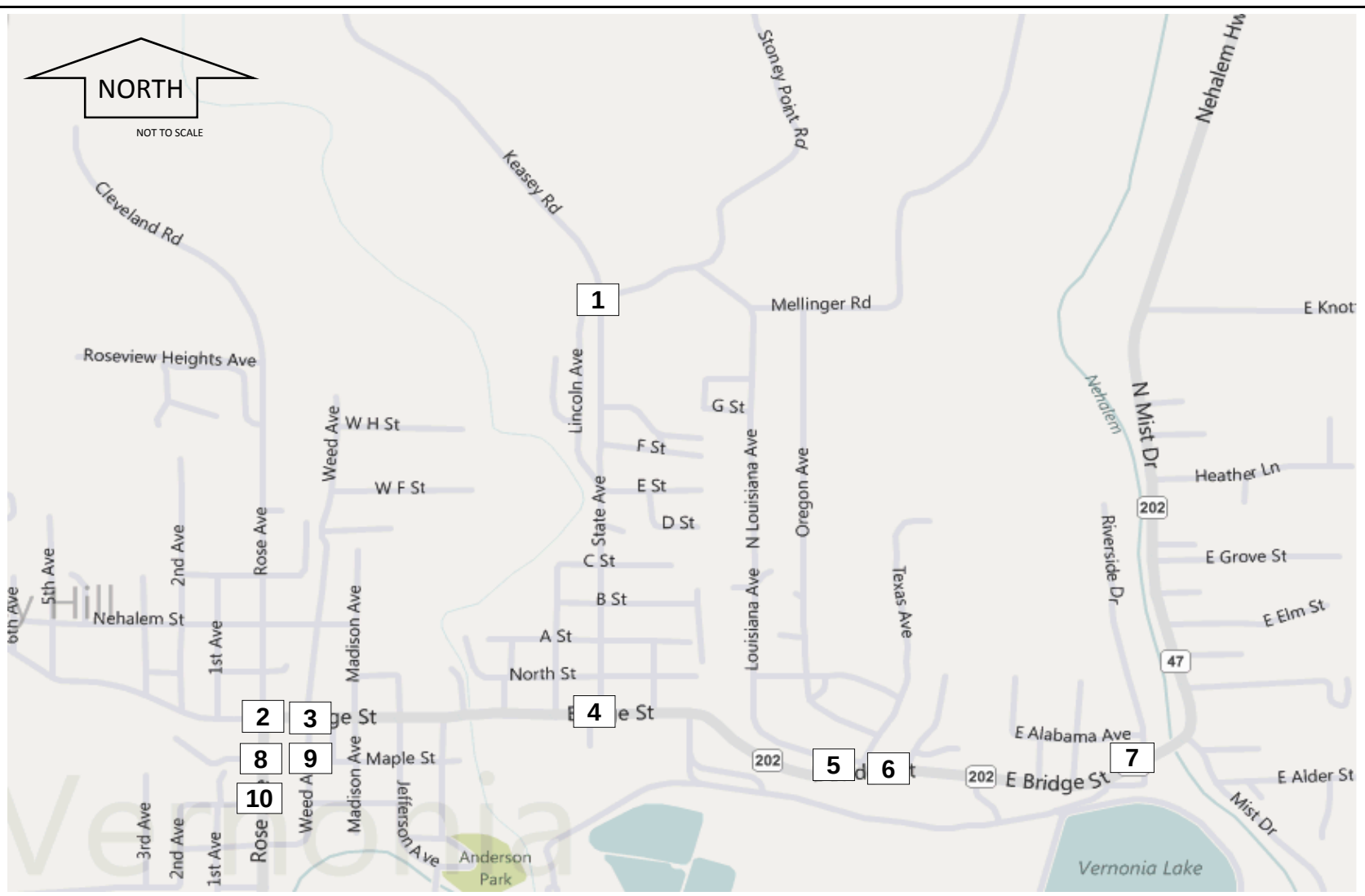
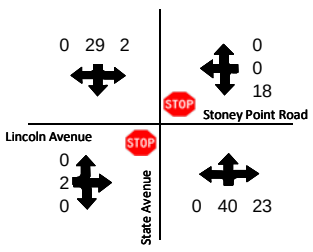


