-00004021	1100 NE C ST	,	No	407	407
Total Incidents for 06/28/2020 : 1							
06/28/2020 17:56	Intoxicated Person	2020-00004022	1700 SE MEADOWBROOK BLVD	BROOKS, CHRISTINE	No	407	407
Total Incidents for 06/28/2020 : 1							
06/28/2020 20:19	Traffic Stop	2020-00004023	SE 3RD ST / SE LARCH AVE	,	No	415	415
06/28/2020 20:19	Traffic Stop	2020-00004023	SE 3RD ST / SE LARCH AVE	,	No	407	407
Total Incidents for 06/28/2020 : 2							
06/28/2020 20:35	Citizen Contact	2020-00004024	S COLLEGE AVE / SE 4TH ST	,	No	415	415
Total Incidents for 06/28/2020 : 1							
06/28/2020 22:19	Domestic Physical	2020-00004025	26 SE 6TH ST	PARNELL, LILLY	Yes	415	415
06/28/2020 22:19	Domestic Physical	2020-00004025	26 SE 6TH ST	PARNELL, LILLY	Yes	407	407
Total Incidents for 06/28/2020 : 2							
06/29/2020 01:00	Premises Check	2020-00004026	669 SW 1ST ST	,	No	407	407
Total Incidents for 06/29/2020 : 1							
06/29/2020 01:21	Premises Check	2020-00004027	110 SW SILVERSTAR LN	,	No	407	407
Total Incidents for 06/29/2020 : 1							
06/29/2020 01:27	Citizen Contact	2020-00004028	NW EVANS AVE / BLALOCK DR	,	No	415	415
Total Incidents for 06/29/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/29/2020 07:00	Suspicious Activity	2020-00004029	1700 SE MEADOWBROOK BLVD	WHITE, MICHELLE	No	414	414
Total Incidents for 06/29/2020 : 1							
06/29/2020 07:27	Suspicious Activity	2020-00004031	NW EVANS AVE / NW B ST	CC, M	No	414	414
Total Incidents for 06/29/2020 : 1							
06/29/2020 07:34	Malicious Mischief	2020-00004030	623 S COLLEGE AVE	CPPD, 414	Yes	414	414
Total Incidents for 06/29/2020 : 1							
06/29/2020 09:41	Found Property	2020-00004032	795 SE SYDNEE LN	ONEIL, KATIE	No	414	414
Total Incidents for 06/29/2020 : 1							
06/29/2020 09:51	Malicious Mischief	2020-00004033	1550 THE DALLES MILITARY RD 2	BLANC, JOHN	Yes	414	414
Total Incidents for 06/29/2020 : 1							
06/29/2020 11:41	Theft	2020-00004034	1100 NE C ST	ROGERS, MATT	No	414	414
06/29/2020 11:41	Theft	2020-00004034	1100 NE C ST	ROGERS, MATT	No	401	401
Total Incidents for 06/29/2020 : 2							
06/29/2020 12:02	Unwanted Person	2020-00004035	755 SE SYDNEE LN	WATTS, TRAVIS	No	414	414
06/29/2020 12:02	Unwanted Person	2020-00004035	755 SE SYDNEE LN	WATTS, TRAVIS	No	401	401
Total Incidents for 06/29/2020 : 2							
06/29/2020 12:12	Abandoned Vehicle	2020-00004036	SE HICKORY CT / SE CEDAR BEND DR	SUZANNE,	No	414	414
Total Incidents for 06/29/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/29/2020 16:11	Citizen Contact	2020-00004037	625 S COLLEGE AVE	,	No	415	415
Total Incidents for 06/29/2020 : 1							
06/29/2020 17:51	Citizen Contact	2020-00004038	925 S COLLEGE AVE	,	No	415	415
Total Incidents for 06/29/2020 : 1							
06/29/2020 20:26	Civil Problem	2020-00004039	1700 SE MEADOWBROOK BLVD	jumper, jonathon	No	415	415
06/29/2020 20:26	Civil Problem	2020-00004039	1700 SE MEADOWBROOK BLVD	jumper, jonathon	No	407	407
Total Incidents for 06/29/2020 : 2							
06/29/2020 20:59	911 Call	2020-00004040	360 SE HIGHLAND PARK DR	,	No	415	415
06/29/2020 20:59	911 Call	2020-00004040	360 SE HIGHLAND PARK DR	,	No	407	407
Total Incidents for 06/29/2020 : 2							
06/29/2020 22:10	Coroner Call Out	2020-00004041	420 SE MYRA RD 153A	KLEFFNER, SAMANTHA	No		
Total Incidents for 06/29/2020 : 1							
06/29/2020 22:33	Disturbance	2020-00004042	228 CRUTHERS ST	MCKENZEY, JUSTIN	No	415	415
06/29/2020 22:33	Disturbance	2020-00004042	228 CRUTHERS ST	MCKENZEY, JUSTIN	No	407	407
Total Incidents for 06/29/2020 : 2							
06/30/2020 00:29	Premises Check	2020-00004043	1251 SE COMMERCIAL DR	,	No	407	407
Total Incidents for 06/30/2020 : 1							
06/30/2020 01:42	Premises Check	2020-00004044	651 SW 1ST ST	,	No	407	407
Total Incidents for 06/30/2020 : 1							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/30/2020 04:18	Traffic Stop	2020-00004045	N COLLEGE AVE / NE A ST	,	No	407	407
Total Incidents for 06/30/2020 : 1							
06/30/2020 05:51	Found Property	2020-00004046	50 NW B ST	,	No	407	407
Total Incidents for 06/30/2020 : 1							
06/30/2020 06:06	Assist	2020-00004047	GRANDVIEW AVE / SW 12TH ST	MAIURI, JAY	Yes	414	414
Total Incidents for 06/30/2020 : 1							
06/30/2020 08:49	Code Enforcement	2020-00004048	275 NE DECCIO RD	DAVIS, TERRI	No	CPPD	
Total Incidents for 06/30/2020 : 1							
06/30/2020 12:09	Found Property	2020-00004049	1807 SE BLISS LN	KEELEY, DAVE	No	414	414
Total Incidents for 06/30/2020 : 1							
06/30/2020 14:25	Unknown Problem	2020-00004051	736 SE LANDEN DR	WALTERS, ALVERN	No	407	407
Total Incidents for 06/30/2020 : 1							
06/30/2020 14:27	Lost Property	2020-00004050	625 S COLLEGE AVE	CPPD, 414	No	414	414
Total Incidents for 06/30/2020 : 1							
06/30/2020 17:24	Follow Up	2020-00004052	727 SE LANDEN DR	,	No	407	407
Total Incidents for 06/30/2020 : 1							
06/30/2020 18:29	Suicide Threats	2020-00004053	629 S COLLEGE AVE	DURARY, CHARLEY	No	407	407
06/30/2020 18:29	Suicide Threats	2020-00004053	629 S COLLEGE AVE	DURARY, CHARLEY	No	401	401
Total Incidents for 06/30/2020 : 2							

Daily Incident Log



Print Date/Time: 07/09/2020 09:31
Login ID: mbarr
Disposition: All

From Date: 06/01/2020 00:00
To Date: 06/30/2020 23:59

College Place Police Dept
ORI Number: WA0360200

Call	Incident Type	Incident Number	Location (Venue)	Caller Name	Rpt Req	Unit	ID #
06/30/2020 18:54	Phone Message	2020-00004054	178 SE RODEO LOOP	NEWTON, ALISHA	No	412	412
06/30/2020 18:54	Phone Message	2020-00004054	178 SE RODEO LOOP	NEWTON, ALISHA	No	401	401
Total Incidents for 06/30/2020 : 2							
06/30/2020 20:46	Phone Message	2020-00004055	629 SE BIRCH AVE	ALLAN, DOROTHY	No	412	412
Total Incidents for 06/30/2020 : 1							
06/30/2020 22:44	Traffic Stop	2020-00004056	S COLLEGE AVE / SE 6TH ST	,	No	412	412
Total Incidents for 06/30/2020 : 1							
06/30/2020 22:51	Welfare Check	2020-00004057	169 N WILBUR AVE 5	, TIFFANY	No	412	412
Total Incidents for 06/30/2020 : 1							

