

HCM Signalized Intersection Capacity Analysis
100: Salishan Dr & US 101

Lincoln County TSP
2027_Build Projects_30th Highest Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕	↗	↗	↗	↕
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.94			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1621			1644		1644	3288	1471	1629	3257	1457
Flt Permitted		0.80			0.74		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1325			1238		1644	3288	1471	1629	3257	1457
Volume (vph)	30	10	35	25	5	30	10	860	30	35	900	20
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor (vph)	152%	152%	152%	152%	152%	152%	152%	152%	152%	152%	152%	152%
Adj. Flow (vph)	54	18	63	45	9	54	16	1376	48	56	1440	32
RTOR Reduction (vph)	0	54	0	0	48	0	0	0	15	0	0	9
Lane Group Flow (vph)	0	81	0	0	60	0	16	1376	33	56	1440	23
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	4%	4%	4%	5%	5%	5%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		1	6		5		2
Permitted Phases	4			8					6			2
Actuated Green, G (s)		8.1			8.1		1.8	53.2	53.2	3.7	55.1	55.1
Effective Green, g (s)		8.6			8.6		2.3	55.2	55.2	4.2	57.1	57.1
Actuated g/C Ratio		0.11			0.11		0.03	0.69	0.69	0.05	0.71	0.71
Clearance Time (s)		4.5			4.5		4.5	6.0	6.0	4.5	6.0	6.0
Vehicle Extension (s)		2.5			3.0		2.5	4.8	4.8	2.5	4.8	4.8
Lane Grp Cap (vph)		142			133		47	2269	1015	86	2325	1040
v/s Ratio Prot							0.01	0.42		c0.03	c0.44	
v/s Ratio Perm		c0.06			0.05				0.02			0.02
v/c Ratio		0.57			0.45		0.34	0.61	0.03	0.65	0.62	0.02
Uniform Delay, d1		34.0			33.5		38.1	6.6	3.9	37.2	5.9	3.3
Progression Factor		1.00			1.00		0.91	0.71	0.81	1.00	1.00	1.00
Incremental Delay, d2		4.5			2.4		2.8	1.1	0.1	14.7	1.3	0.0
Delay (s)		38.5			35.9		37.4	5.8	3.2	51.8	7.1	3.4
Level of Service		D			D		D	A	A	D	A	A
Approach Delay (s)		38.5			35.9			6.1			8.7	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	9.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 101: Drift Creek Rd & US 101

Lincoln County TSP
 2027_Build Projects_30th Highest Hour














Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↔		↔	↕↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	15	15	820	10	25	1000
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	27	27	1312	16	40	1600
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2200	664			1328	
vC1, stage 1 conf vol	1320					
vC2, stage 2 conf vol	880					
vCu, unblocked vol	2200	664			1328	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)	5.9					
tF (s)	3.6	3.4			2.2	
p0 queue free %	80	93			92	
cM capacity (veh/h)	131	396			505	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	54	875	453	40	800	800
Volume Left	27	0	0	40	0	0
Volume Right	27	0	16	0	0	0
cSH	197	1700	1700	505	1700	1700
Volume to Capacity	0.27	0.51	0.27	0.08	0.47	0.47
Queue Length 95th (ft)	26	0	0	6	0	0
Control Delay (s)	30.0	0.0	0.0	12.7	0.0	0.0
Lane LOS	D			B		
Approach Delay (s)	30.0	0.0		0.3		
Approach LOS	D					

Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			54.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 102: Siletz Highway & US 101