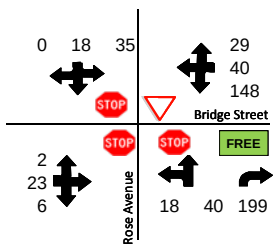
1	Stoney Point Road/State Avenue

Growth Rate: 0.61%
Growth Factor: 1.135



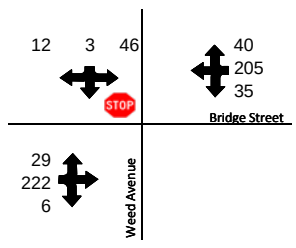
2	Bridge Street/Rose Avenue

Growth Rate: 0.61%
Growth Factor: 1.135



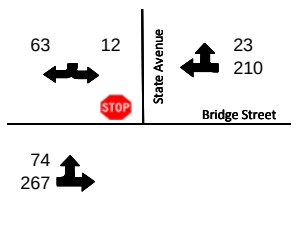
3	Bridge Street/Weed Avenue

Growth Rate: 0.61%
Growth Factor: 1.135



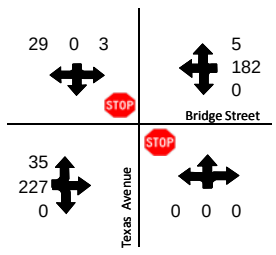
4	Bridge Street/State Avenue

Growth Rate: 0.61%
Growth Factor: 1.135



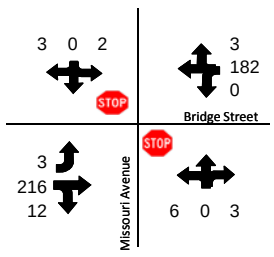
5	Bridge Street/Texas Avenue

Growth Rate: 0.61%
Growth Factor: 1.135



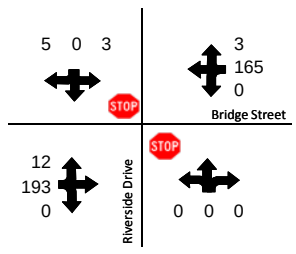
6	Bridge Street/Missouri Avenue

Growth Rate: 0.61%
Growth Factor: 1.135



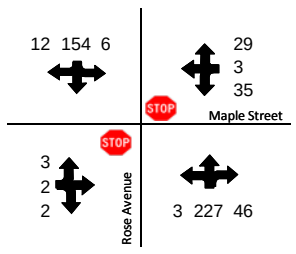
7	Bridge Street/Riverside Drive

Growth Rate: 0.61%
Growth Factor: 1.135



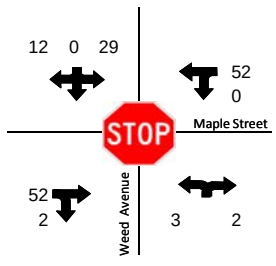
8	Maple Street/Rose Avenue

Growth Rate: 0.61%
Growth Factor: 1.135



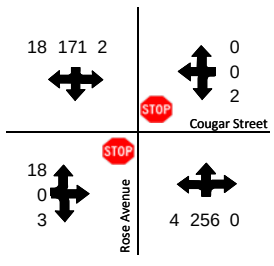
9	Maple Street/Weed Avenue

Growth Rate: 0.61%
Growth Factor: 1.135



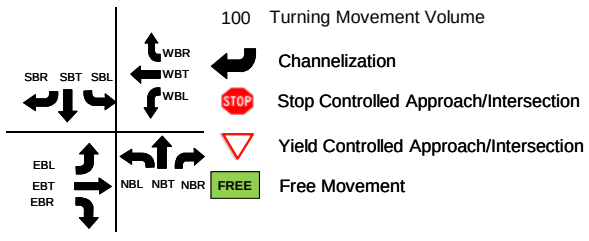
10	Cougar Street/Rose Street

Growth Rate: 0.61%
Growth Factor: 1.135



Legend:

Volume Diagram



100 Turning Movement Volume

Channelization

Stop Controlled Approach/Intersection

Yield Controlled Approach/Intersection

Free Movement

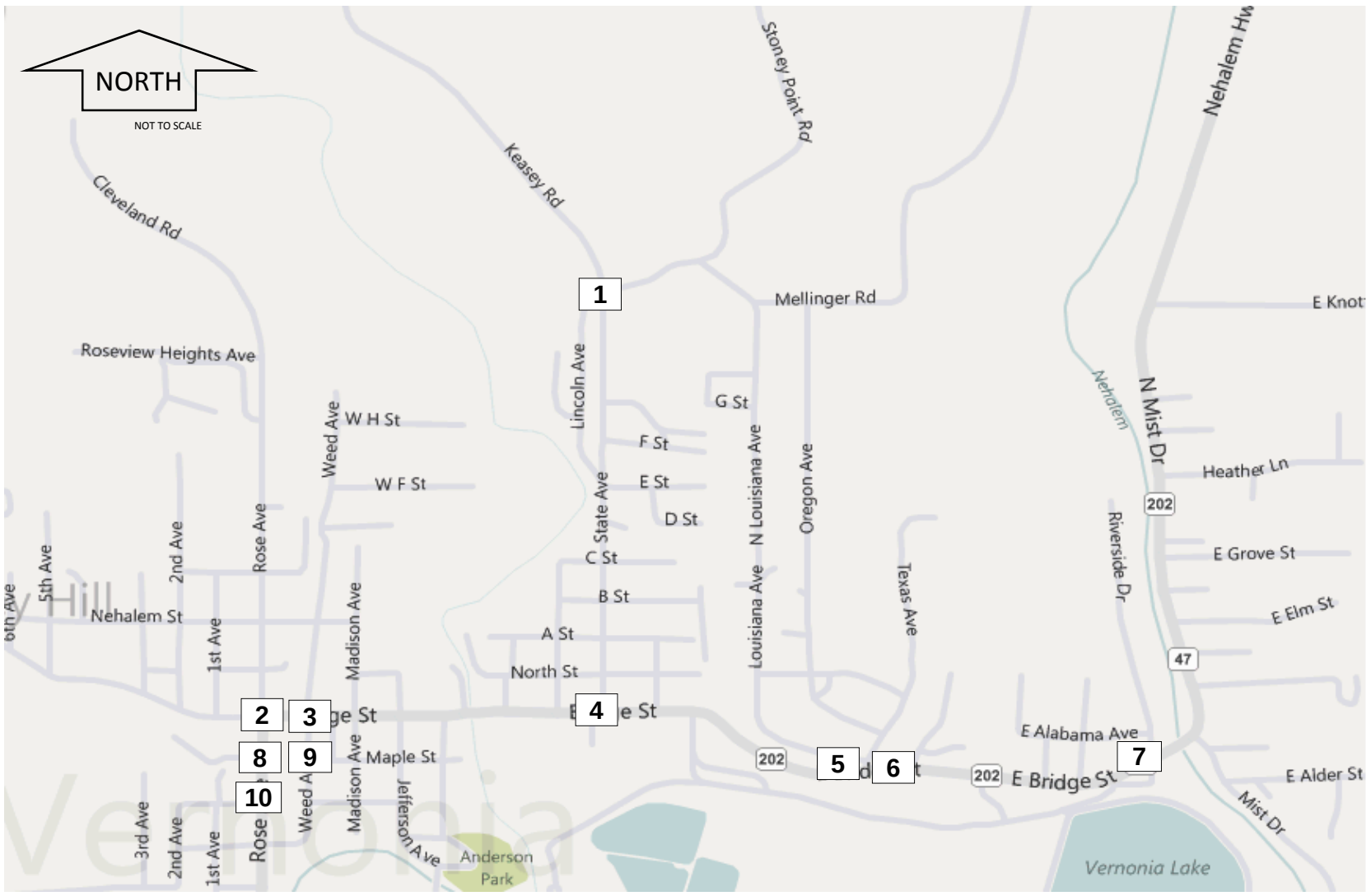
Notes:

1. Map Source: www.bing.com/maps
2. System peak hour occurred between 4:00 PM to 5:00 PM.
3. Mobility Standards are based on the Oregon Highway Plan or City of Vernonia LOS Standards.
4. Synchro software version 7 used for analysis.
5. VC = Volume to Capacity Ratio
6. V/C Ratio Std = Intersection Mobility Standard (per ODOT)

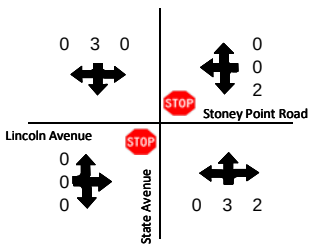
*** City of Vernonia has a LOS D mobility standard. LOS (avg delay/veh) is reported for the worst operating movement (for TWSC) and total intersection (for AWSC).

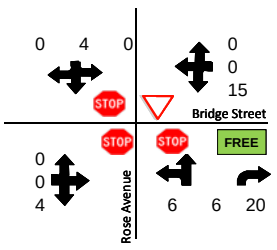
2031 Baseline PM Peak Hour Future Conditions: Unbalanced and Unrounded Traffic Volumes

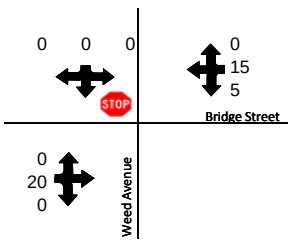
Vernonia Transportation System Plan