Incident Activity Report



Print Date/Time: 07/09/2020 09:32
 Login ID: mbarr
 Layer: All
 Areas: All

From Date: 06/01/2020 00:00
 To Date: 06/30/2020 23:59

College Place Police Dept
 ORI Number: WA0360200
 Incident Type: All

Hour	SUNDAY		MONDAY		TUESDAY		WEDNESDAY		THURSDAY		FRIDAY		SATURDAY		TOTAL	
	INCIDENTS	%	INCIDENTS	%	INCIDENTS	%	INCIDENTS	%	INCIDENTS	%	INCIDENTS	%	INCIDENTS	%	INCIDENTS	%
24	3	0.4	5	0.7	3	0.4	1	0.1	3	0.4	2	0.3	5	0.7	22	3.2
1	4	0.6	5	0.7	2	0.3	3	0.4	0	0.0	0	0.0	2	0.3	16	2.4
2	3	0.4	0	0.0	2	0.3	0	0.0	2	0.3	2	0.3	1	0.1	10	1.5
3	2	0.3	0	0.0	1	0.1	0	0.0	0	0.0	0	0.0	3	0.4	6	0.9
4	1	0.1	1	0.1	1	0.1	2	0.3	0	0.0	1	0.1	1	0.1	7	1.0
5	1	0.1	0	0.0	2	0.3	1	0.1	0	0.0	3	0.4	0	0.0	7	1.0
6	0	0.0	1	0.1	4	0.6	2	0.3	2	0.3	1	0.1	3	0.4	13	1.9
7	0	0.0	3	0.4	3	0.4	3	0.4	2	0.3	2	0.3	0	0.0	13	1.9
8	0	0.0	2	0.3	4	0.6	1	0.1	5	0.7	6	0.9	0	0.0	18	2.7
9	2	0.3	4	0.6	5	0.7	3	0.4	2	0.3	1	0.1	4	0.6	21	3.1
10	5	0.7	4	0.6	7	1.0	6	0.9	7	1.0	3	0.4	6	0.9	38	5.6
11	3	0.4	4	0.6	13	1.9	5	0.7	2	0.3	6	0.9	1	0.1	34	5.0
12	2	0.3	5	0.7	16	2.4	1	0.1	5	0.7	8	1.2	2	0.3	39	5.7
13	1	0.1	4	0.6	13	1.9	6	0.9	8	1.2	9	1.3	2	0.3	43	6.3
14	3	0.4	4	0.6	8	1.2	6	0.9	6	0.9	13	1.9	4	0.6	44	6.5
15	1	0.1	12	1.8	7	1.0	5	0.7	7	1.0	6	0.9	2	0.3	40	5.9
16	2	0.3	8	1.2	2	0.3	4	0.6	7	1.0	5	0.7	2	0.3	30	4.4
17	4	0.6	9	1.3	9	1.3	8	1.2	15	2.2	5	0.7	4	0.6	54	8.0
18	4	0.6	3	0.4	19	2.8	7	1.0	12	1.8	4	0.6	1	0.1	50	7.4
19	5	0.7	6	0.9	4	0.6	7	1.0	8	1.2	9	1.3	5	0.7	44	6.5
20	4	0.6	7	1.0	6	0.9	3	0.4	13	1.9	3	0.4	4	0.6	40	5.9
21	4	0.6	1	0.1	6	0.9	10	1.5	4	0.6	3	0.4	3	0.4	31	4.6
22	4	0.6	7	1.0	7	1.0	5	0.7	3	0.4	6	0.9	1	0.1	33	4.9
23	5	0.7	3	0.4	7	1.0	1	0.1	0	0.0	1	0.1	9	1.3	26	3.8
Totals:	63	9.3	98	14.4	151	22.2	90	13.3	113	16.6	99	14.6	65	9.6	679	100.00

Accessory Dwelling Unit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0042.AD0001	Rude, Rea 307 6th St SE 35-07-36-61-0307	ADU	52,375.68 Sq. Ft.: 432	02/05/2020	1,208.38	1,208.38
Contractor	Rude, Rea					
2020.0141.AD0002	Voth Richard 302 A St NE 35-07-25-33-0003	ADU	12,000.00	06/04/2020	421.02	421.02
Contractor	Voth Richard					
2020.0151.SF0005	Scully Brent 109 4th St SE 35-07-36-51-2012	Add a bathroom, kitchen, utiltiy room and 2 bedrooms in basement.	45,000.00	06/10/2020	1,084.47	1,084.47
Contractor	Scully Brent					
Totals:	3		109,375.68 Sq. Ft. 432		2,713.87	2,713.87

Banners

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0090.BA0001	College Place School District 1755 College Ave S 35-06-01-22-0058	55 banners on pole and placement		04/27/2020	2,131.50	2,131.50
Contractor	College Place School District					
2020.0091.BA0002	Walla Walla Valley Academy 300 Academy Way SW 35-07-35-21-0102	27 Banners for graduating class.		04/28/2020	1,081.50	1,081.50
Contractor	Walla Walla Valley Academy					
Totals:	2				3,213.00	3,213.00

Boundary Line Adjustment

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0007.BO0001	NW Hillcrest Properties LLC, Silverstar Ln SW 35-07-35-44-0117	adjust common boundary between lot 1 & 2 of the short plat recorded 2004.		01/14/2020	100.00	100.00
Contractor	PBS Environmental,					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 2

Boundary Line Adjustment

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0039.BO0003	Tower View Apartments, 108 6th St SE 35-07-36-60-0533	combine 35-07-36-60-0533 & 35-07-36-60-0532 into one parcel		02/04/2020	100.00	100.00
Contractor	OBunco Engineering, Payne David					
2020.0167.BO0004	PBS Engineering & Env. 329 12th St SW 35-07-35-43-0013	Adjust boundaries as shown on map.		06/23/2020	100.00	100.00
Contractor	PBS Engineering & Env.					
Totals:	3				300.00	300.00

Building Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0022.BP0001	Bradbrook Michael & Linda 308 Sunny Dr SE 35-07-36-58-0608	sheetrock/insulate bedroom	1,500.00	01/24/2020	176.47	176.47
Contractor	Loomer Construction, Rodney Loomer					
2020.0047.BP0002	Griffith Brian & Jennifer 948 Larch Ave SE 35-07-36-64-0001	replace windows, slider doors, siding, insulation and trim	5,300.00	02/05/2020	273.49	273.49
Contractor	Perfection Glass,					
2020.0052.BP0003	Pritchett Larry & Lori C. 1310 Broadway Ave SE 35-07-36-58-0125	4x7 awning over existing porch slab	1,400.00	02/19/2020	176.47	176.47
Contractor	Ken's Handyman Service,					
2020.0103.BP0006	Ordelheide Franklin & Sharon 827 Tuscany Dr SE 35-07-36-89-0005	Add to existing fence between my property and new adjacent housing project.	320.00	05/05/2020	47.22	47.22
Contractor	Ordelheide Franklin & Sharon					
2020.0107.BP0007	Schissler Randy 978 Commodore Pl SE 35-07-36-71-0214	Remodel	22,000.00	05/07/2020	611.57	611.57
Contractor	MRD General Contracting LLC, Dougherty Matthew					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 3

Building Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0108.BP0008	Rae Scott 515 Doans Ave SW 35-07-35-79-0037	12' x 25' Cover for existing concrete patio	14,490.00 Sq. Ft.: 300	05/08/2020	491.79	491.79
Contractor	A-Z General Contracting LLC, Cherkasov Vitaliy					
2020.0115.BP0009	Petersen Gary 909 College Ave S 35-07-36-60-1201	To relocate garage from East to West orientation to North to South Orientation.	2,500.00	05/13/2020	200.73	200.73
Contractor	Petersen Gary					
2020.0116.BP0010	Petersen Clyde E Testamentary Tru 915 College Ave S 35-07-36-60-1203	To relocate garage from East to West orientation to North to South orientation.	2,500.00	05/13/2020	200.73	200.73
Contractor	Petersen Gary					
2020.0118.BP0011	Cannon Dennis 906 Marine Dr SE 35-07-36-70-0404	addition	41,146.56 Sq. Ft.: 336	05/14/2020	1,031.95	1,031.95
Contractor	Browns Construction, Brown Terry					
2020.0130.BP0012	Upper Columbia Corp SDA 36 8th St SW 35-07-35-60-2410	Replace siding on the Wight house and replace window.	6,000.00	05/22/2020	138.01	138.01
Contractor	Serl Lawrence					
2020.0135.BP0013	Green Andrew 951 Garrison Dr SE 35-07-36-71-0102	Replace 20 windows and 1 door.	21,300.00	05/27/2020	373.21	373.21
Contractor	AAA General Construction LLC, Kurnayev Andrew					
2020.0146.BP0014	Johnston, Echo 718 12th St SE 35-07-36-58-1012	Replacing siding, then pain & replace damaged soffit.	6,000.00	06/08/2020	138.01	138.01
Contractor	Serl Construction,					
2020.0162.BP0015	Wren Joseph and Cheryl 966 Brentwood Pl SE 35-07-36-66-0011	Expansion/Remodel	55,000.00	06/22/2020	1,232.64	1,232.64
Contractor	Pearce Moody Construction Co, Pearce Justin					