Lincoln County TSP
 2027_Build Projects_30th Highest Hour

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Volume (veh/h)	5	40	805	35	70	920	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	9	72	1288	56	112	1472	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None						
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	2248	644			1344		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2248	644			1344		
tC, single (s)	6.9	7.0			4.2		
tC, 2 stage (s)							
tF (s)	3.6	3.4			2.2		
p0 queue free %	66	82			78		
cM capacity (veh/h)	26	406			498		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	80	644	644	56	112	736	736
Volume Left	9	0	0	0	112	0	0
Volume Right	72	0	0	56	0	0	0
cSH	155	1700	1700	1700	498	1700	1700
Volume to Capacity	0.52	0.38	0.38	0.03	0.22	0.43	0.43
Queue Length 95th (ft)	64	0	0	0	21	0	0
Control Delay (s)	51.2	0.0	0.0	0.0	14.3	0.0	0.0
Lane LOS	F				B		
Approach Delay (s)	51.2	0.0			1.0		
Approach LOS	F						
Intersection Summary							
Average Delay			1.9				
Intersection Capacity Utilization			56.3%		ICU Level of Service		B
Analysis Period (min)			15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵		↑↑	↵	↵	↑↑
Sign Control	Stop		Free			Free
Grade	-6%		0%			0%
Volume (veh/h)	5	15	905	15	10	950
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	27	1448	24	16	1520
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2240	724			1472	
vC1, stage 1 conf vol	1448					
vC2, stage 2 conf vol	792					
vCu, unblocked vol	2240	724			1472	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	93			96	
cM capacity (veh/h)	130	373			454	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	36	724	724	24	16	760	760
Volume Left	9	0	0	0	16	0	0
Volume Right	27	0	0	24	0	0	0
cSH	254	1700	1700	1700	454	1700	1700
Volume to Capacity	0.14	0.43	0.43	0.01	0.04	0.45	0.45
Queue Length 95th (ft)	12	0	0	0	3	0	0
Control Delay (s)	21.5	0.0	0.0	0.0	13.2	0.0	0.0
Lane LOS	C				B		
Approach Delay (s)	21.5	0.0			0.1		
Approach LOS	C						

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
 104: Gleneden Beach Rd & US 101

Lincoln County TSP
 2027_Build Projects_30th Highest Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Grade (%)	-4%			0%	0%	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t	1.00	0.85	1.00	1.00	1.00	0.85
Fl _t Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1744	1561	1693	3386	3353	1500
Fl _t Permitted	0.95	1.00	0.18	1.00	1.00	1.00
Satd. Flow (perm)	1744	1561	317	3386	3353	1500
Volume (vph)	65	10	15	835	845	105
Peak-hour factor, PHF	0.85	0.85	0.95	0.95	0.95	0.95
Growth Factor (vph)	152%	152%	152%	152%	152%	152%
Adj. Flow (vph)	116	18	24	1336	1352	168
RTOR Reduction (vph)	0	16	0	0	0	19
Lane Group Flow (vph)	116	2	24	1336	1352	149
Heavy Vehicles (%)	0%	0%	1%	1%	2%	2%
Turn Type	custom		Perm		Perm	
Protected Phases	4	8		2	6	
Permitted Phases			2			6
Actuated Green, G (s)	9.3	9.3	62.7	62.7	62.7	62.7
Effective Green, g (s)	9.3	9.3	62.7	62.7	62.7	62.7
Actuated g/C Ratio	0.12	0.12	0.78	0.78	0.78	0.78
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	203	181	248	2654	2628	1176
v/s Ratio Prot	c0.07	0.00		0.39	c0.40	
v/s Ratio Perm			0.08			0.10
v/c Ratio	0.57	0.01	0.10	0.50	0.51	0.13
Uniform Delay, d ₁	33.5	31.3	2.0	3.1	3.1	2.1
Progression Factor	1.00	1.00	1.00	1.00	0.35	0.18
Incremental Delay, d ₂	3.8	0.0	0.8	0.7	0.6	0.2
Delay (s)	37.3	31.3	2.8	3.8	1.7	0.5
Level of Service	D	C	A	A	A	A
Approach Delay (s)	36.5			3.8	1.6	
Approach LOS	D			A	A	

Intersection Summary

HCM Average Control Delay	4.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 105: Lancer St & US 101