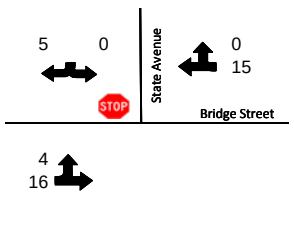


1	Stoney Point Road/State Avenue	2	Bridge Street/Rose Avenue	3	Bridge Street/Weed Avenue	4	Bridge Street/State Avenue

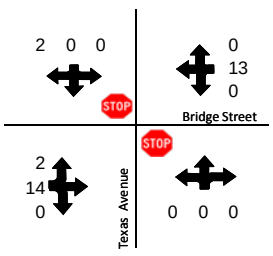


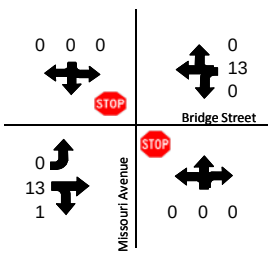


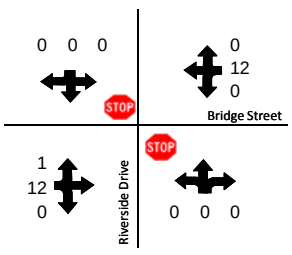


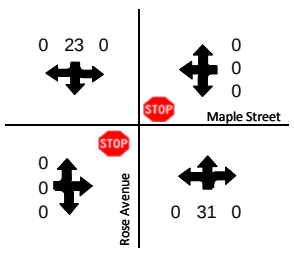


5	Bridge Street/Texas Avenue	6	Bridge Street/Missouri Avenue	7	Bridge Street/Riverside Drive	8	Maple Street/Rose Avenue

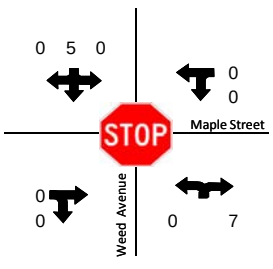


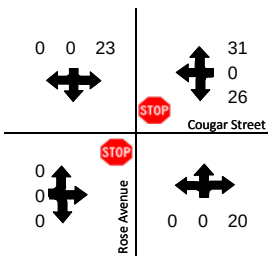


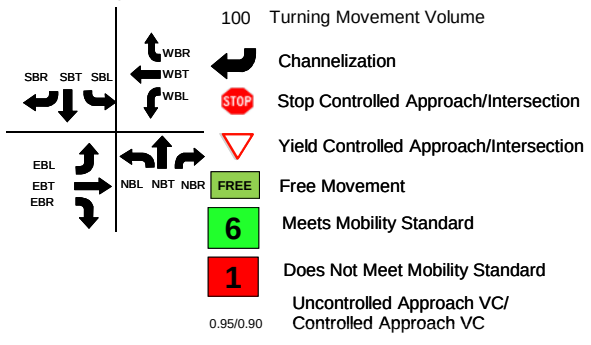




9	Maple Street/Weed Avenue	10	Cougar Street/Rose Street	Legend:



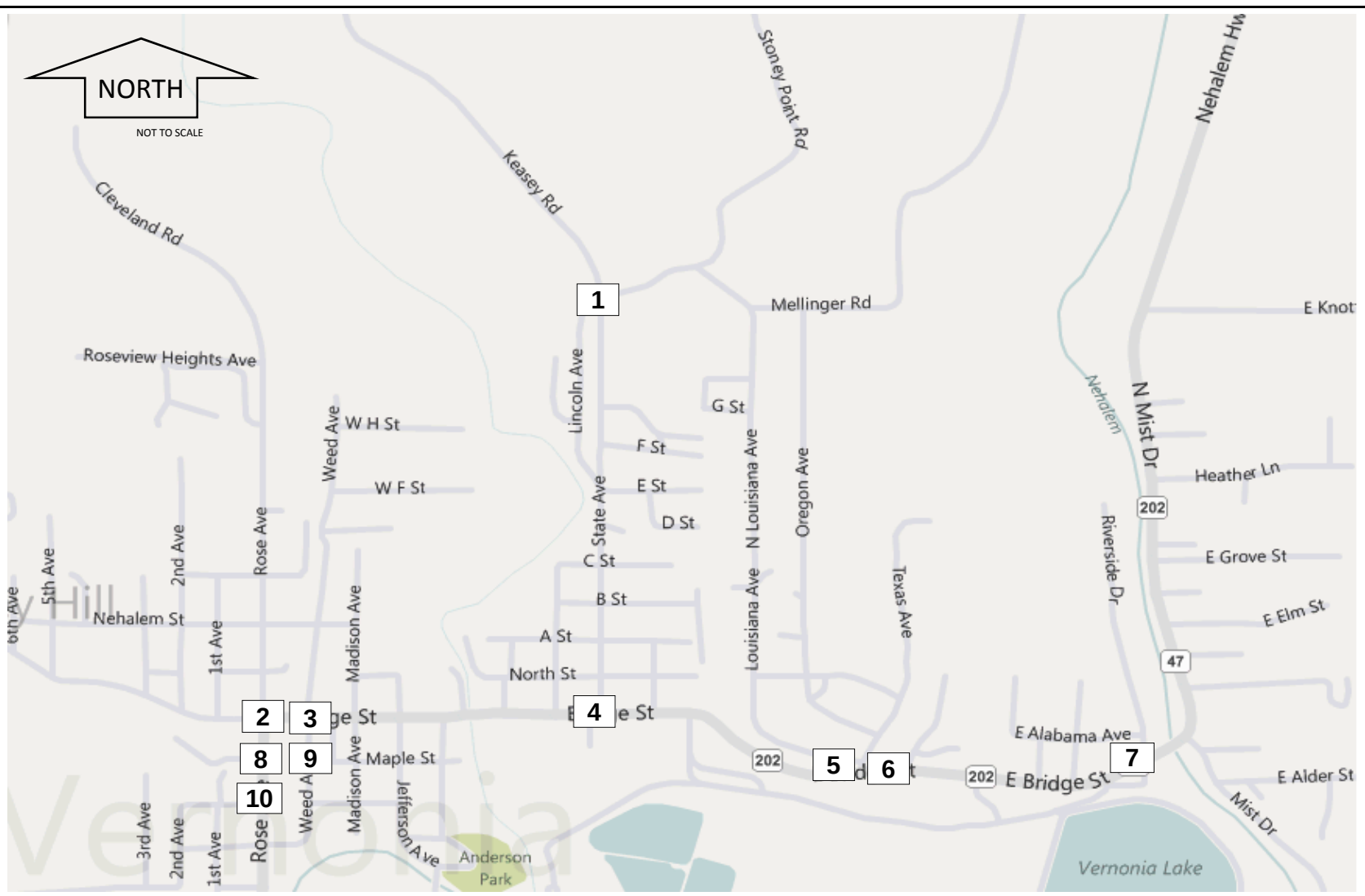




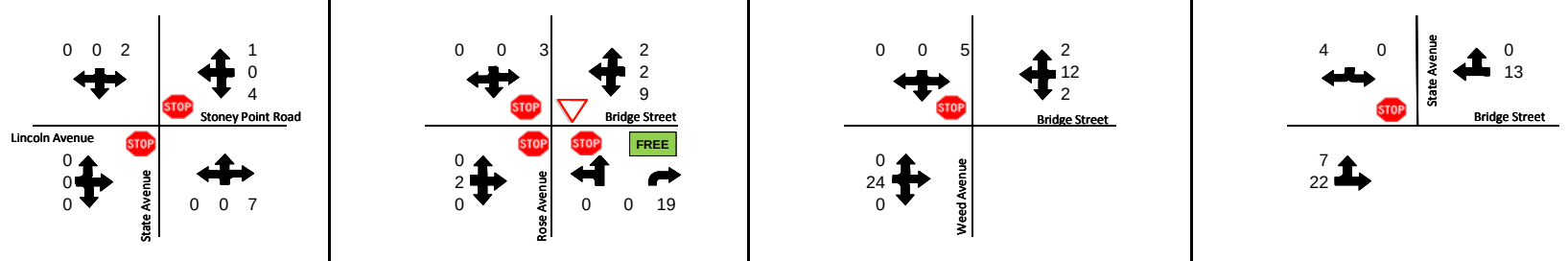
Notes:

1. Map Source: www.bing.com/maps
2. System peak hour occurred between 4:00 PM to 5:00 PM.
3. Source: West Oregon Electric Cooperative, Inc. HQ Facility TIA (DEA May 2010)

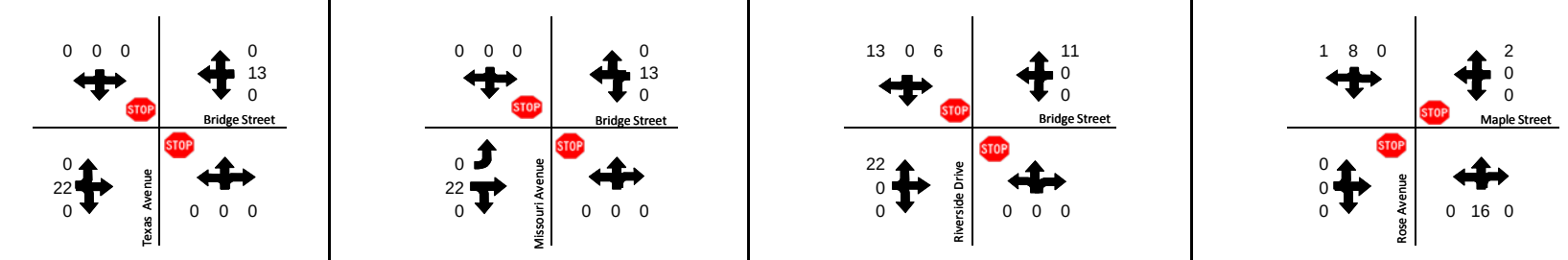
2031 PM Peak Hour WOEC Site Traffic Volume Distribution and Assignment
Vernonia Transportation System Plan



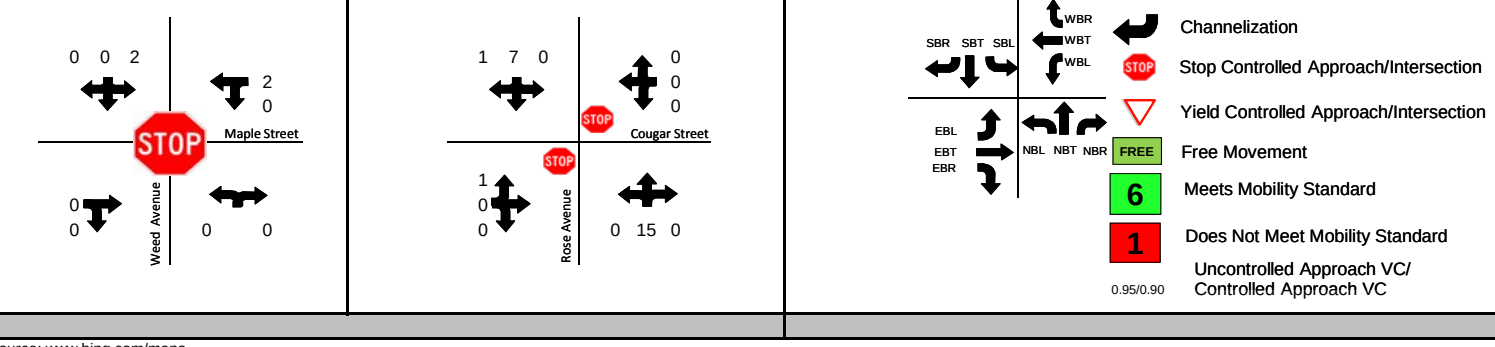
1	Stoney Point Road/State Avenue	2	Bridge Street/Rose Avenue	3	Bridge Street/Weed Avenue	4	Bridge Street/State Avenue