Building Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
Totals:	13		179,456.56		5,092.29	5,092.29
		Sq. Ft.	636			

Commercial

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0095.CO0002	JPMorgan Chase Bank National, 1715 Meadowbrook Blvd SE 35-06-01-21-0087	Existing Chase Bank-Interior accessibility improvements to provide new threshold at the exterior entrance door.	40,000.00	04/28/2020	965.43	965.43
Contractor	Lee Built Construction Co, Cross James					
2020.0092.CO0001	MV Investments, LLC, 1605 Meadowbrook Blvd SE 35-06-01-21-0081	tenant improvement.	50,000.00	04/28/2020	1,140.50	1,140.50
Contractor	MV Investments, LLC,					
2020.0145.CO0003	Wal-Mart Stores Inc. # 01-2476 1700 Meadowbrook Blvd SE 35-06-01-21-0067	Addition of 3 new self-contained refrigeration cases; addition of 4 new OGP parking stalls.	22,000.00	06/04/2020	391.71	391.71
Contractor	Wal-Mart Stores Inc. # 01-2476					
2020.0164.CO0004	College Place School District 31 Ash Ave SE 35-07-36-51-0101	Install 3 pre-manufactured portable buildings, utility connections,fence, and flat work.	1,188,820.00	06/22/2020	10,776.65	10,776.65
Contractor	Pacific Mobile Strucitures Inc, Haakenson Garth					
2020.0166.CO0005	Spanish SDA Church 255 Larch Ave SE 35-07-36-69-0104	Change of the A occupancy to an E occupancy	50,317.92	06/23/2020	1,152.63	
Contractor						
Totals:	5		1,351,137.92		14,426.92	13,274.29

Demolition Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0041.DP0001	Rude, Rea 307 6th St SE 35-07-36-61-0307	demo garage 192 sq ft		02/05/2020	72.50	72.50
Contractor	Rude, Rea					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 5

Demolition Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
Totals:	1				72.50	72.50

Engineering Fees

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0050.EF0001	Preas Dan and Marva 620 8th St SE 35-07-36-07-0001	Long plat		02/07/2020	4,493.00	4,493.00
Contractor	Preas Dan and Marva					
Totals:	1				4,493.00	4,493.00

Grading Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0071.GR0001	Preas Dan and Marva 620 8th St SE 35-07-36-07-0001	Grading permit for Whispering Creek	212,617.00	03/12/2020	1,733.00	1,733.00
Contractor	Preas Dan and Marva					
2020.0117.GR0002	Hayden Homes LLC, Julia St SW 35-07-35-70-0009	Homestead Village Phase 3E	450,000.00	05/14/2020	3,126.56	3,126.56
Contractor	Sharpe & Preszler Cons.Co Inc., Preszler Brian					
2020.0163.GR0003	Don Jackson Excavation LLC, Jacks 31 Ash Ave SE 35-07-36-51-0101	Installing 3 pre-manufactured portable buildings, utility connections, fencing, and flat work.	111,180.00	06/22/2020	1,139.12	1,139.12
Contractor	Don Jackson Excavation LLC, Jackson Donald					
Totals:	3		773,797.00		5,998.68	5,998.68

Mechanical Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
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Mechanical Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0003.MP0001	Hop Thief Taproom, Watson Juston 795 Sydnee Lane SE 35-06-01-21-0097	minisplit install in server room		01/07/2020	34.81	34.81
Contractor	Grassi Refrigeration Serv Inc.,					
2020.0004.MP0002	Coldwell Bankers, Roberts Earl Et A 350 3rd St SE 35-07-36-51-2106	wall furnace replacement Apartment C		01/07/2020	30.98	30.98
Contractor	Grassi Refrigeration Serv Inc.,					
2020.0005.MP0003	Deccio, Jennie 279 Maple Ave NE 35-07-25-61-0108	gas furnace and AC		01/08/2020	48.72	48.72
Contractor	Grassi Refrigeration Serv Inc.,					
2020.0009.MP0004	Griffith Brian & Jennifer 948 Larch Ave SE 35-07-36-64-0001	Carrier mini split install		01/14/2020	34.81	34.81
Contractor	Grassi Refrigeration Serv Inc.,					
2020.0013.MP0005	Solis Daniel & Cynthia 320 Highland Park Dr SE 35-07-36-63-0204	install gas range and piping		01/21/2020	40.96	40.96
Contractor	College Place HTG & A/C,					
2019.0532.MP0128	Burnett Virginia 870 Makiah Ct NE 35-07-25-79-0006	SFR		01/23/2020	135.91	135.91
Contractor	Lexar Homes,					
2020.0025.MP0007	Dawson Brent 865 Makiah Ct NE 35-07-25-79-0002	SFR		01/30/2020	112.12	112.12
Contractor	Dawson Brent					
2020.0031.MP0008	Stepper Brandon 855 Makiah Ct NE 35-07-25-79-0001	SFR		01/31/2020	135.91	
Contractor	Stepper Brandon					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 7

Mechanical Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0037.MP0009	Robbins Wade 1133 Falbo Dr SE 35-07-36-97-0104	replace gas furnace and AC		02/04/2020	48.72	48.72
Contractor	Grassi Refrigeration Serv Inc.,					
2020.0038.MP0010	Randolph, Albert 986 Brentwood PI SE 35-07-36-66-0008	replace heat pump and air handler		02/04/2020	48.72	48.72
Contractor	College Place HTG & A/C,					
2020.0040.MP0011	Rosso Gary L 931 Larkspur PI SE 35-07-36-82-0014	replace furnace and AC		02/05/2020	48.72	48.72
Contractor	College Place HTG & A/C,					
2020.0043.MP0012	Rude, Rea 307 6th St SE 35-07-36-61-0307	ADU		02/05/2020	98.21	98.21
Contractor	Rude, Rea					
2020.0048.MP0013	Shaver Thomas & Aubrey 2850 Winona Lane 35-06-01-11-0063	replace heat pump/air handler		02/06/2020	48.72	48.72
Contractor	College Place HTG & A/C,					
2020.0053.MP0014	Hunter Mark 505 Larch Ave SE 35-07-36-54-0204	install AC and gas furnace		02/24/2020	48.72	48.72
Contractor	Total Comfort Solutions LLC,					
2020.0057.MP0015	Freigberg Charlene 120 12th St SW 35-07-35-53-0005	Install gas stove and pipe.		02/25/2020	30.98	30.98
Contractor	Freigberg Charlene					
2020.0061.MP0016	Weissenfels Jennifer 1100 Birch Ave SE 35-07-36-60-1312	install AC		02/28/2020	34.81	34.81
Contractor	Total Quality Air LLC,					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 8

Mechanical Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0062.MP0017	Christensen Stanley 436 4th St SE 35-07-36-52-0312	Install ductless mini split (indoor and outdoor units).		03/02/2020	48.72	48.72
Contractor	College Place HTG & A/C,					
2020.0068.MP0018	Ross, Beatrice 619 6th St SE 35-07-36-60-0104	Replace heat pump & air handler.		03/10/2020	48.72	48.72
Contractor	College Place HTG & A/C,					
2020.0069.MP0019	Klebe Donald 762 Creekside Dr SE 35-07-36-92-0015	Water Heater		03/10/2020	30.98	30.98
Contractor	Kendall Plumbing & Repair,					
2020.0072.MP0020	Guldhammer Henning and Kristty 731 Swainson Ln SE 35-07-36-96-0037	Replace heat pump and furnace.		03/16/2020	48.82	48.82
Contractor	College Place HTG & A/C,					
2020.0073.MP0021	Preas Dan and Marva 828 Whispering Creek Ct. SE 35-07-36-07-0009	SFR		03/19/2020	145.89	145.89
Contractor	Aspire Homes LLC,					
2020.0080.MP0022	Kolar David 245 Mountain View Dr SE 35-07-36-58-0225	Replace Furnace.		04/06/2020	34.91	34.91
Contractor	College Place HTG & A/C,					
2020.0081.MP0023	Griebel Delmar & Terrie 225 12th St SW 35-07-35-44-0123	Install gas piping & free standing gas fireplace.		04/06/2020	40.96	40.96
Contractor	College Place HTG & A/C,					
2020.0082.MP0024	Smith, Charles 220 Scenic View Dr SE 35-07-36-58-0440	Replace heat pump and AC		04/06/2020	48.72	48.72
Contractor	College Place HTG & A/C,					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 9

