

Sumner High School Modernization Traffic Analysis  
 13: Meeker Ave & Main St

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	197	3	46	285	4	56
Future Vol, veh/h	197	3	46	285	4	56
Conflicting Peds, #/hr	0	4	4	0	18	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	78	78	59	59
Heavy Vehicles, %	1	1	5	5	0	0
Mvmt Flow	229	3	59	365	7	95

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	236	0	736
Stage 1	-	-	-	-	235
Stage 2	-	-	-	-	501
Critical Hdwy	-	-	4.15	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.245	-	3.5
Pot Cap-1 Maneuver	-	-	1314	-	389
Stage 1	-	-	-	-	809
Stage 2	-	-	-	-	613
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1309	-	359
Mov Cap-2 Maneuver	-	-	-	-	359
Stage 1	-	-	-	-	760
Stage 2	-	-	-	-	603

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	743	-	-	1309	-
HCM Lane V/C Ratio	0.137	-	-	0.045	-
HCM Control Delay (s)	10.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Sumner High School Modernization Traffic Analysis  
 14: Meade Ave & Main St

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	2	1	283	2	8
Future Vol, veh/h	195	2	1	283	2	8
Conflicting Peds, #/hr	0	6	6	0	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	50	50
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	229	2	1	345	4	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	237	0	583 241
Stage 1	-	-	-	-	236 -
Stage 2	-	-	-	-	347 -
Critical Hdwy	-	-	4.12	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.218	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1330	-	478 803
Stage 1	-	-	-	-	808 -
Stage 2	-	-	-	-	720 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1322	-	475 795
Mov Cap-2 Maneuver	-	-	-	-	475 -
Stage 1	-	-	-	-	802 -
Stage 2	-	-	-	-	720 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	-	-	1322	-
HCM Lane V/C Ratio	0.029	-	-	0.001	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Sumner High School Modernization Traffic Analysis  
 16: Wood Ave & North St/Lot F

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	6	2	0	3	28	215	45	12	108	12
Future Vol, veh/h	3	0	6	2	0	3	28	215	45	12	108	12
Conflicting Peds, #/hr	0	0	10	10	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	38	38	38	42	42	42	71	71	71	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	8	0	16	5	0	7	39	303	63	16	144	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	602	632	164	617	609	337	162	0	0	368	0	0
Stage 1	186	186	-	415	415	-	-	-	-	-	-	-
Stage 2	416	446	-	202	194	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	414	400	886	405	412	710	1429	-	-	1196	-	-
Stage 1	820	750	-	619	596	-	-	-	-	-	-	-
Stage 2	618	577	-	805	744	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	394	379	876	378	390	709	1426	-	-	1194	-	-
Mov Cap-2 Maneuver	394	379	-	378	390	-	-	-	-	-	-	-
Stage 1	790	737	-	596	574	-	-	-	-	-	-	-
Stage 2	590	556	-	771	731	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11		12		0.7		0.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	622	525	1194	-
HCM Lane V/C Ratio	0.028	-	-	0.038	0.023	0.013	-
HCM Control Delay (s)	7.6	0	-	11	12	8.1	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-

Sumner High School Modernization Traffic Analysis  
 17: Wood Ave & Mason St

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	20	22	205	17	24	112
Future Vol, veh/h	20	22	205	17	24	112
Conflicting Peds, #/hr	2	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	76	76	72	72
Heavy Vehicles, %	2	2	0	0	1	1
Mvmt Flow	34	38	270	22	33	156

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	506	282	0	0	293
Stage 1	282	-	-	-	-
Stage 2	224	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	526	757	-	-	1274
Stage 1	766	-	-	-	-
Stage 2	813	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	510	756	-	-	1273
Mov Cap-2 Maneuver	510	-	-	-	-
Stage 1	744	-	-	-	-
Stage 2	811	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	615	1273
HCM Lane V/C Ratio	-	-	0.118	0.026
HCM Control Delay (s)	-	-	11.6	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Sumner High School Modernization Traffic Analysis  
 4: Lot A Northeast Dwy & Washington St

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	19	33	87	5	5
Future Vol, veh/h	53	19	33	87	5	5
Conflicting Peds, #/hr	0	2	2	0	1	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	61	61	36	36
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	85	31	54	143	14	14