Lincoln County TSP
 2027_Build Projects_30th Highest Hour






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			10%			0%			0%	
Volume (veh/h)	10	5	20	5	5	5	15	830	5	10	835	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	18	9	36	9	9	9	24	1328	8	16	1336	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh		1										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2101	2760	676	2120	2764	668	1352			1336		
vC1, stage 1 conf vol	1376	1376										
vC2, stage 2 conf vol	725	1384										
vCu, unblocked vol	2101	2760	676	2120	2764	668	1352			1336		
tC, single (s)	7.6	6.6	7.0	7.5	6.5	6.9	4.1			4.2		
tC, 2 stage (s)	6.6	5.6										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	77	91	91	61	50	98	95			97		
cM capacity (veh/h)	77	94	391	23	18	405	510			507		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	63	27	24	885	451	16	891	461
Volume Left	18	9	24	0	0	16	0	0
Volume Right	36	9	0	0	8	0	0	16
cSH	150	29	510	1700	1700	507	1700	1700
Volume to Capacity	0.42	0.91	0.05	0.52	0.27	0.03	0.52	0.27
Queue Length 95th (ft)	46	75	4	0	0	2	0	0
Control Delay (s)	45.4	331.3	12.4	0.0	0.0	12.3	0.0	0.0
Lane LOS	E	F	B			B		
Approach Delay (s)	45.4	331.3	0.2			0.1		
Approach LOS	E	F						

Intersection Summary		
Average Delay		4.3
Intersection Capacity Utilization	48.3%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Unsignalized Intersection Capacity Analysis
 106: Willow Road & US 101

Lincoln County TSP
 2027_Build Projects_30th Highest Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	5	5	30	5	60	10	460	5	55	530	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	18	9	9	54	9	107	16	736	8	88	848	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						4						
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1486	1804	428	1385	1804	372	856			744		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1486	1804	428	1385	1804	372	856			744		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	70	87	98	36	87	83	98			90		
cM capacity (veh/h)	60	70	581	84	70	631	761			846		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	36	170	16	491	253	88	565	291				
Volume Left	18	54	16	0	0	88	0	0				
Volume Right	9	107	0	0	8	0	0	8				
cSH	81	223	761	1700	1700	846	1700	1700				
Volume to Capacity	0.44	0.76	0.02	0.29	0.15	0.10	0.33	0.17				
Queue Length 95th (ft)	45	133	2	0	0	9	0	0				
Control Delay (s)	80.6	54.9	9.8	0.0	0.0	9.7	0.0	0.0				
Lane LOS	F	F	A			A						
Approach Delay (s)	80.6	54.9	0.2			0.9						
Approach LOS	F	F										
Intersection Summary												
Average Delay			6.9									
Intersection Capacity Utilization			45.6%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 107: Otter Crest Loop N & US 101

Lincoln County TSP
 2027_Build Projects_30th Highest Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↕		↘
Sign Control	Stop			Free	Free	
Grade	10%			0%	0%	
Volume (veh/h)	40	15	5	605	575	50
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	72	27	8	968	920	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1460	960	1000			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1460	960	1000			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	39	90	99			
cM capacity (veh/h)	118	256	688			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	98	331	645	1000
Volume Left	72	8	0	0
Volume Right	27	0	0	80
cSH	138	688	1700	1700
Volume to Capacity	0.71	0.01	0.38	0.59
Queue Length 95th (ft)	102	1	0	0
Control Delay (s)	78.6	0.4	0.0	0.0
Lane LOS	F	A		
Approach Delay (s)	78.6	0.1		0.0
Approach LOS	F			

Intersection Summary			
Average Delay		3.8	
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 108: Otter Crest Loop S & US 101

Lincoln County TSP
 2027_Build Projects_30th Highest Hour



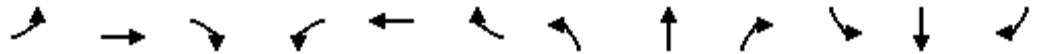
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑	↑	
Sign Control	Stop			Free	Free	
Grade	4%			0%	0%	
Volume (veh/h)	0	85	80	605	590	0
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	152	128	968	944	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2168	944	944			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2168	944	944			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	52	82			
cM capacity (veh/h)	42	318	727			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	152	128	968	944
Volume Left	0	128	0	0
Volume Right	152	0	0	0
cSH	318	727	1700	1700
Volume to Capacity	0.48	0.18	0.57	0.56
Queue Length 95th (ft)	62	16	0	0
Control Delay (s)	26.3	11.0	0.0	0.0
Lane LOS	D	B		
Approach Delay (s)	26.3	1.3		0.0
Approach LOS	D			