Mechanical Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0085.MP0025	Zimmerman Tucker 238 Laurella Ln NW 35-07-26-73-0003	Replace water heater in garage.		04/17/2020	30.98	30.98
Contractor	J&J PLBG of Tri Cities LLC, Jones Justin					
2020.0101.MP0026	Ruiz Angel 438 Lambert Ave NE 35-07-25-52-2321	install heat pump,furnace and gas pipe		05/04/2020	78.66	78.66
Contractor	Panchos Heating & Cooling LLC, Garcia Francisco					
2020.0104.MP0027	Attoh Victor and Johanna 301 Danner Ln NE 35-07-25-76-0008	Add gas line to install gas stove.		05/06/2020	30.98	30.98
Contractor	Attoh Victor and Johanna					
2020.0109.MP0028	Petersen Clyde E Testamentary Tru 606 Scenic View SE Dr 35-07-36-34-0070	Replace Furnace		05/08/2020	34.91	34.91
Contractor	College Place HTG & A/C,					
2020.0110.MP0029	Randolph, Stefan 1529 Independence Dr SE 35-07-36-62-0119	Heat pump, change out.		05/08/2020	48.72	48.72
Contractor	American Air Heating & Cooling,					
2020.0111.MP0030	Floyde Frank 639 2nd St SW 35-07-35-52-4589	Change out HVAC system		05/11/2020	48.72	48.72
Contractor	Youngs Heating and Cooling, Young Erik					
2020.0112.MP0031	Hardesty David 900 Parkside PI SE 35-07-36-79-0011	Emergency replacement of furnace and AC due to system failure.		05/12/2020	48.72	48.72
Contractor	College Place HTG & A/C,					
2020.0119.MP0032	Cannon Dennis 906 Marine Dr SE 35-07-36-70-0404	Addition		05/14/2020	30.98	30.98
Contractor	Browns Construction, Brown Terry					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 10

Mechanical Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0124.MP0033	Creason Tyler D/Jolynne M 1919 Sunflower Ct SE 35-06-01-52-0240	Replace AC		05/18/2020	46.46	46.46
Contractor	College Place HTG & A/C,					
2020.0125.MP0034	Zuniga Junior & Julia 1624 Red Oak Ave SE 35-06-01-53-0033	Change out heat pump & air handler.		05/18/2020	48.72	48.72
Contractor	Youngs Heating and Cooling, Young Erik					
2020.0128.MP0035	Scully Brent 109 4th St SE 35-07-36-51-2012	Replacing Air Conditioner		05/20/2020	34.81	34.81
Contractor	College Place HTG & A/C,					
2020.0129.MP0036	Baston, Jackie C. and Melody J. 193 Maria St NW 35-07-26-77-0014	install new AC to replace failed AC		05/20/2020	34.81	34.81
Contractor	Total Comfort Solutions LLC,					
2020.0133.MP0037	Happy Wanderer, Munoz Matilde 28 12th St SE 35-07-36-58-0118	Install ductless heat pump system		05/26/2020	34.81	34.81
Contractor	American Air Heating & Cooling,					
2020.0134.MP0038	Mercado, Edna 1511 Freedom Pl SE 35-07-36-62-0105	Replace heat pump		05/26/2020	34.91	34.91
Contractor	College Place HTG & A/C,					
2020.0137.MP0039	Hansen Marvin & Wanda Family Tru 1060 Sentry Dr SE 35-07-36-71-0203	Install GF & AC		06/01/2020	48.72	48.72
Contractor	Total Comfort Solutions LLC,					
2020.0138.MP0040	Sherman Pamela 242 Flowers Ln NE 35-07-25-69-0006	Install Lennox Electric Furnace and Heat Pump		06/02/2020	48.72	48.72
Contractor	Total Comfort Solutions LLC,					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 11

Mechanical Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0139.MP0041	Buttice Cheryl 958 Empire St NE 35-07-25-60-0206	Remove old handler and heat pump, install new ones.		06/02/2020	48.72	48.72
Contractor	Youngs Heating and Cooling, Young Erik					
2020.0148.MP0042	Powers Keith A/Sandra K 297 Deccio Rd NE 35-07-25-43-0059	Install Coleman EF & HP		06/10/2020	34.81	34.81
Contractor	Total Comfort Solutions LLC,					
2020.0154.MP0043	Broome Jeannie & Dale 37 Evans Ave NW 35-07-26-52-4010	Install a Lennox Gas and AC & A Daikin Ductless heat pump system		06/10/2020	62.53	62.53
Contractor	Total Comfort Solutions LLC,					
2020.0159.MP0044	Coldwell Bankers, Roberts Earl Et A 350 3rd St SE 35-07-36-51-2106	Replace electric furnace and 2 ton ac		06/18/2020	48.72	48.72
Contractor	Grassi Refrigeration Serv Inc.,					
2020.0161.MP0045	Wren Joseph and Cheryl 966 Brentwood PI SE 35-07-36-66-0011	Expansion/Remodel		06/22/2020	98.21	98.21
Contractor	Pearce Moody Construction Co, Pearce Justin					
2020.0168.MP0046	Valerio Victor 530 2nd St SW 35-07-35-52-4417	Install Daikin ductless unit with 4 heads		06/30/2020	34.81	34.81
Contractor	Total Comfort Solutions LLC,					
2020.0172.MP0047	Juhasz, David & Tania 1112 Cotter PI SE 35-07-36-57-0231	Replace 2 ton heat pump		06/30/2020	34.81	34.81
Contractor	Grassi Refrigeration Serv Inc.,					
2020.0173.MP0048	Walla Walla University 225 Whitman Dr W 35-07-35-51-0505	Install mini split (4)		06/30/2020	76.24	
Contractor	Blaze 2 Blizzard HVAC,					

Mechanical Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
Totals:	48				2,553.02	2,340.87

Final Plat

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0065.PF0001	Preas Dan and Marva 620 8th St SE 35-07-36-07-0001	11 lot final plat		03/06/2020	375.00	375.00
Contractor	Preas Dan and Marva					
Totals:	1				375.00	375.00

Parking Lot

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0144.PK0001	Wal-Mart Stores Inc. # 01-2476 1700 Meadowbrook Blvd SE 35-06-01-21-0067	Addition of 3 new self-contained refrigeration cases; addition of 4 OGP parking stalls.		06/04/2020	565.00	565.00
Contractor	Wal-Mart Stores Inc. # 01-2476					
Totals:	1				565.00	565.00

Plumbing Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0014.PP0002	Montgomery Ross 461 Lambert Ave NE 35-07-25-52-2425	replace sewer/water services		01/22/2020	36.75	36.75
Contractor	Richardson Excavation, Richardson Jay					
2019.0533.PP0075	Burnett Virginia 870 Makiah Ct NE 35-07-25-79-0006	SFR		01/23/2020	160.65	160.65
Contractor	Lexar Homes,					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 13

Plumbing Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0024.PP0004	Montgomery Ross 461 Lambert Ave NE 35-07-25-52-2425	Replace waste plumbing in crawl space.		01/29/2020	28.35	28.35
Contractor	Chris Johnson Plumbing,					
2020.0026.PP0005	Dawson Brent 865 Makiah Ct NE 35-07-25-79-0002	SFR		01/30/2020	153.30	153.30
Contractor	Dawson Brent					
2020.0032.PP0006	Stepper Brandon 855 Makiah Ct NE 35-07-25-79-0001	SFR		01/31/2020	123.90	
Contractor	Stepper Brandon					
2020.0044.PP0007	Rude, Rea 307 6th St SE 35-07-36-61-0307	ADU		02/05/2020	79.80	79.80
Contractor	Rude, Rea					
2020.0056.PP0008	Potter Gail & Shirley 1145 Vista Pl SE 35-07-36-83-0001	change bath tub to shower		02/24/2020	28.35	28.35
Contractor	Bath Fitter,					
2020.0058.PP0009	Frohne #, Rob 23 13th St SW 35-07-35-44-0033	Replace 4" sewer service from house to main.		02/27/2020	36.75	36.75
Contractor	Richardson Excavation, Richardson Jay					
2020.0063.PP0010	Schultz James 11 College Ave N 35-07-26-52-3935	Replace sewer service		03/02/2020	36.75	36.75
Contractor	Richardson Excavation, Richardson Jay					
2020.0074.PP0011	Preas Dan and Marva 828 Whispering Creek Ct. SE 35-07-36-07-0009	SFR		03/19/2020	182.70	182.70
Contractor	Aspire Homes LLC,					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 14