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	118	0	355 109
Stage 1	-	-	-	-	103 -
Stage 2	-	-	-	-	252 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1483	-	647 950
Stage 1	-	-	-	-	926 -
Stage 2	-	-	-	-	795 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1480	-	619 943
Mov Cap-2 Maneuver	-	-	-	-	619 -
Stage 1	-	-	-	-	887 -
Stage 2	-	-	-	-	794 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	747	-	-	1480	-
HCM Lane V/C Ratio	0.037	-	-	0.037	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Sumner High School Modernization Traffic Analysis  
 6: Valley Ave E & Lot B Dwy

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑	
Traffic Vol, veh/h	8	33	63	564	158	33
Future Vol, veh/h	8	33	63	564	158	33
Conflicting Peds, #/hr	0	0	0	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	40	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	41	41	93	93	71	71
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	20	80	68	606	223	46

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	691	252	275	0	0
Stage 1	252	-	-	-	-
Stage 2	439	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	398	792	1300	-	-
Stage 1	795	-	-	-	-
Stage 2	623	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	373	787	1293	-	-
Mov Cap-2 Maneuver	451	-	-	-	-
Stage 1	748	-	-	-	-
Stage 2	619	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1293	-	687	-	-
HCM Lane V/C Ratio	0.052	-	0.146	-	-
HCM Control Delay (s)	7.9	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Sumner High School Modernization Traffic Analysis  
 9: Main St & Lot C Entry

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔			↔
Traffic Vol, veh/h	1	201	395	24	0	0
Future Vol, veh/h	1	201	395	24	0	0
Conflicting Peds, #/hr	8	0	0	8	2	64
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	78	78	92	92
Heavy Vehicles, %	1	1	5	5	2	2
Mvmt Flow	1	236	506	31	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	545	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.11	-	6.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.209	-	3.318
Pot Cap-1 Maneuver	1029	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1021	-	471
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1021	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.5	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Sumner High School Modernization Traffic Analysis  
 11: Main St & Lot C Exit

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	163	345	0	6	16
Future Vol, veh/h	0	163	345	0	6	16
Conflicting Peds, #/hr	4	0	0	4	41	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	80	80	79	79
Heavy Vehicles, %	2	2	1	1	68	68
Mvmt Flow	0	181	431	0	8	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	653 432
Stage 1	-	-	-	-	431 -
Stage 2	-	-	-	-	222 -
Critical Hdwy	-	-	-	-	7.08 6.88
Critical Hdwy Stg 1	-	-	-	-	6.08 -
Critical Hdwy Stg 2	-	-	-	-	6.08 -
Follow-up Hdwy	-	-	-	-	4.112 3.912
Pot Cap-1 Maneuver	0	-	-	0	344 505
Stage 1	0	-	-	0	535 -
Stage 2	0	-	-	0	681 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	344 505
Mov Cap-2 Maneuver	-	-	-	-	344 -
Stage 1	-	-	-	-	535 -
Stage 2	-	-	-	-	681 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	448
HCM Lane V/C Ratio	-	-	0.062
HCM Control Delay (s)	-	-	13.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2



Sumner High School Modernization Traffic Analysis  
 12: Main St & Lot D Dwy

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	106	153	297	64	9	34
Future Vol, veh/h	106	153	297	64	9	34
Conflicting Peds, #/hr	0	0	0	0	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	77	77	54	54
Heavy Vehicles, %	1	1	5	5	0	0
Mvmt Flow	139	201	386	83	17	63

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	469	0	-	0	908
Stage 1	-	-	-	-	428
Stage 2	-	-	-	-	480
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1098	-	-	-	308
Stage 1	-	-	-	-	662
Stage 2	-	-	-	-	627
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1098	-	-	-	264
Mov Cap-2 Maneuver	-	-	-	-	264
Stage 1	-	-	-	-	567
Stage 2	-	-	-	-	627

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1098	-	-	-	487
HCM Lane V/C Ratio	0.127	-	-	-	0.164
HCM Control Delay (s)	8.8	0	-	-	13.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.6

Sumner High School Modernization Traffic Analysis  
 18: Lot D Dwy/apt dwy & Mason St