5	Bridge Street/Texas Avenue	6	Bridge Street/Missouri Avenue	7	Bridge Street/Riverside Drive	8	Maple Street/Rose Avenue



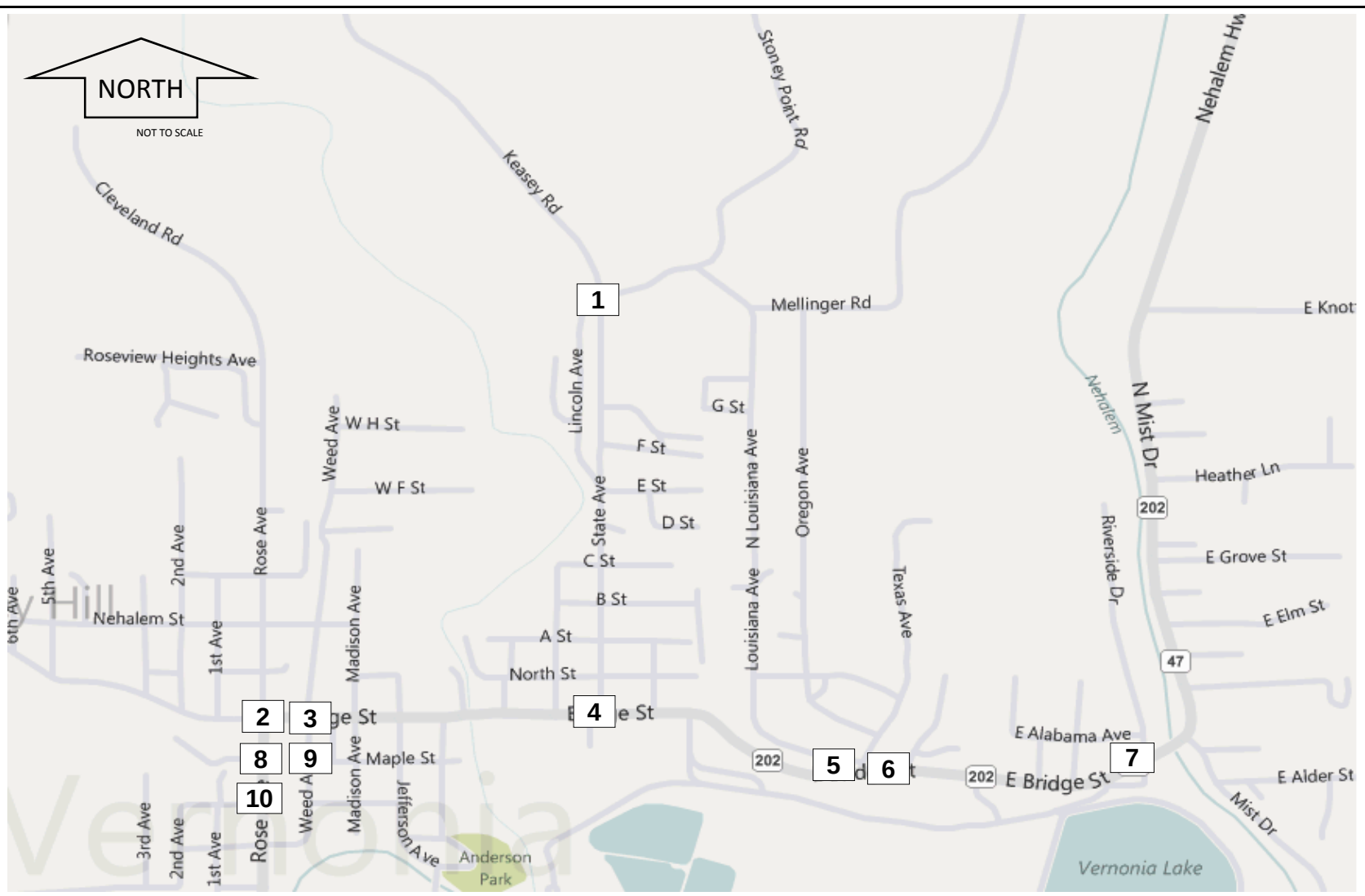
9	Maple Street/Weed Avenue	10	Cougar Street/Rose Street	Legend:



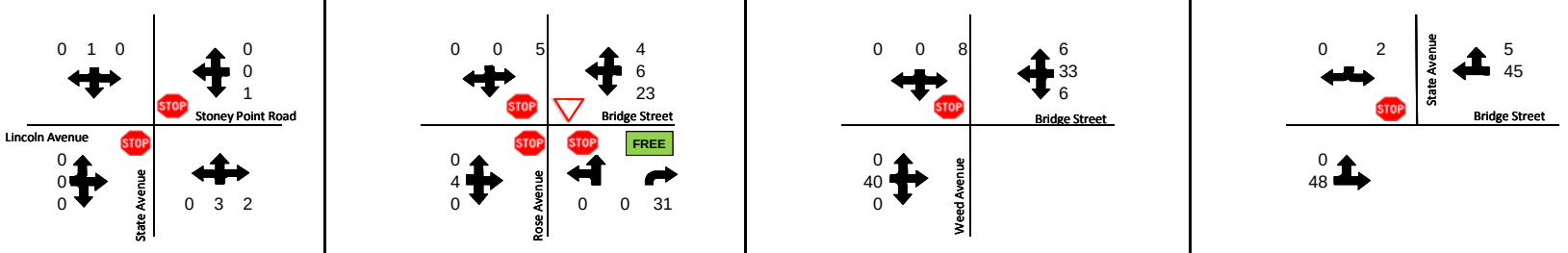
Notes:

1. Map Source: www.bing.com/maps
2. System peak hour occurred between 4:00 PM to 5:00 PM.
3. Source: Nehalem View Subdivision Traffic Impact Study (Lancaster Engineering, May 2008)

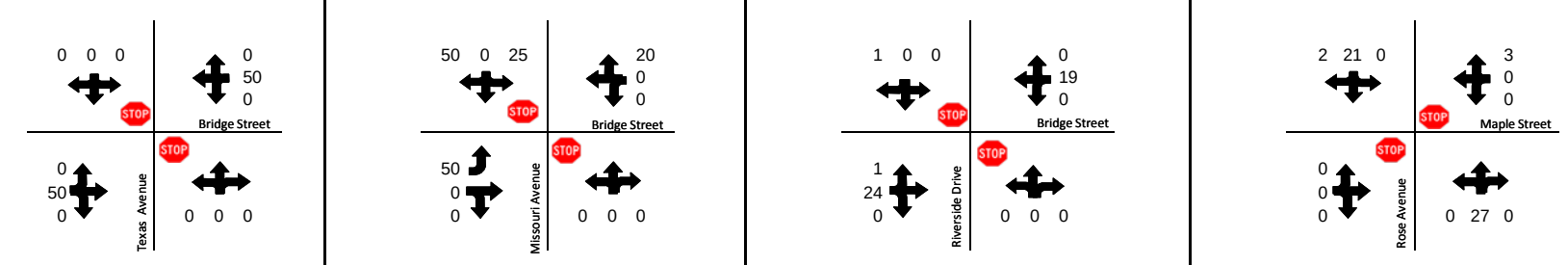
2031 PM Peak Hour Nehalem View Site Traffic Volume Distribution and Assignment
Vernonia Transportation System Plan