Plumbing Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0079.PP0012	Schultz James 11 College Ave N 35-07-26-52-3935	replace sewer lift pump in basement		03/26/2020	36.75	36.75
Contractor	Bulz-I Plumbing Inc., James Kevin Jay					
2020.0086.PP0013	A-1 Plumbing & Emergency Rooter, 127 6th St SW 35-07-35-60-2409	Replacement of sewer line.		04/21/2020	36.75	36.75
Contractor	A-1 Plumbing & Emergency Rooter,					
2020.0099.PP0014	Mehling Cynthia	Replacing irrigation		05/01/2020	43.05	43.05
Contractor	Mehling Cynthia					
2020.0100.PP0015	Christensen Stanley 436 4th St SE 35-07-36-52-0312	Replacing sewer line from house to city main.		05/04/2020	36.75	36.75
Contractor	Richardson Excavation, Richardson Jay					
2020.0102.PP0016	Kalous Jay 368 Fernwood PI NE 35-07-25-64-0008	replacing backflow below ground at existing location.		05/04/2020	28.35	28.35
Contractor	STACEY & SON LANDSCAPING LLC, Towslee Stacey					
2020.0120.PP0017	Cannon Dennis 906 Marine Dr SE 35-07-36-70-0404	Addition		05/14/2020	28.35	28.35
Contractor	Browns Construction, Brown Terry					
2020.0126.PP0018	White Arthur 832 Scenic View Dr SE 50-00-00-01-4139	Sprinkler system irrigation		05/18/2020	28.35	28.35
Contractor	Advance Irrigation & LNDSCPG,					
2020.0153.PP0020	Hoalst Sharon 25 Tremont Dr NE 35-07-25-56-0213	Irrigation install		06/10/2020	28.35	28.35
Contractor	Three Bros Home & Lawn Care, Jordan Alex					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 15

Plumbing Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0152.PP0019	Scully Brent 109 4th St SE 35-07-36-51-2012	Add a bathroom, kitchen, utiltiy room and 2 bedrooms in basement.		06/10/2020	109.20	109.20
Contractor	Kendall Plumbing & Repair,					
2020.0160.PP0021	Wren Joseph and Cheryl 966 Brentwood PI SE 35-07-36-66-0011	Expansion/Remodel		06/22/2020	116.55	116.55
Contractor	Pearce Moody Construction Co, Pearce Justin					
Totals:	20				1,359.75	1,235.85

Short Plat

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0156.PS0001	RK Property Solutions, Heiser Willia 407 5th St SE 35-07-36-52-0305	Short Plat Development		06/15/2020	400.00	400.00
Contractor	RK Property Solutions, Heiser William and Pamela					
Totals:	1				400.00	400.00

Roofing Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0002.RO0001	Creason Tyler D/Jolynne M 1919 Sunflower Ct SE 35-06-01-52-0240	reroof 48 sq.	9,600.00	01/02/2020	196.81	196.81
Contractor	Palmer Roofing,					
2020.0011.RO0002	Lara Alejandro & Elizabeth 1120 Birch Ave SE 35-07-36-60-1315	reroof 6 SQ	1,800.00	01/17/2020	79.21	79.21
Contractor	Lara Alejandro & Elizabeth					
2020.0012.RO0003	Gates, Justin L 520 Date Ave SE 35-07-36-61-0317	reroof 6 SQ membrane	1,200.00	01/21/2020	79.21	79.21
Contractor	Elsom Roofing Inc,					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 16

Roofing Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0054.RO0004	Freel, Leona 301 Valley Dr SE 35-07-36-58-0616	reroof 15.25 SQ	3,050.00	02/24/2020	108.61	108.61
Contractor	Gillespie Roofing Inc,					
2020.0066.RO0005	Gillespie Roofing Inc, 1112 Cotter PI SE 35-07-36-57-0231	Re-roof house 25.25 squares.	5,050.00	03/09/2020	138.01	138.01
Contractor	Gillespie Roofing Inc,					
2020.0093.RO0007	VW Quality Roofing LLC, 836 Sentry Dr SE 35-07-36-70-0204	Tear off all of the old roof and replace with whole new roof.	10,600.00	04/28/2020	211.51	211.51
Contractor	VW Quality Roofing LLC,					
2020.0094.RO0008	Litchfield #, Walter 614 3rd St SW 35-07-35-52-4557	3 layers of roofing, 2 layer comp, 1 layer on top 22 sq of roofing	12,000.00	04/28/2020	226.21	226.21
Contractor	R & Z Roofing & Gutters LLC, Dawson Brent					
2020.0097.RO0009	Western B Planners 1877 Bliss Ln SE 35-06-01-54-0008	Tearing off old roof, replacing wiht new material and installing gutters.	26,000.00	04/30/2020	427.92	427.92
Contractor	VW Quality Roofing LLC,					
2020.0098.RO0010	Stafford, John P 290 Maple Ave NE 35-07-25-61-0202	Replacing shingle roof w/ asphalt shingles. (20 squares)	4,000.00	04/30/2020	108.61	108.61
Contractor	Stafford, John P					
2020.0105.RO0011	Cheney Lila 38 Tremont Dr NE 35-07-25-56-0109	Tear off- 23.25 squares	4,650.00	05/06/2020	123.31	123.31
Contractor	Berentsen Roofing & Construction,					
2020.0114.RO0013	Melchior Richard & Sheryl 911 Larkspur PI SE 35-07-36-82-0012	Remove existing roofing materials, inspect sheathig on roof area and install new roofing material.	7,500.00	05/12/2020	167.41	167.41
Contractor	McClellan Construction LLC, McClellan Troy					

Roofing Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0121.RO0014	Adams Coby 807 Cedar St SE 35-07-36-60-1146	Reroof of the entire house.	6,902.00	05/15/2020	152.71	152.71
Contractor	Above The Rest Roofing Inc, Madrigal Noe					
2020.0132.RO0015	Paul and Edna Abrams Life Est. 1063 Sentry Dr SE 35-07-36-71-0129	Reroof, using 32 squares	6,400.00	05/26/2020	152.71	152.71
Contractor	Elsom Roofing Inc,					
2020.0136.RO0016	Beach Robert 1260 Colonial Dr SE 35-07-36-62-0413	Re-roof house 41.5 squares	13,215.00	05/28/2020	255.61	255.61
Contractor	Gillespie Roofing Inc,					
2020.0157.RO0017	Beal Robert & Deborah 28 9th St SW 35-07-35-60-2511	Tear off, repair or replace as necessary. Apply proper TPO and flashing.	2,800.00	06/16/2020	93.91	93.91
Contractor	PGS Construction Group LLC, Goddard Christopher					
2020.0158.RO0018	Mendoza Manuel 112 Mountain View Dr SE 35-07-36-58-0339	Tear-off and re-roof with composite laminate shingles.	9,800.00	06/18/2020	196.81	196.81
Contractor	Icon Roofing LLC, Cohen Joel					
2020.0169.RO0019	Busby, Neil 305 12th St SE 35-07-36-57-0220	Tear-off and re-roof garage	3,900.00	06/30/2020	108.61	108.61
Contractor	VW Quality Roofing LLC,					
2020.0174.RO0020	Pearson Adina 304 College Ave N 35-07-25-52-3511	Tear off cedar shakes, New OSB sheathing, & Install metal, snap-lock panels	13,900.00	06/30/2020	255.61	255.61
Contractor	Sasquatch Contracting LLC, Browning Jody					
Totals:	18		142,367.00		3,082.79	3,082.79

Right Of Way Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
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Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 18

Right Of Way Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0006.RW0001	Ordinola, Jose Luis 12 8th St SE 35-07-36-60-1211	retire gas service line		01/13/2020	150.00	150.00
Contractor	Cascade Natural Gas,					
2020.0010.RW0002	Century Link 1530 Central Ave SE 35-07-36-58-0612	Transfer CenturyLink services from old utility pole to new foreign pole		01/15/2020	75.00	75.00
Contractor	Track Utilities, Baumgardner James					
2020.0015.RW0003	Montgomery Ross 461 Lambert Ave NE 35-07-25-52-2425	replace sewer/water services		01/22/2020	150.00	150.00
Contractor	Richardson Excavation, Richardson Jay					
2019.0534.RW0070	Burnett Virginia 870 Makiah Ct NE 35-07-25-79-0006	SFR		01/23/2020	75.00	75.00
Contractor	Lexar Homes,					
2020.0027.RW0005	Dawson Brent 865 Makiah Ct NE 35-07-25-79-0002	SFR		01/30/2020	75.00	75.00
Contractor	Dawson Brent					
2020.0033.RW0006	Stepper Brandon 855 Makiah Ct NE 35-07-25-79-0001	SFR		01/31/2020	75.00	
Contractor	Stepper Brandon					
2020.0049.RW0007	Griebel Delmar & Terrie 225 12th St SW 35-07-35-44-0123	New service install		02/06/2020	75.00	75.00
Contractor	Cascade Natural Gas,					
2020.0059.RW0008	Frohne #, Rob 23 13th St SW 35-07-35-44-0033	Replace sewer.		02/27/2020	150.00	150.00
Contractor	Richardson Excavation, Richardson Jay					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 19