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	24	0	0	0	34	0	0	0	0	2
Future Vol, veh/h	0	0	24	0	0	0	34	0	0	0	0	2
Conflicting Peds, #/hr	1	0	6	6	0	1	2	0	3	3	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	35	35	35	69	69	69	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	0	0	0
Mvmt Flow	0	0	41	0	0	0	49	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	4	0	0	47	0	0	34	31	30	28	51	6
Stage 1	-	-	-	-	-	-	27	27	-	4	4	-
Stage 2	-	-	-	-	-	-	7	4	-	24	47	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.53	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4.027	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1631	-	-	1573	-	-	970	860	1042	987	844	1083
Stage 1	-	-	-	-	-	-	988	871	-	1024	897	-
Stage 2	-	-	-	-	-	-	1012	890	-	999	860	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1629	-	-	1564	-	-	959	854	1033	983	838	1080
Mov Cap-2 Maneuver	-	-	-	-	-	-	959	854	-	983	838	-
Stage 1	-	-	-	-	-	-	982	866	-	1023	896	-
Stage 2	-	-	-	-	-	-	1006	889	-	996	855	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9			8.3		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	959	1629	-	-	1564	-	-	1080
HCM Lane V/C Ratio	0.051	-	-	-	-	-	-	0.004
HCM Control Delay (s)	9	0	-	-	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Sumner High School Modernization Traffic Analysis  
7: Valley Ave E & Main St

Existing (2017) Afternoon Peak Hour  
HCM 6th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	272	77	208	266	35	99	259	91	131	334	66
Future Volume (veh/h)	155	272	77	208	266	35	99	259	91	131	334	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.90	0.97		0.94	0.99		0.94	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	170	299	85	229	292	38	109	285	100	144	367	73
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	1	1	1
Cap, veh/h	421	402	114	386	514	67	262	358	126	302	443	88
Arrive On Green	0.09	0.29	0.29	0.11	0.31	0.31	0.06	0.28	0.28	0.08	0.29	0.29
Sat Flow, veh/h	1810	1384	393	1810	1634	213	1781	1300	456	1795	1518	302
Grp Volume(v), veh/h	170	0	384	229	0	330	109	0	385	144	0	440
Grp Sat Flow(s),veh/h/ln	1810	0	1778	1810	0	1847	1781	0	1756	1795	0	1820
Q Serve(g_s), s	5.4	0.0	16.3	7.2	0.0	12.4	3.6	0.0	16.9	4.7	0.0	18.8
Cycle Q Clear(g_c), s	5.4	0.0	16.3	7.2	0.0	12.4	3.6	0.0	16.9	4.7	0.0	18.8
Prop In Lane	1.00		0.22	1.00		0.12	1.00		0.26	1.00		0.17
Lane Grp Cap(c), veh/h	421	0	517	386	0	581	262	0	484	302	0	532
V/C Ratio(X)	0.40	0.00	0.74	0.59	0.00	0.57	0.42	0.00	0.80	0.48	0.00	0.83
Avail Cap(c_a), veh/h	585	0	854	506	0	887	470	0	843	482	0	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	26.7	19.0	0.0	23.8	21.4	0.0	28.0	20.8	0.0	27.5
Incr Delay (d2), s/veh	0.6	0.0	2.1	1.5	0.0	0.9	1.1	0.0	3.0	1.2	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	6.9	3.0	0.0	5.3	1.5	0.0	7.3	2.0	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	28.9	20.5	0.0	24.7	22.5	0.0	31.0	22.0	0.0	31.0
LnGrp LOS	B	A	C	C	A	C	C	A	C	C	A	C
Approach Vol, veh/h		554			559			494			584	
Approach Delay, s/veh		25.9			23.0			29.1			28.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	28.0	14.5	29.2	10.3	29.3	12.5	31.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	15.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+I1), s	6.7	18.9	9.2	18.3	5.6	20.8	7.4	14.4				
Green Ext Time (p_c), s	0.2	2.4	0.3	2.4	0.2	2.7	0.3	2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			26.6									
HCM 6th LOS			C									