Intersection Summary			
Average Delay		2.5	
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 109: N. Beaver Creek Rd & US 101

Lincoln County TSP
 2027_Build Projects_30th Highest Hour



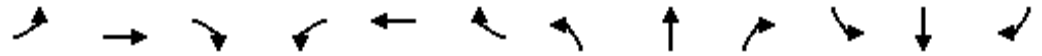
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Sign Control		Stop			Stop		Free	Free		Free	Free	
Grade		0%			6%		0%	0%		0%	0%	
Volume (veh/h)	15	5	10	10	5	10	5	465	25	60	520	15
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	26	9	18	18	9	18	8	729	39	94	816	24
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1782	1800	827	1790	1792	749	839			769		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1782	1800	827	1790	1792	749	839			769		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	48	88	95	65	88	96	99			89		
cM capacity (veh/h)	51	71	374	50	71	415	800			846		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	53	44	8	769	94	839
Volume Left	26	18	8	0	94	0
Volume Right	18	18	0	39	0	24
cSH	76	85	800	1700	846	1700
Volume to Capacity	0.69	0.52	0.01	0.45	0.11	0.49
Queue Length 95th (ft)	80	56	1	0	9	0
Control Delay (s)	121.4	86.4	9.5	0.0	9.8	0.0
Lane LOS	F	F	A		A	
Approach Delay (s)	121.4	86.4	0.1		1.0	
Approach LOS	F	F				

Intersection Summary		
Average Delay		6.2
Intersection Capacity Utilization	61.6%	ICU Level of Service
Analysis Period (min)		15
		B

HCM Unsignalized Intersection Capacity Analysis
 110: Minor Park Rd/Bayview Dr & US 101

Lincoln County TSP
 2027_Build Projects_30th Highest Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↔	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	5	5	30	5	10	5	475	45	15	635	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	9	9	53	9	18	8	745	71	24	996	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1457	1878	502	1354	1847	408	1004			816		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1457	1878	502	1354	1847	408	1004			816		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	87	98	43	88	97	99			97		
cM capacity (veh/h)	78	68	517	93	71	593	668			801		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	26	79	8	497	319	24	664	340
Volume Left	9	53	8	0	0	24	0	0
Volume Right	9	18	0	0	71	0	0	8
cSH	102	110	668	1700	1700	801	1700	1700
Volume to Capacity	0.26	0.72	0.01	0.29	0.19	0.03	0.39	0.20
Queue Length 95th (ft)	24	96	1	0	0	2	0	0
Control Delay (s)	52.0	95.4	10.5	0.0	0.0	9.6	0.0	0.0
Lane LOS	F	F	B			A		
Approach Delay (s)	52.0	95.4	0.1			0.2		
Approach LOS	F	F						

Intersection Summary		
Average Delay		4.7
Intersection Capacity Utilization	42.0%	ICU Level of Service A
Analysis Period (min)		15



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	10	10	430	15	10	420
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	18	18	674	24	16	659
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1376	686			698	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1376	686			698	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	88	96			98	
cM capacity (veh/h)	149	431			894	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	35	698	674
Volume Left	18	0	16
Volume Right	18	24	0
cSH	222	1700	894
Volume to Capacity	0.16	0.41	0.02
Queue Length 95th (ft)	14	0	1
Control Delay (s)	24.2	0.0	0.5
Lane LOS	C		A
Approach Delay (s)	24.2	0.0	0.5
Approach LOS	C		

Intersection Summary			
Average Delay			0.8
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)			15

HCM Unsignalized Intersection Capacity Analysis
 112: Yachats River Road & US 101