Right Of Way Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0060.RW0009	Pocketlnet Communications Inc,	NE Maple Ave starting at NE C St. Directional Drill east side of Maple from C St to new development 450'		02/27/2020	75.00	75.00
	RIGHT-OF-WAY					
Contractor	Pocketlnet Communications Inc,					
2020.0064.RW0010	Ruiz Angel	Installing a new 1" MDPE gas service.		03/02/2020	75.00	75.00
	438 Lambert Ave NE					
	35-07-25-52-2321					
Contractor	Cascade Natural Gas,					
2020.0070.RW0011	Charter Communications,	Right of Way on Lampertie Placing underground conduit		03/11/2020	75.00	75.00
	RIGHT-OF-WAY					
Contractor	NW Underground Utilities Inc,					
2020.0075.RW0012	Preas Dan and Marva	SFR		03/19/2020	75.00	75.00
	828 Whispering Creek Ct. SE					
	35-07-36-07-0009					
Contractor	Aspire Homes LLC,					
2020.0083.RW0013	White Arthur	ROW		04/13/2020	75.00	
	832 Scenic View Dr SE					
	50-00-00-01-4139					
Contractor	Cascade Natural Gas,					
2020.0084.RW0014	Pocketlnet Communications Inc,	Fiber Optic Install on C Street from Maple to Larch		04/17/2020	75.00	75.00
	RIGHT-OF-WAY					
Contractor	Pocketlnet Communications Inc,					
2020.0087.RW0015	Rhoads, A Leigh & Beatrice	Replacement of sewer line.		04/21/2020	150.00	150.00
	127 6th St SW					
	35-07-35-60-2409					
Contractor	A-1 Plumbing & Emergency Rooter,					
2020.0113.RW0016	Preas Dan and Marva	Whispering Creek Subdivision ROW improvements.		05/12/2020	150.00	150.00
	620 8th St SE					
	35-07-36-07-0001					
Contractor	Premier Excavation, Johnson Todd					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 20

Right Of Way Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0122.RW0017	Silva, David 718 8th St SE 35-07-36-66-0013	Replace the Natural Gas Main.		05/15/2020	150.00	150.00
Contractor	Cascade Natural Gas,					
2020.0123.RW0018	Sullivan Jason & Jennifer 418 12th St SE 35-07-36-58-0704	Removal and replacement of sidewalk.		05/15/2020	75.00	75.00
Contractor	Sullivan Jason & Jennifer					
2020.0127.RW0019	Hartwig Paul & Tracy 630 Evans Ave SW 35-07-35-60-2216	Replace curb and driveway		05/19/2020	150.00	150.00
Contractor	CH Concrete LLC, Hayes Chad					
2020.0131.RW0020	Raver John & Nichole 337 Davin Dr SE 35-07-36-55-0411	Installing a new 1" PE gas service.		05/26/2020	75.00	75.00
Contractor	Cascade Natural Gas,					
2020.0140.RW0021	McMillan, Jess & Jenny 637 Whitman Dr W 35-07-35-63-0014	Removal of a portion of driveway located in right of way.		06/04/2020	75.00	75.00
Contractor	America's Construction,					
2020.0147.RW0022	Scully Brent 109 4th St SE 35-07-36-51-2012	Cut or replace curb and add driveway into house lot. Replace sidewalk where appropriate in added driveway.		06/10/2020	150.00	150.00
Contractor	Scully Construction Inc, Scully James & Brent					
2020.0171.RW0023	Mohedano Ceballos Virginia 134 12th St SE 35-07-36-58-0207	Add AFH 1382 SF to existing 1225 SF home		06/30/2020	150.00	150.00
Contractor	America's Construction,					
Totals:	23				2,400.00	2,250.00

Site Plan

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
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Site Plan

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0170.SA0001	Tower View Apartments, 112 6th SE 35-07-36-60-0532	Site Plan		06/30/2020	900.00	900.00
Contractor	Dickerson, Christopher					
Totals:	1				900.00	900.00

SEPA Checklist

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0155.SE0001	Hayden Homes LLC, 450 Doans Ave SW 35-07-35-79-0050	SEPA Review		06/15/2020	250.00	250.00
Contractor						
2020.0165.SE0002	31 Ash Ave SE 35-07-36-51-0101	Installing 3 pre-manufactured portable buildings, utility connections, fencing, and flat work.		06/22/2020	250.00	250.00
Contractor	TBD					
Totals:	2				500.00	500.00

Single Family Residence

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2019.0536.SF0046	Burnett Virginia 870 Makiah Ct NE 35-07-25-79-0006	SFR	336,470.29 Sq. Ft.: 3272	01/23/2020	4,077.75	4,077.75
Contractor	Lexar Homes,					
2020.0029.SF0002	Dawson Brent 865 Makiah Ct NE 35-07-25-79-0002	SFR	279,031.62 Sq. Ft.: 2941	01/30/2020	3,524.73	3,524.73
Contractor	Dawson Brent					
2020.0035.SF0003	Stepper Brandon 855 Makiah Ct NE 35-07-25-79-0001	SFR	271,836.34 Sq. Ft.: 2569	01/31/2020	3,447.12	
Contractor	Stepper Brandon					

Single Family Residence

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0077.SF0004	Preas Dan and Marva 828 Whispering Creek Ct. SE 35-07-36-07-0009	SFR	293,544.66 Sq. Ft.: 2867	03/19/2020	3,660.56	3,660.56
Contractor	Aspire Homes LLC,					
Totals:	4		1,180,882.91		14,710.16	11,263.04
		Sq. Ft.	11,649			

Sign Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0023.SI0001	Wal-Mart Stores Inc. # 01-2476 1700 Meadowbrook Blvd SE 35-06-01-21-0067	P1FCU sign on side of bldg		01/28/2020	100.00	100.00
Contractor	SignCrafters Inc,					
2020.0055.SI0002	ELDA WA CP LLC, 1195 Whitman E Dr 35-07-25-44-0036	monument sign	3,792.00	02/24/2020	193.48	193.48
Contractor	Human Bean,					
Totals:	2		3,792.00		293.48	293.48

Solar Panels

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2020.0089.SO0001	Sullivan Suzanne 535 Mountain View Dr SE 35-07-36-58-0722	PV Solar Rooftop Installation by Solgen Power.		04/27/2020	101.50	101.50
Contractor	Solgen Power LLC, Lee Christopher					
Totals:	1				101.50	101.50

Sewer Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
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Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 23

Sewer Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2019.0535.SP0050	Burnett Virginia 870 Makiah Ct NE 35-07-25-79-0006	SFR		01/23/2020	3,530.00	3,530.00
Contractor	Lexar Homes,					
2020.0028.SP0002	Dawson Brent 865 Makiah Ct NE 35-07-25-79-0002	SFR		01/30/2020	3,530.00	3,530.00
Contractor	Dawson Brent					
2020.0034.SP0003	Stepper Brandon 855 Makiah Ct NE 35-07-25-79-0001	SFR		01/31/2020	3,530.00	
Contractor	Stepper Brandon					
2020.0045.SP0004	Rude, Rea 307 6th St SE 35-07-36-61-0307	ADU		02/05/2020	530.00	530.00
Contractor	Rude, Rea					
2020.0051.SP0005	Milam Dale & Darla 890 C St NE 35-07-25-79-0003	connect to sewer		02/14/2020	3,530.00	3,530.00
Contractor	Blazing Construction LLC, Stepper Brandon					
2020.0076.SP0006	Preas Dan and Marva 828 Whispering Creek Ct. SE 35-07-36-07-0009	SFR		03/19/2020	3,530.00	3,530.00
Contractor	Aspire Homes LLC,					
2020.0142.SP0007	Voth Richard 302 A St NE 35-07-25-33-0003	ADU		06/04/2020	3,500.00	3,500.00
Contractor	Voth Richard					
2020.0150.SP0008	Scully Brent 109 4th St SE 35-07-36-51-2012	Add a bathroom, kitchen, utiltiy room and 2 bedrooms in basement.		06/10/2020	3,500.00	3,500.00
Contractor	Scully Brent					

Permit Report

01/01/2020 to 06/30/2020

Time: 10:51:17 Date: 07/08/2020

Page: 24

Sewer Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
Totals:	8				25,180.00	21,650.00