Sumner High School Modernization Traffic Analysis  
15: Wood Ave & Main St

Existing (2017) Afternoon Peak Hour  
HCM 6th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	283	30	17	320	58	22	54	14	100	143	113
Future Volume (veh/h)	30	283	30	17	320	58	22	54	14	100	143	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.94	0.99		0.97	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	34	322	34	19	364	66	25	61	16	114	162	128
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	2	2	2	0	0	0	1	1	1
Cap, veh/h	543	826	87	76	731	129	151	335	77	271	354	505
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	958	1679	177	30	1487	261	235	1022	234	573	1081	1541
Grp Volume(v), veh/h	34	0	356	449	0	0	102	0	0	276	0	128
Grp Sat Flow(s),veh/h/ln	958	0	1856	1778	0	0	1490	0	0	1654	0	1541
Q Serve(g_s), s	0.0	0.0	7.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	3.7
Cycle Q Clear(g_c), s	1.6	0.0	7.4	10.3	0.0	0.0	7.9	0.0	0.0	7.8	0.0	3.7
Prop In Lane	1.00		0.10	0.04		0.15	0.25		0.16	0.41		1.00
Lane Grp Cap(c), veh/h	543	0	913	936	0	0	562	0	0	626	0	505
V/C Ratio(X)	0.06	0.00	0.39	0.48	0.00	0.00	0.18	0.00	0.00	0.44	0.00	0.25
Avail Cap(c_a), veh/h	543	0	913	936	0	0	562	0	0	626	0	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.3	0.0	9.7	10.5	0.0	0.0	14.6	0.0	0.0	16.3	0.0	15.0
Incr Delay (d2), s/veh	0.2	0.0	1.3	1.8	0.0	0.0	0.7	0.0	0.0	2.3	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.8	3.9	0.0	0.0	1.0	0.0	0.0	3.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	0.0	11.0	12.2	0.0	0.0	15.3	0.0	0.0	18.5	0.0	16.2
LnGrp LOS	A	A	B	B	A	A	B	A	A	B	A	B
Approach Vol, veh/h		390			449			102				404
Approach Delay, s/veh		10.8			12.2			15.3				17.8
Approach LOS		B			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.5		25.5		35.5		25.5				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		9.4		9.9		12.3		9.8				
Green Ext Time (p_c), s		0.4		0.1		0.5		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.7								
HCM 6th LOS				B								

Sumner High School Modernization Traffic Analysis  
 1: Wood Ave & Washington St

Existing (2017) Afternoon Peak Hour  
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	6	81	4	3	13	138	36	30	213	1
Future Vol, veh/h	2	3	6	81	4	3	13	138	36	30	213	1
Conflicting Peds, #/hr	3	0	3	3	0	3	8	0	4	4	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	74	74	74	76	76	76	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	0	0	0
Mvmt Flow	3	4	9	109	5	4	17	182	47	36	254	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	582	602	266	580	579	213	263	0	0	233	0	0
Stage 1	335	335	-	244	244	-	-	-	-	-	-	-
Stage 2	247	267	-	336	335	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	427	416	778	429	429	832	1290	-	-	1346	-	-
Stage 1	683	646	-	764	708	-	-	-	-	-	-	-
Stage 2	761	692	-	682	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	402	392	770	403	405	826	1280	-	-	1341	-	-
Mov Cap-2 Maneuver	402	392	-	403	405	-	-	-	-	-	-	-
Stage 1	667	621	-	749	695	-	-	-	-	-	-	-
Stage 2	738	679	-	647	621	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	11.9		17.3		0.5		1			
HCM LOS	B		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1280	-	-	539	410	1341	-
HCM Lane V/C Ratio	0.013	-	-	0.03	0.29	0.027	-
HCM Control Delay (s)	7.9	0	-	11.9	17.3	7.8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0.1	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	72	104	7	8	2
Future Vol, veh/h	2	72	104	7	8	2
Conflicting Peds, #/hr	6	0	0	6	7	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	69	69	83	83
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	3	111	151	10	10	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	167	0	-	0	286
Stage 1	-	-	-	-	162
Stage 2	-	-	-	-	124
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1417	-	-	-	709
Stage 1	-	-	-	-	872
Stage 2	-	-	-	-	907
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1409	-	-	-	699
Mov Cap-2 Maneuver		-	-	-	699
Stage 1		-	-	-	865
Stage 2		-	-	-	902

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1409	-	-	-	729
HCM Lane V/C Ratio	0.002	-	-	-	0.017
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Sumner High School Modernization Traffic Analysis  
 3: Lot A Dwy @ Bonney/Bonney Ave & Washington St