Lincoln County TSP
 2027_Build Projects_30th Highest Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	
Sign Control	Stop		Free		Free	
Grade	-10%		0%		0%	
Volume (veh/h)	5	35	410	0	0	370
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	61	643	0	0	580
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1223	643			643	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1223	643			643	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	87			100	
cM capacity (veh/h)	201	478			942	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	70	643	580
Volume Left	9	0	0
Volume Right	61	0	0
cSH	408	1700	942
Volume to Capacity	0.17	0.38	0.00
Queue Length 95th (ft)	15	0	0
Control Delay (s)	15.7	0.0	0.0
Lane LOS	C		
Approach Delay (s)	15.7	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay			0.8
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)			15



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↘		↙	↘
Sign Control	Stop		Free		Free	Free
Grade	8%		-2%			2%
Volume (veh/h)	10	10	415	15	55	305
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	18	18	651	24	86	478
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1314	663			674	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1314	663			674	
tC, single (s)	6.5	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	89	96			91	
cM capacity (veh/h)	153	452			912	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	35	674	86	478
Volume Left	18	0	86	0
Volume Right	18	24	0	0
cSH	229	1700	912	1700
Volume to Capacity	0.15	0.40	0.09	0.28
Queue Length 95th (ft)	13	0	8	0
Control Delay (s)	23.5	0.0	9.4	0.0
Lane LOS	C		A	
Approach Delay (s)	23.5	0.0	1.4	
Approach LOS	C			

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
202: US 20 & Western Loop

Lincoln County TSP
2027_Build Projects_30th Highest Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↖		↗	↖			↕	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Grade (%)		0%			0%			2%			0%	
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00			1.00	
Fr _t		1.00	0.85		1.00		1.00	0.87			0.97	
Fl _t Protected		1.00	1.00		1.00		0.95	1.00			0.98	
Satd. Flow (prot)		1781	1515		1762		1660	1523			1707	
Fl _t Permitted		0.99	1.00		1.00		0.74	1.00			0.93	
Satd. Flow (perm)		1770	1515		1757		1296	1523			1614	
Volume (vph)	5	380	210	5	400	5	150	5	30	5	5	5
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor (vph)	150%	150%	150%	100%	150%	100%	150%	150%	150%	150%	150%	100%
Adj. Flow (vph)	8	600	332	5	632	5	265	9	53	9	9	6
RTOR Reduction (vph)	0	0	133	0	0	0	0	39	0	0	4	0
Lane Group Flow (vph)	0	608	199	0	642	0	265	23	0	0	20	0
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		36.0	36.0		36.0		16.0	16.0			16.0	
Effective Green, g (s)		36.0	36.0		36.0		16.0	16.0			16.0	
Actuated g/C Ratio		0.60	0.60		0.60		0.27	0.27			0.27	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		1062	909		1054		346	406			430	
v/s Ratio Prot								0.02				
v/s Ratio Perm		0.34	0.13		c0.37		c0.20				0.01	
v/c Ratio		0.57	0.22		0.61		0.77	0.06			0.05	
Uniform Delay, d ₁		7.3	5.5		7.6		20.3	16.4			16.3	
Progression Factor		1.00	1.00		0.68		1.00	1.00			1.00	
Incremental Delay, d ₂		2.2	0.6		2.3		9.7	0.1			0.0	
Delay (s)		9.6	6.1		7.4		30.0	16.4			16.4	
Level of Service		A	A		A		C	B			B	
Approach Delay (s)		8.3			7.4			27.4			16.4	
Approach LOS		A			A			C			B	

Intersection Summary

HCM Average Control Delay	11.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 203: US 20 & OR 229 (Siletz Hwy)