Water Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
2019.0537.WP0049	Burnett Virginia 870 Makiah Ct NE 35-07-25-79-0006	SFR		01/23/2020	4,494.54	4,494.54
Contractor	Lexar Homes,					
2020.0030.WP0002	Dawson Brent 865 Makiah Ct NE 35-07-25-79-0002	SFR		01/30/2020	4,494.54	4,494.54
Contractor	Dawson Brent					
2020.0036.WP0003	Stepper Brandon 855 Makiah Ct NE 35-07-25-79-0001	SFR		01/31/2020	4,494.54	
Contractor	Stepper Brandon					
2020.0046.WP0004	Rude, Rea 307 6th St SE 35-07-36-61-0307	ADU		02/05/2020	500.00	500.00
Contractor	Rude, Rea					
2020.0078.WP0005	Preas Dan and Marva 828 Whispering Creek Ct. SE 35-07-36-07-0009	SFR		03/19/2020	4,494.54	4,494.54
Contractor	Aspire Homes LLC,					
2020.0143.WP0006	Voth Richard 302 A St NE 35-07-25-33-0003	ADU		06/04/2020	3,500.00	3,500.00
Contractor	Voth Richard					
2020.0149.WP0007	Scully Brent 109 4th St SE 35-07-36-51-2012	Add a bathroom, kitchen, utility room and 2 bedrooms in basement.		06/10/2020	3,500.00	3,500.00
Contractor	Scully Brent					

Water Permit

Permit Type:

Permit Number	Name	Description	Valuation	Date Issued	FeeTotal	Total Paid
Totals:	7				25,478.16	20,983.62

Report Summary

Permit Type:	Total Qty.	Total Valuation	Total Fees	Jun. Qty.	Jun. Valuation	Jun. Fees
Accessory Dwelling Unit	3	109,375.68	2,713.87	2	57,000.00	1,505.49
Banners	2		3,213.00			
Boundary Line Adjustment	3		300.00	1		100.00
Building Permit	13	179,456.56	5,092.29	2	61,000.00	1,370.65
Commercial	5	1,351,137.92	14,426.92	3	1,261,137.92	12,320.99
Demolition Permit	1		72.50			
Engineering Fees	1		4,493.00			
Final Plat	1		375.00			
Grading Permit	3	773,797.00	5,998.68	1	111,180.00	1,139.12
Mechanical Permit	48		2,553.02	10		536.29
Parking Lot	1		565.00	1		565.00
Plumbing Permit	20		1,359.75	3		254.10
Right Of Way Permit	23		2,400.00	3		375.00
Roofing Permit	18	142,367.00	3,082.79	4	30,400.00	654.94
SEPA Checklist	2		500.00	2		500.00
Sewer Permit	8		25,180.00	2		7,000.00
Short Plat	1		400.00	1		400.00
Sign Permit	2	3,792.00	293.48			
Single Family Residence	4	1,180,882.91	14,710.16			
Site Plan	1		900.00	1		900.00
Solar Panels	1		101.50			
Water Permit	7		25,478.16	2		7,000.00
	168	3,740,809.07	114,209.12	38	1,520,717.92	34,621.58



CITY OF COLLEGE PLACE

Community Development Department

625 South College Avenue
College Place, WA 99324
509-394-8524

June 2020 – Community Development Report

Jonathan Rickard – Community Development Director
Claudia Estrada – Administrative Assistant
Scott Hall – Building Official
Position Vacant – Building Inspector

Permit Summary

Permit Type:	Total Qty.	Total Valuation	Total Fees	June Qty.	June Valuation	June Fees
Accessory Dwelling Unit	3	\$ 109,375.68	\$ 2,713.87	2	\$ 57,000.00	\$ 1,505.49
Banners	2		\$ 3,213.00			
Boundary Line Adjustment	3		\$ 300.00	1		\$ 100.00
Building Permit	13	\$ 179,456.56	\$ 5,092.29	2	\$ 61,000.00	\$ 1,370.65
Commercial	5	1351.137.92	\$ 14,426.92	3	\$ 1,261,137.92	\$ 12,320.99
Demolition Permit	1		\$ 72.50			
Engineering Fees	1		\$ 4,493.00			
Final Plat	1		\$ 375.00			
Grading Permit	3	\$ 773,797.00	\$ 5,998.68	1	\$ 111,180.00	\$ 1,139.12
Mechanical Permit	48		\$ 2,553.02	10		\$ 536.29
Parking Lot	1		\$ 565.00	1		\$ 565.00
Plumbing Permit	20		\$ 1,359.75	3		\$ 254.10
Right Of Way Permit	23		\$ 2,400.00	3		\$ 375.00
Roofing Permit	18	\$ 142,367.00	\$ 3,082.79	4	\$ 30,400.00	\$ 654.94
SEPA Checklist	2		\$ 500.00	2		\$ 500.00
Sewer Permit	8		\$ 25,180.00	2		\$ 7,000.00
Short Plat	1		\$ 400.00	1		\$ 400.00
Sign Permit	2	\$ 3,792.00	\$ 293.48			
Single Family Residence	4	\$ 1,180,882.91	\$ 14,710.16			
Site Plan	1		\$ 900.00	1		\$ 900.00
Solar Panels	1		\$ 101.50			
Water Permit	7		\$ 25,478.16	2		\$ 7,000.00
	168	\$ 3,740,809	\$ 114,209	38	\$ 1,520,718	\$ 34,622

Annexation

SR125 & College Ave Intersection and Mojonier Road annexations – Approved by Board of County Commissioners on June 1st.

Conferences – Workshops – Training

None

Development Projects

Commercial Projects			
Project	General Location	Description	Status
Village at Fort Walla Walla Ph. I	E Whitman Drive	180 DU Apartment Complex	Permits Pending 3rd Quarter Start 2020

Village at Fort Walla Walla Ph. II	E Whitman Drive & Myra Road	110,000 SF mixed use commercial w/114 Apartments above retail, 25,000 SF grocery store & 60,000 SF medical	Owner Marketing Development
Goodwill	NE C Street & Myra Road	26,275 SF retail-warehouse-employment center	Design
Iglesia Adventista	SE Larch	New church building, parking lot improvements, & Landscaping	Under Construction
College Place School District Portable Bld.	31 SE Ash Ave	Install 3 manufactured portable buildings, utility connections, fence, and flat work	Permits Issued Under Construction
Sirmon Apartment Complex	NE Spitzenburg	40 DU Apartment Complex	Awaiting 3rd Quarter Submittal of Civil & Building Plans
Hamby Apartment Complex	S College Ave & SW Silverstar Ln	20 DU in two buildings - 12 plex & 8 plex	Permits Issued Under Construction
WWC Rural Library	Meadowbrook Plaza	College Place Library Branch Tennant Improvement	Permits Issued Under Construction
Sittner Hall	WWU Campus	Renovation of Men's Dormitory	In Design
Conard Hall	WWU Campus	ADA improvements, platforms, ramps, exterior	Staff Review
Grading Permits			
Project	General Location	Description	Status
Whispering Creek Subdivision	SW 8th Street	10 Lot Subdivision	Grading Permit Issued
Hillcrest Apartments	SW Silverstar Ln	Phase 2 Grading for 20 DU	Under Construction
College Place School District Portables	31 SE Ash Ave	Install 3 manufactured portable buildings, utility connections, fence, and flat work	Under Construction
Residential Projects			
Project	General Location	Description	Status
Homestead Village PUD Phase 3E	W Whitman Drive	22 Lot Subdivision (FINAL PHASE)	Grading Permit Issued
Reiswig Short Plat	C Street & Damson Ave	3 Lot Short Plat Subdivision	Incomplete Application
RKPS Short Plat	407 SE 5th Street	2 Lot Short Plat Subdivision	Staff Review

Whispering Creek Subdivision	SW 8th Street	10 Lot Subdivision	Final Plat Recorded April 2020
City Facilities Projects			
Project	General Location	Description	Status
ADA Front Door	City Hall	Pad Activated Power Front Doors	Completed in June
Dorm Showers	Fire Department	Renovation of Dorm Shower - 4 total	PO Approved Supplies Ordered
Gate Replacement	Police Department	Replace Inoperable Gate to Police Vehicle Parking Area	Completed in June
Evidence Processing Building	Police Department	24x32 Evidence Processing Building	Contract Document Preparation

Facilities

Date	Facility Requests for June 2020	
6/1/2020	City Hall	ADA door opener Electrical Inspection
6/2/2020	Police Dept.	Police gate openers w/Darren (precision door)
6/4/2020	City Hall	Council Chambers door proposed changes
6/5/2020	City Hall	Fresh air intake motor replacement in air handler
6/8/2020	Fire Dept.	Shower remodel bids
6/9/2020	Fire Dept.	Shower remodel walk-thru with VUC tile
6/10/2020	City Hall	AC issues
6/11/2020	City Hall	HVAC
	Fire Dept.	shower door bids
6/12/2020	City Hall Parking Lot	broken glass clean-up
6/15/2020	Police Dept.	Police Parking Gate
	City Hall	HVAC w/ College Place Heating
	Police Dept.	police parking gate- idler wheel replacement & goose neck arm base
6/18/2020	Fire Dept.	shower bids
6/22/2020	Police Dept.	police parking gate control pad installation
	Police Dept.	police evidence building contract review
	Fire Dept.	cooling tower drain down as per Kennedy chemical
6/23/2020	Fire Dept.	air handler filter replacement (9)
	Fire Dept.	unit 3 air handler service
	Fire Dept.	cooling tower & AC loop failure
6/24/2020	Fire Dept.	heat plate flush
6/25/2020	Fire Dept.	remodel scheduling with David Winter
	Fire Dept.	Shower remodel purchase order to KIE
6/26/2020	Fire Dept.	HVAC check-up
	Fire Dept.	Bay light fixture repair w/ Kevin Wolpert
6/29/2020	Fire Dept.	HVAC monitoring

	Police Dept.	Police Gate "Warning" sign installation
6/30/2020	Fire Dept.	HVAC monitoring
	City Hall (Shawn's office)	HVAC trouble shooting

Hearing Examiner – No hearings conducted.