Existing (2017) Afternoon Peak Hour  
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	86	0	0	90	36	0	0	0	11	0	8
Future Vol, veh/h	6	86	0	0	90	36	0	0	0	11	0	8
Conflicting Peds, #/hr	11	0	53	53	0	11	1	0	18	18	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	62	62	62	92	92	92	59	59	59
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	126	0	0	145	58	0	0	0	19	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	179	0	0	379	411	197	347	382	186
Stage 1	-	-	-	-	-	-	197	197	-	185	185	-
Stage 2	-	-	-	-	-	-	182	214	-	162	197	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1362	-	-	1409	-	-	582	534	849	611	554	861
Stage 1	-	-	-	-	-	-	809	742	-	821	751	-
Stage 2	-	-	-	-	-	-	824	729	-	845	742	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1348	-	-	1338	-	-	541	499	792	591	517	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	541	499	-	591	517	-
Stage 1	-	-	-	-	-	-	763	700	-	807	743	-
Stage 2	-	-	-	-	-	-	810	722	-	825	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	10.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1348	-	-	1338	-	-	678
HCM Lane V/C Ratio	-	0.007	-	-	-	-	-	0.047
HCM Control Delay (s)		0	7.7	0	-	0	-	10.6
HCM Lane LOS		A	A	A	-	A	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Sumner High School Modernization Traffic Analysis  
5: Valley Ave E & Washington St

Existing (2017) Afternoon Peak Hour  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	17	18	105	7	9	31	59	249	18	24	455	8
Future Vol, veh/h	17	18	105	7	9	31	59	249	18	24	455	8
Conflicting Peds, #/hr	5	0	6	6	0	5	16	0	9	9	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	84	84	84	77	77	77	97	97	97
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	25	144	8	11	37	77	323	23	25	469	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1057	1048	495	1112	1041	349	493	0	0	355	0	0
Stage 1	539	539	-	498	498	-	-	-	-	-	-	-
Stage 2	518	509	-	614	543	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	204	229	577	188	232	699	1081	-	-	1215	-	-
Stage 1	528	523	-	558	548	-	-	-	-	-	-	-
Stage 2	542	540	-	483	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	169	203	565	117	206	690	1065	-	-	1205	-	-
Mov Cap-2 Maneuver	169	203	-	117	206	-	-	-	-	-	-	-
Stage 1	483	504	-	513	504	-	-	-	-	-	-	-
Stage 2	464	497	-	333	504	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.4		18.8		1.6		0.4	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1065	-	-	373	317	1205	-
HCM Lane V/C Ratio	0.072	-	-	0.514	0.177	0.021	-
HCM Control Delay (s)	8.6	-	-	24.4	18.8	8.1	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2.8	0.6	0.1	-



Sumner High School Modernization Traffic Analysis  
 8: Lewis Ave/Lot B & Main St

Existing (2017) Afternoon Peak Hour  
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	469	8	3	391	16	1	1	9	14	0	40
Future Vol, veh/h	20	469	8	3	391	16	1	1	9	14	0	40
Conflicting Peds, #/hr	45	0	33	33	0	45	0	0	68	68	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	55	55	55	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	527	9	3	425	17	2	2	16	21	0	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	487	0	0	569	0	0	1078	1102	633	1138	1098	479
Stage 1	-	-	-	-	-	-	609	609	-	485	485	-
Stage 2	-	-	-	-	-	-	469	493	-	653	613	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1086	-	-	1013	-	-	198	213	483	180	215	591
Stage 1	-	-	-	-	-	-	486	488	-	567	555	-
Stage 2	-	-	-	-	-	-	579	550	-	460	486	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1039	-	-	981	-	-	167	191	438	150	193	566
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	191	-	150	193	-
Stage 1	-	-	-	-	-	-	457	459	-	526	529	-
Stage 2	-	-	-	-	-	-	517	524	-	400	457	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			16			19.4		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	1039	-	-	981	-	-	329
HCM Lane V/C Ratio	0.058	0.022	-	-	0.003	-	-	0.241
HCM Control Delay (s)	16	8.5	0	-	8.7	0	-	19.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.9

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	468	8	27	381	1	26
Future Vol, veh/h	468	8	27	381	1	26
Conflicting Peds, #/hr	0	24	24	0	20	35
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	56	56
Heavy Vehicles, %	0	0	0	0	4	4
Mvmt Flow	514	9	29	405	2	46