Lincoln County TSP
 2027_Build Projects_30th Highest Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗	↗		↗			↕	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Grade (%)		0%			0%			2%			0%	
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00			1.00	
Fr _t	1.00	1.00		1.00	1.00	0.85		0.95			0.92	
Fl _t Protected	0.95	1.00		0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)	1693	1782		1660	1748	1485		1681			1655	
Fl _t Permitted	0.48	1.00		0.46	1.00	1.00		1.00			0.96	
Satd. Flow (perm)	861	1782		803	1748	1485		1681			1596	
Volume (vph)	135	275	0	35	255	45	0	55	30	25	90	150
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.85	0.85	0.85	0.94	0.94	0.94
Growth Factor (vph)	150%	150%	150%	150%	150%	150%	145%	145%	145%	145%	145%	145%
Adj. Flow (vph)	213	434	0	55	403	71	0	94	51	39	139	231
RTOR Reduction (vph)	0	0	0	0	0	28	0	37	0	0	90	0
Lane Group Flow (vph)	213	434	0	55	403	43	0	108	0	0	319	0
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	0%	0%	0%
Turn Type	Perm			Perm		Perm				Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6				4		
Actuated Green, G (s)	36.1	36.1		36.1	36.1	36.1		15.9			15.9	
Effective Green, g (s)	36.1	36.1		36.1	36.1	36.1		15.9			15.9	
Actuated g/C Ratio	0.60	0.60		0.60	0.60	0.60		0.26			0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	518	1072		483	1052	893		445			423	
v/s Ratio Prot		0.24			0.23			0.06				
v/s Ratio Perm	c0.25			0.07		0.03					c0.20	
v/c Ratio	0.41	0.40		0.11	0.38	0.05		0.24			0.75	
Uniform Delay, d ₁	6.3	6.3		5.1	6.2	4.9		17.3			20.2	
Progression Factor	0.37	0.42		1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d ₂	2.1	1.0		0.5	1.1	0.1		0.3			7.4	
Delay (s)	4.4	3.6		5.6	7.2	5.0		17.6			27.7	
Level of Service	A	A		A	A	A		B			C	
Approach Delay (s)		3.9			6.8			17.6			27.7	
Approach LOS		A			A			B			C	

Intersection Summary

HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 204: Business 20 & OR 229 (Siletz Hwy)

Lincoln County TSP
 2027_Build Projects_30th Highest Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	15	205	150	70	90	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.85	0.85
Hourly flow rate (vph)	24	324	237	111	159	62
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)		548				
pX, platoon unblocked						
vC, conflicting volume	347				663	292
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	347				663	292
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				62	92
cM capacity (veh/h)	1217				416	745

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	347	347	221
Volume Left	24	0	159
Volume Right	0	111	62
cSH	1217	1700	475
Volume to Capacity	0.02	0.20	0.46
Queue Length 95th (ft)	1	0	60
Control Delay (s)	0.7	0.0	19.0
Lane LOS	A		C
Approach Delay (s)	0.7	0.0	19.0
Approach LOS			C

Intersection Summary			
Average Delay		4.9	
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 205: US 20 & Ollala Road

Lincoln County TSP
 2027_Build Projects_30th Highest Hour















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑	↑↑		↶	
Sign Control		Free	Free		Stop	
Grade		-6%	6%		0%	
Volume (veh/h)	30	300	305	15	10	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.85	0.85
Hourly flow rate (vph)	47	474	482	24	18	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	505				825	253
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	505				825	253
tC, single (s)	4.1				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				94	95
cM capacity (veh/h)	1063				293	741

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	47	237	237	321	184	53
Volume Left	47	0	0	0	0	18
Volume Right	0	0	0	0	24	35
cSH	1063	1700	1700	1700	1700	491
Volume to Capacity	0.04	0.14	0.14	0.19	0.11	0.11
Queue Length 95th (ft)	3	0	0	0	0	9
Control Delay (s)	8.5	0.0	0.0	0.0	0.0	13.2
Lane LOS	A					B
Approach Delay (s)	0.8			0.0		13.2
Approach LOS						B

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 206: Business 20 & US 20

Lincoln County TSP
 2027_Build Projects_30th Highest Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	2%		0%			0%
Volume (veh/h)	35	35	280	30	40	285
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	62	62	442	47	63	450
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1018	442			489	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1018	442			489	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	75	90			94	
cM capacity (veh/h)	247	615			1069	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	62	62	442	47	63	450
Volume Left	62	0	0	0	63	0
Volume Right	0	62	0	47	0	0
cSH	247	615	1700	1700	1069	1700
Volume to Capacity	0.25	0.10	0.26	0.03	0.06	0.26
Queue Length 95th (ft)	24	8	0	0	5	0
Control Delay (s)	24.4	11.5	0.0	0.0	8.6	0.0
Lane LOS	C	B			A	
Approach Delay (s)	17.9		0.0		1.1	
Approach LOS	C					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			40.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 301: OR 18 & Old Scenic Hwy 101