Historic Preservation Commission (HPC) – Met on June 25, 2020

75th Anniversary Book of College Place Incorporation – Recommended Keokee Publishing. Mike Denny to author.

Inspection

Inspection Summary 2020						
	Residential	Res. Reinspect	Commercial	Com. Reinspect	Q&A / Investigations	Subtotal
January	61	25	19	2	35	142
February	66	25	24	1	35	151
March	53	6	6	0	23	88
April	22	1	2	0	9	34
May	123	10	25	15	22	195
June	144	39	15	1	31	230
July						0
August						0
September						0
October						0
November						0
December						0
2020 total	469	106	91	19	155	840
2019 total	1331	373	206	32	292	2234
2018 total	1509	318	215	13	316	2371

Lions Park Renovation

Another round of RCO Grant cycles are upon us. Grant applications under three different categories: WWRP LWCF & YAF were submitted June 1, 2020.

Planning Commission (PC) – Met on June 16

Workshop on Hemp, Development Agreements, RV Park Standards, and Accessory Buildings.

Single Family Residential Permit Summary – Lookback

	2020	2019	2018	2017	2016	2015
January	3	3	3	4	3	4
February	0	3	4	2	5	4
March	1	6	2	1	12	2
April	0	12	7	0	6	8
May	0	4	11	1	4	6
June	0	6	7	2	1	4
July		2	4	6	2	4
August		4	1	7	3	4
September		8	1	8	2	16
October		1	1	2	1	5
November		1	0	6	0	1
December		0	1	2	3	1
Total	4	50	42	41	42	59

WATER DIVISION

Monthly Division Report

Month of **June, 2020**

	2020	2019
Intertie Usage with Walla Walla	0	0
Intertie Usage with District #14	(4,481,000)	(12,788,000)
Intertie Usage with Walla Walla College	0	0
Net CP Intertie Usage	(4,481,000)	(12,788,000)
Total Water Pumped	57,898,000	73,061,000
CP Total Water Used During Month	53,417,000	60,273,000
Daily Average Used	1,780,567	2,009,100
Highest Daily Amount Used 06-18-20	2,568,000	2,614,000
Lowest Daily Amount Used 06-15-20	1,304,000	1,581,000

Water Table Highest (October – March) Well #1 **-209 Static**/Well #2 **-209 Static**/Well #3 **-193 Static**

Water Table Lowest (April – September) Well #1 /Well #2 /Well #3

Water Use Yearly Comparison

2018 – 157,255,000
 2019 – 165,179,000
 2020 – 176,515,000

Additional Comments:

New Service Installations – 1

Service Replacements – 0

Water Leaks/Breaks – 0

Water Loss Summary Month – 17% loss

Water Lost Summary YTD – 16%

Public Works Report
June, 2020

Tasks worked on and/or completed during the month of June.

Park

Inspect Parks	Mow
Open Bathrooms	Graffiti Removal
Fertilize Parks	Plant Trees in Veterans' Park
Edging & Weedeating	Irrigation Repairs

Public Works

Utility Locates – 42	Safety Meeting – Back Safety
Invoices/Bills/POs	Council Meeting
Reports	Time Cards
Staff Meeting	Picture Record
Address Files	Plan Reviews
“C” Street Project	Lamperti Project
Visit WWTP	SE 10 th St Project
Filing	Meadowbrook Overlay Project
Facility Lighting to LEDs	City Hall Landscaping
WWTP Improvement Project	Small Equipment Maintenance
WWTP Tree Farm Work	Install Banners
Farmers' Market	Whispering Creek Subdivision
Field Mowing	Spray for Bugs around City Hall
Storm Infiltration Tests (Destito)	

Equipment Rental

Work on various equipment (102, 204, 205, 209, 303, 305, 306, 400, 407, 411, 416, 510, 530, 532, 534, 605, 612, 614, 701, 716, 803, 804, 899, 970, E3011, E3041, E3061)	Vacation
Paperwork & Reports	

Street

Inspections	Sweep
Sign Work	Tree Trimming on College Ave
Weed Spraying	Rock Placement on Myra Landscape Area
DOT Work on Signals	Storm Drain Work
Sweep	Myra Road Mowing & Edging
Visibility Triangle Work	Traffic Counts

Water

Sampling	May Water Report
Answer customer questions	Meter Checks & Repairs
Cross-Connection	Interties & Wells
Well #4 Project	Well #6 Project
Consumer Confidence Reports	Water Use Efficiency Report
ESBS Pump #10 Failure and Repair	Lighting in Water Supply Room
Switch Well #2 from VFD to Soft Start	Meter Install on Silverstar

Water Division
Monthly Water Usage Trend Report
Usage Totals are in Gallons

	Jun-20	May-20	Apr-20	Mar-20	Feb-20	Jan-20	Dec-19	Nov-19	Oct-19	Sep-19	Aug-19	Jul-19	Jun-19
Intertie Usage with Walla Walla	0	0	0	0	0	0	0	0	0	0	0	0	0
Intertie Usage with District #14	(4,481,000)	18,190,000	(4,078,000)	(2,404,000)	(1,765,000)	(1,261,000)	2,213,000	11,418,000	16,162,000	9,228,000	(8,717,000)	(17,053,000)	(15,008,000)
Intertie Usage with Walla Walla University	0	0	0	0	0	0	0	0	0	0	0	0	0
Net CP Intertie Usage	(4,481,000)	18,190,000	(4,078,000)	(2,404,000)	(1,765,000)	(1,261,000)	2,213,000	11,418,000	16,162,000	9,228,000	(8,717,000)	(17,053,000)	(15,008,000)
Total Water Pumped	57,898,000	25,038,000	38,391,000	19,086,000	15,769,000	16,132,000	14,562,000	3,251,000	8,191,000	38,995,000	85,063,000	94,197,000	77,373,000
CP Total Water Used During Month	53,417,000	43,228,000	34,313,000	16,682,000	14,004,000	14,871,000	16,775,000	14,669,000	24,353,000	48,223,000	76,346,000	77,144,000	62,365,000
Daily Average Used	1,780,000	1,394,452	1,143,000	538,129	482,897	479,710	541,129	488,967	785,581	1,607,433	2,462,774	2,488,000	2,078,833
Highest Daily Amount Used (Curr. Month)	2,568,000	2,210,000	875,000	875,000	744,000	796,000	717,000	663,000	1,186,000	1,986,000	3,004,000	2,796,000	3,373,000
Lowest Daily Amount Used (Curr. Month)	1,304,000	667,000	436,000	436,000	252,000	387,000	349,000	263,000	382,000	1,042,000	1,836,000	2,043,000	1,914,000

Water Level - Well #1	-209 Static	-201 Static	-181 Static	-181 Static	-186 Static	-192 Static	-206 Static	-205 Static	-224 Static	-242 Static	-244 Static	-239 Static	-216 Static
Water Level - Well #2	-209 Static	-204 Static	-186 Static	-187 Static	-191 Static	-196 Static	-201 Static	-209 Static	-220 Static	-251 Static	-248 Static	-242 Static	-225 Static
Water Level - Well #3	-193 Static	-193 Static	-186 Static	-186 Static	-186 Static	-192 Static	-199 Static	-206 Static	-217 Static	-246 Static	-241 Static	-237 Static	-222 Static

Water Use Yearly Comparison	2018	157,255,000	The Intertie with WWU is "0" because they are not currently using water although the intertie is operational.
	2019	165,179,000	The Intertie with Walla Walla is "0" because they are inactivated.
	2020	176,515,000	

Additional Comments:

New Service Installations:	1	1	0	3	0	0	1	2	16	7	0	0	0
Service Replacements:	0	3	6	7	0	0	0	0	0	0	0	0	0
Water Leaks:	0	1	0	0	0	0	0	0	1	0	0	0	0