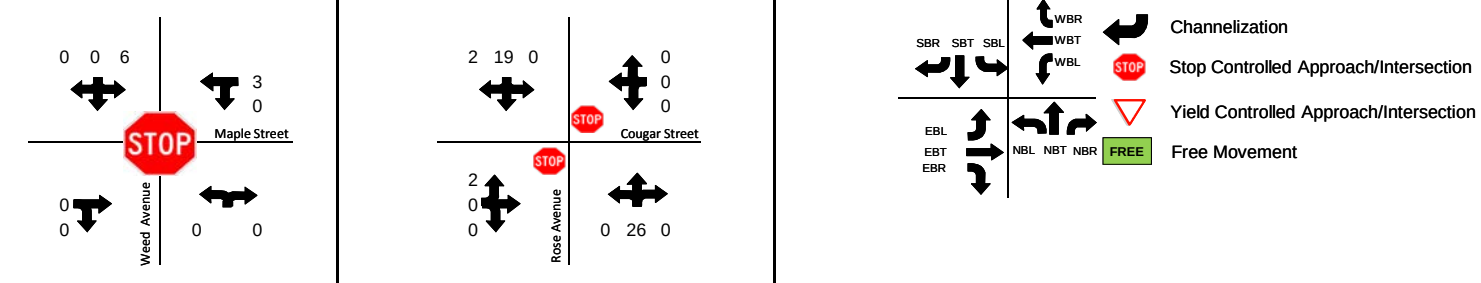
1	Stoney Point Road/State Avenue	2	Bridge Street/Rose Avenue	3	Bridge Street/Weed Avenue	4	Bridge Street/State Avenue



5	Bridge Street/Texas Avenue	6	Bridge Street/Missouri Avenue	7	Bridge Street/Riverside Drive	8	Maple Street/Rose Avenue



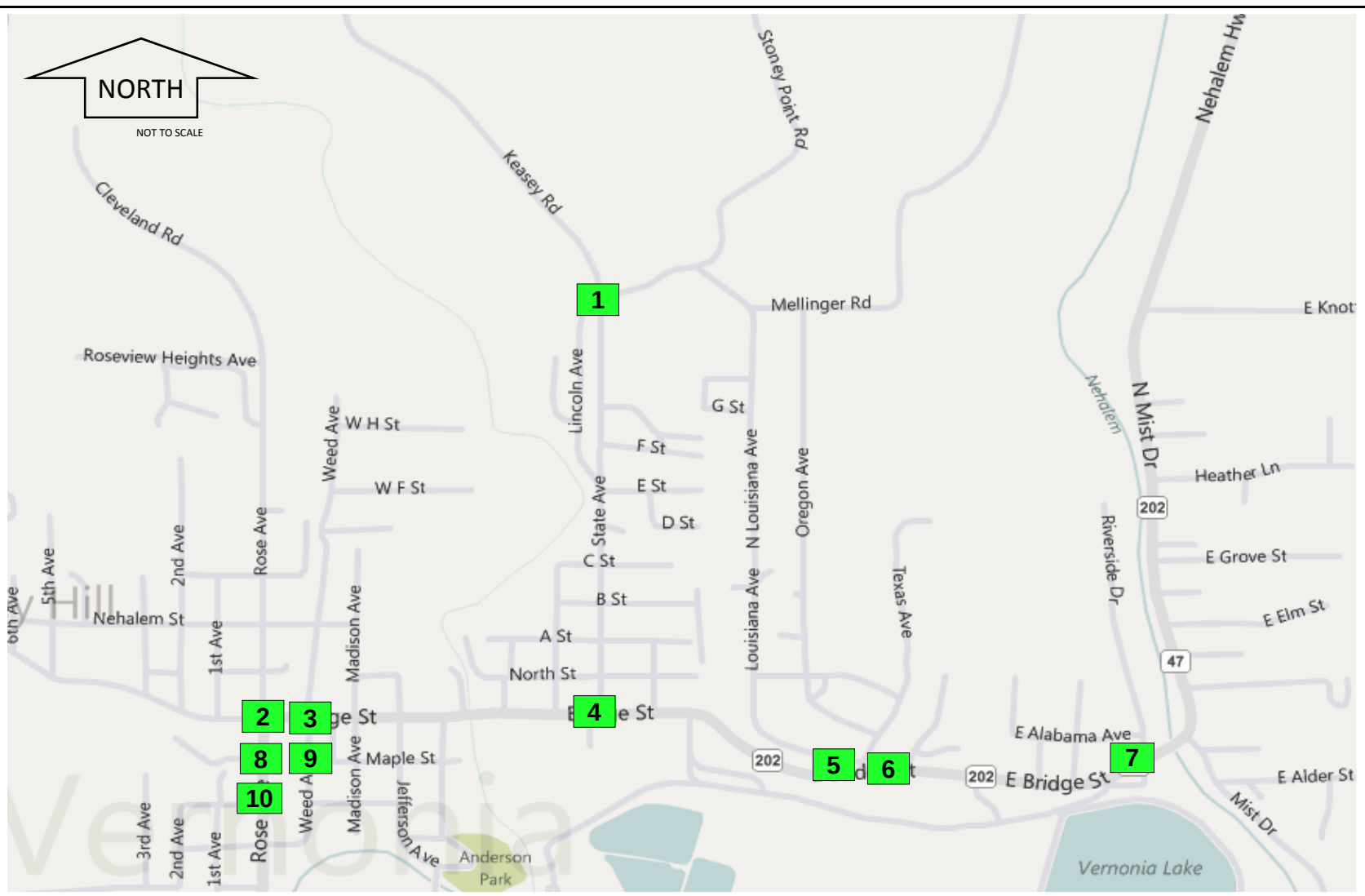
9	Maple Street/Weed Avenue	10	Cougar Street/Rose Street	Legend:

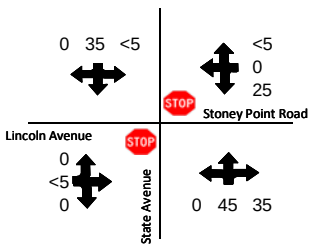
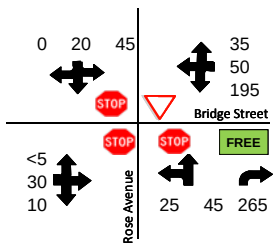
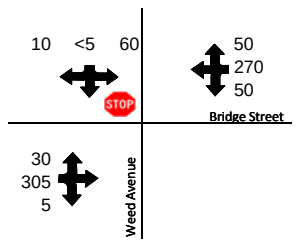
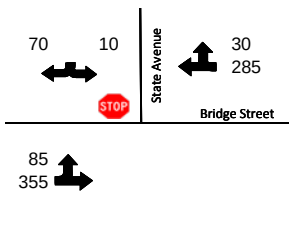


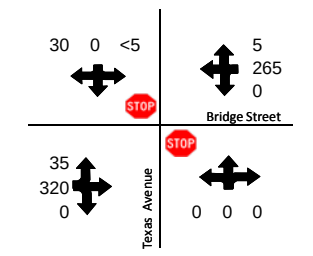
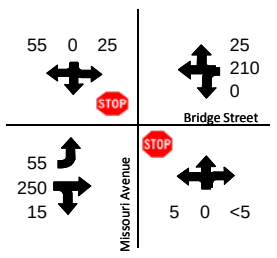
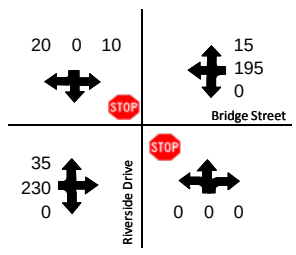
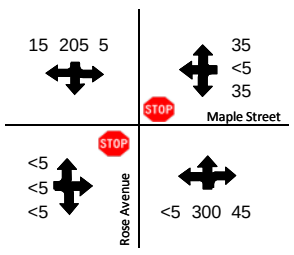
Notes:

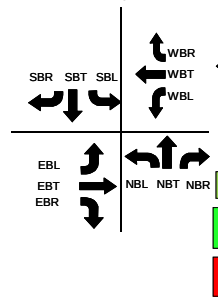
1. Map Source: www.bing.com/maps
2. System peak hour occurred between 4:00 PM to 5:00 PM.
3. Source: Vernonia School Relocation Project Transportation Impact Analysis (KAI, March 2010)

2031 PM Peak Hour Vernonia School Relocation Site Traffic Volume Distribution and Assignment
Vernonia Transportation System Plan



1	Stoney Point Road/State Avenue	2	Bridge Street/Rose Avenue	3	Bridge Street/Weed Avenue	4	Bridge Street/State Avenue
V/C Ratio Std:	LOS D	V/C Ratio Std:	0.95/0.95	V/C Ratio Std:	0.95/0.95	V/C Ratio Std:	0.80/0.80
V/C Ratio***:	LOS A (9.8 sec/veh)	V/C Ratio:	0.38	V/C Ratio:	0.04/0.31	V/C Ratio:	0.22/0.20
							

5	Bridge Street/Texas Avenue	6	Bridge Street/Missouri Avenue	7	Bridge Street/Riverside Drive	8	Maple Street/Rose Avenue
V/C Ratio Std:	0.80/0.80	V/C Ratio Std:	0.80/0.80	V/C Ratio Std:	0.80/0.80	V/C Ratio Std:	0.80/0.80
V/C Ratio:	0.03/0.06	V/C Ratio:	0.17/0.18	V/C Ratio:	0.03/0.06	V/C Ratio:	0.00/0.12
							

9	Maple Street/Weed Avenue	10	Cougar Street/Rose Street	Legend:	
V/C Ratio Std:	LOS D	V/C Ratio Std:	0.80/0.80	Volume Diagram	
V/C Ratio***:	LOS A (7.5 sec/veh)	V/C Ratio:	0.02/0.15		

100 Turning Movement Volume

Channelization

Stop Controlled Approach/Intersection

Yield Controlled Approach/Intersection

FREE Free Movement

6 Meets Mobility Standard

1 Does Not Meet Mobility Standard

0.95/0.90 Uncontrolled Approach VC/ Controlled Approach VC

Notes:

1. Map Source: www.bing.com/maps
2. System peak hour occurred between 4:00 PM to 5:00 PM.
3. Mobility Standards are based on the Oregon Highway Plan or City of Vernonia LOS Standards.
4. Synchro software version 7 used for analysis.
5. VC = Volume to Capacity Ratio
6. V/C Ratio Std = Intersection Mobility Standard (per ODOT)

*** City of Vernonia has a LOS D mobility standard. LOS (avg delay/veh) is reported for the worst operating movement (for TWSC) and total intersection (for AWSC).

Year 2031 PM Peak Hour Future Conditions: Rounded and Balanced Volumes, Channelization, and Operations

Vernonia Transportation System Plan