Lincoln County TSP
 2027_Build Projects_30th Highest Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↘	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	75	580	795	30	15	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.85	0.85
Hourly flow rate (vph)	112	867	1188	45	25	100
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL		
Median storage (veh)				1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1188				2279	1188
vC1, stage 1 conf vol					1188	
vC2, stage 2 conf vol					1091	
vCu, unblocked vol	1188				2279	1188
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	81				82	56
cM capacity (veh/h)	588				141	228

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	112	867	1188	45	125
Volume Left	112	0	0	0	25
Volume Right	0	0	0	45	100
cSH	588	1700	1700	1700	203
Volume to Capacity	0.19	0.51	0.70	0.03	0.62
Queue Length 95th (ft)	17	0	0	0	89
Control Delay (s)	12.6	0.0	0.0	0.0	47.8
Lane LOS	B				E
Approach Delay (s)	1.4		0.0		47.8
Approach LOS					E

Intersection Summary					
Average Delay			3.2		
Intersection Capacity Utilization		85.7%		ICU Level of Service	E
Analysis Period (min)			15		

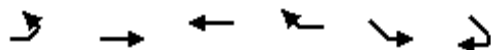
HCM Unsignalized Intersection Capacity Analysis
302: OR 18 & Bear Creek Rd

Lincoln County TSP
2027_Build Projects_30th Highest Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	-6%	
Volume (veh/h)	560	25	20	770	15	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.85	0.85
Hourly flow rate (vph)	837	37	30	1151	25	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			874		2048	837
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			874		2048	837
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		58	91
cM capacity (veh/h)			768		60	370
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	837	37	30	1151	58	
Volume Left	0	0	30	0	25	
Volume Right	0	37	0	0	33	
cSH	1700	1700	768	1700	115	
Volume to Capacity	0.49	0.02	0.04	0.68	0.51	
Queue Length 95th (ft)	0	0	3	0	58	
Control Delay (s)	0.0	0.0	9.9	0.0	64.5	
Lane LOS			A		F	
Approach Delay (s)	0.0		0.3		64.5	
Approach LOS					F	
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			70.7%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
303: OR 18 & North Bank Rd

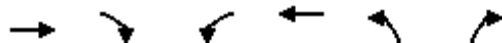
Lincoln County TSP
2027_Build Projects_30th Highest Hour



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↶	↶	↶	↷	↷
Sign Control		Free	Free		Stop	
Grade		0%	-4%		0%	
Volume (veh/h)	10	580	795	25	15	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.85	0.85
Hourly flow rate (vph)	15	867	1188	37	25	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1226				2085	1188
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1226				2085	1188
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				56	89
cM capacity (veh/h)	569				57	231

Direction, Lane #	EB 1	WB 1	WB 2	SE 1
Volume Total	882	1188	37	50
Volume Left	15	0	0	25
Volume Right	0	0	37	25
cSH	569	1700	1700	92
Volume to Capacity	0.03	0.70	0.02	0.54
Queue Length 95th (ft)	2	0	0	61
Control Delay (s)	0.8	0.0	0.0	83.4
Lane LOS	A			F
Approach Delay (s)	0.8	0.0		83.4
Approach LOS				F

Intersection Summary			
Average Delay		2.3	
Intersection Capacity Utilization	72.7%		ICU Level of Service C
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Volume (veh/h)	560	30	5	805	10	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.85	0.85
Hourly flow rate (vph)	837	45	7	1203	17	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			882		2078	859
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			882		2078	859
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		72	98
cM capacity (veh/h)			767		59	359