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	547	0	1026	578
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	4.1	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.2	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1033	-	258	512
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1009	-	238	484
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	604	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	466	-	-	1009	-
HCM Lane V/C Ratio	0.103	-	-	0.028	-
HCM Control Delay (s)	13.6	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	382	10	73	393	12	76
Future Vol, veh/h	382	10	73	393	12	76
Conflicting Peds, #/hr	0	8	8	0	23	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	94	94	88	88
Heavy Vehicles, %	0	0	4	4	1	1
Mvmt Flow	439	11	78	418	14	86

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	458	0	1050
Stage 1	-	-	-	-	453
Stage 2	-	-	-	-	597
Critical Hdwy	-	-	4.14	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.236	-	3.509
Pot Cap-1 Maneuver	-	-	1092	-	253
Stage 1	-	-	-	-	642
Stage 2	-	-	-	-	552
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1084	-	222
Mov Cap-2 Maneuver	-	-	-	-	222
Stage 1	-	-	-	-	577
Stage 2	-	-	-	-	540

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	489	-	-	1084	-
HCM Lane V/C Ratio	0.204	-	-	0.072	-
HCM Control Delay (s)	14.2	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	387	10	7	395	4	11
Future Vol, veh/h	387	10	7	395	4	11
Conflicting Peds, #/hr	0	16	16	0	0	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	90	90	75	75
Heavy Vehicles, %	0	0	2	2	7	7
Mvmt Flow	440	11	8	439	5	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	467	0	917 469
Stage 1	-	-	-	-	462 -
Stage 2	-	-	-	-	455 -
Critical Hdwy	-	-	4.12	-	6.47 6.27
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.218	-	3.563 3.363
Pot Cap-1 Maneuver	-	-	1094	-	296 584
Stage 1	-	-	-	-	624 -
Stage 2	-	-	-	-	629 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1077	-	289 571
Mov Cap-2 Maneuver	-	-	-	-	289 -
Stage 1	-	-	-	-	608 -
Stage 2	-	-	-	-	629 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	453	-	-	1077	-
HCM Lane V/C Ratio	0.044	-	-	0.007	-
HCM Control Delay (s)	13.3	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Sumner High School Modernization Traffic Analysis  
 16: Wood Ave & North St/Lot F

Existing (2017) Afternoon Peak Hour  
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	19	23	0	14	14	129	1	1	303	15
Future Vol, veh/h	15	0	19	23	0	14	14	129	1	1	303	15
Conflicting Peds, #/hr	2	0	11	11	0	2	7	0	5	5	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	65	65	65	77	77	77	90	90	90
Heavy Vehicles, %	3	3	3	0	0	0	4	4	4	0	0	0
Mvmt Flow	21	0	27	35	0	22	18	168	1	1	337	17

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	573	565	364	582	573	176	361	0	0	174	0	0
Stage 1	355	355	-	210	210	-	-	-	-	-	-	-
Stage 2	218	210	-	372	363	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.1	6.5	6.2	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.5	4	3.3	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	429	433	679	427	432	872	1187	-	-	1415	-	-
Stage 1	660	628	-	797	732	-	-	-	-	-	-	-
Stage 2	782	727	-	653	628	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	409	420	667	398	419	866	1179	-	-	1408	-	-
Mov Cap-2 Maneuver	409	420	-	398	419	-	-	-	-	-	-	-
Stage 1	644	623	-	779	716	-	-	-	-	-	-	-
Stage 2	748	711	-	620	623	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	12.6		13.1		0.8			0		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1179	-	-	522	500	1408	-	-
HCM Lane V/C Ratio	0.015	-	-	0.092	0.114	0.001	-	-
HCM Control Delay (s)	8.1	0	-	12.6	13.1	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	36	150	6	21	282
Future Vol, veh/h	37	36	150	6	21	282
Conflicting Peds, #/hr	3	2	0	9	9	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	70	70	92	92
Heavy Vehicles, %	1	1	4	4	0	0
Mvmt Flow	54	53	214	9	23	307

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	584	230	0	0	232
Stage 1	228	-	-	-	-
Stage 2	356	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.1
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.2
Pot Cap-1 Maneuver	476	812	-	-	1348
Stage 1	812	-	-	-	-
Stage 2	711	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	460	804	-	-	1336
Mov Cap-2 Maneuver	460	-	-	-	-
Stage 1	788	-	-	-	-
Stage 2	709	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	583	1336
HCM Lane V/C Ratio	-	-	0.184	0.017
HCM Control Delay (s)	-	-	12.6	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Sumner High School Modernization Traffic Analysis  
4: Lot A Northeast Dwy & Washington St