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	882	7	1203	25
Volume Left	0	7	0	17
Volume Right	45	0	0	8
cSH	1700	767	1700	82
Volume to Capacity	0.52	0.01	0.71	0.31
Queue Length 95th (ft)	0	1	0	28
Control Delay (s)	0.0	9.7	0.0	67.0
Lane LOS		A		F
Approach Delay (s)	0.0	0.1		67.0
Approach LOS				F

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization	73.5%		ICU Level of Service D
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 401: Pikes Camp Rd & OR 229

Lincoln County TSP
 2027_Build Projects_30th Highest Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Sign Control	Stop			Free	Free	
Grade	-2%			-6%	6%	
Volume (veh/h)	5	5	5	60	50	5
Peak Hour Factor	0.25	0.25	0.94	0.94	0.84	0.84
Hourly flow rate (vph)	29	29	8	93	86	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	199	91	95			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	199	91	95			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	97	99			
cM capacity (veh/h)	791	973	1512			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	58	100	95			
Volume Left	29	8	0			
Volume Right	29	0	9			
cSH	872	1512	1700			
Volume to Capacity	0.07	0.01	0.06			
Queue Length 95th (ft)	5	0	0			
Control Delay (s)	9.4	0.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	0.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			21.2%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↘			↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	180	65	115	175	35	90
Peak Hour Factor	0.84	0.84	0.89	0.89	0.91	0.91
Hourly flow rate (vph)	311	112	187	285	56	143
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	585	330			472	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	585	330			472	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	31	84			95	
cM capacity (veh/h)	451	714			1089	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	423	472	199
Volume Left	311	0	56
Volume Right	112	285	0
cSH	500	1700	1089
Volume to Capacity	0.85	0.28	0.05
Queue Length 95th (ft)	217	0	4
Control Delay (s)	40.4	0.0	2.7
Lane LOS	E		A
Approach Delay (s)	40.4	0.0	2.7
Approach LOS	E		

Intersection Summary			
Average Delay		16.1	
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 501: Otter Crest Lookout & Otter Crest Loop

Lincoln County TSP
 2027_Build Projects_30th Highest Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	10	5	10	20	5	5	5	15	5	25	15
Peak Hour Factor	0.45	0.45	0.45	0.82	0.82	0.82	0.75	0.75	0.75	0.84	0.84	0.84
Hourly flow rate (vph)	17	34	17	19	37	9	10	10	30	9	45	27

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	68	65	51	81
Volume Left (vph)	17	19	10	9
Volume Right (vph)	17	9	30	27
Hadj (s)	-0.10	-0.03	-0.32	-0.18
Departure Headway (s)	4.1	4.2	3.9	4.1
Degree Utilization, x	0.08	0.08	0.06	0.09
Capacity (veh/h)	836	822	868	854
Control Delay (s)	7.5	7.6	7.2	7.5
Approach Delay (s)	7.5	7.6	7.2	7.5
Approach LOS	A	A	A	A

Intersection Summary			
Delay		7.4	
HCM Level of Service		A	
Intersection Capacity Utilization	15.6%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
502: 1st Street & Otter Crest Loop S

Lincoln County TSP
2027_Build Projects_30th Highest Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	45	5	65	5	5	5	60	25	5	5	25	65
Peak Hour Factor	0.89	0.89	0.89	0.42	0.42	0.42	0.88	0.88	0.88	0.89	0.89	0.89
Hourly flow rate (vph)	77	9	111	18	18	18	104	43	9	9	43	111
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	397	374	98	485	426	48	154			52		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	397	374	98	485	426	48	154			52		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	98	88	96	96	98	93			99		
cM capacity (veh/h)	506	514	958	407	483	1027	1439			1561		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	196	54	155	162
Volume Left	77	18	104	9
Volume Right	111	18	9	111
cSH	690	546	1439	1561
Volume to Capacity	0.28	0.10	0.07	0.01
Queue Length 95th (ft)	29	8	6	0
Control Delay (s)	12.3	12.3	5.3	0.4
Lane LOS	B	B	A	A
Approach Delay (s)	12.3	12.3	5.3	0.4
Approach LOS	B	B		

Intersection Summary			
Average Delay		7.0	
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)		15	