Existing (2017) Afternoon Peak Hour  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	89	6	9	99	21	27
Future Vol, veh/h	89	6	9	99	21	27
Conflicting Peds, #/hr	0	64	64	0	12	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	68	68	46	46
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	131	9	13	146	46	59

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	204	0	384 205
Stage 1	-	-	-	-	200 -
Stage 2	-	-	-	-	184 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1380	-	623 841
Stage 1	-	-	-	-	838 -
Stage 2	-	-	-	-	852 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1296	-	572 786
Mov Cap-2 Maneuver	-	-	-	-	572 -
Stage 1	-	-	-	-	779 -
Stage 2	-	-	-	-	843 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	675	-	-	1296	-
HCM Lane V/C Ratio	0.155	-	-	0.01	-
HCM Control Delay (s)	11.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑↑	↑	
Traffic Vol, veh/h	18	56	13	345	481	27
Future Vol, veh/h	18	56	13	345	481	27
Conflicting Peds, #/hr	5	2	19	0	0	19
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	40	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	81	81	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	86	16	426	517	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	801	553	565	0	-	0
Stage 1	551	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	341	537	1017	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	324	526	999	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	999	-	500	-	-
HCM Lane V/C Ratio	0.016	-	0.228	-	-
HCM Control Delay (s)	8.7	-	14.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-



Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔			↔
Traffic Vol, veh/h	13	496	407	25	0	0
Future Vol, veh/h	13	496	407	25	0	0
Conflicting Peds, #/hr	24	0	0	24	0	67
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	98	98	92	92
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	14	551	415	26	0	0

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	465	0	-	0	-	519
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.318
Pot Cap-1 Maneuver	1107	-	-	-	0	557
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1082	-	-	-	-	510
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1082	-	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	8.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	462	383	0	9	35
Future Vol, veh/h	0	462	383	0	9	35
Conflicting Peds, #/hr	2	0	0	2	19	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	92	92	73	73
Heavy Vehicles, %	0	0	0	0	36	36
Mvmt Flow	0	513	416	0	12	48

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	948 417
Stage 1	-	-	-	-	416 -
Stage 2	-	-	-	-	532 -
Critical Hdwy	-	-	-	-	6.76 6.56
Critical Hdwy Stg 1	-	-	-	-	5.76 -
Critical Hdwy Stg 2	-	-	-	-	5.76 -
Follow-up Hdwy	-	-	-	-	3.824 3.624
Pot Cap-1 Maneuver	0	-	-	0	252 569
Stage 1	0	-	-	0	599 -
Stage 2	0	-	-	0	526 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	252 568
Mov Cap-2 Maneuver	-	-	-	-	252 -
Stage 1	-	-	-	-	599 -
Stage 2	-	-	-	-	526 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	452
HCM Lane V/C Ratio	-	-	0.133
HCM Control Delay (s)	-	-	14.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	11	447	391	27	14	75
Future Vol, veh/h	11	447	391	27	14	75
Conflicting Peds, #/hr	1	0	0	1	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	91	91	82	82
Heavy Vehicles, %	1	1	5	5	2	2
Mvmt Flow	13	508	430	30	17	91

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	461	0	-	0	980 449
Stage 1	-	-	-	-	446 -
Stage 2	-	-	-	-	534 -
Critical Hdwy	4.11	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.209	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1105	-	-	-	277 610
Stage 1	-	-	-	-	645 -
Stage 2	-	-	-	-	588 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1104	-	-	-	272 608
Mov Cap-2 Maneuver	-	-	-	-	272 -
Stage 1	-	-	-	-	634 -
Stage 2	-	-	-	-	587 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1104	-	-	-	509
HCM Lane V/C Ratio	0.011	-	-	-	0.213
HCM Control Delay (s)	8.3	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Sumner High School Modernization Traffic Analysis  
 18: Lot D Dwy/apt dwy & Mason St

Existing (2017) Afternoon Peak Hour  
 HCM 6th TWSC

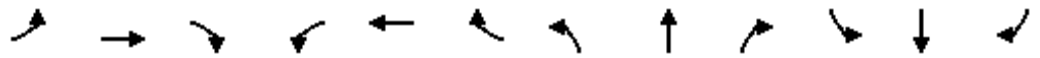
Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	15	0	20	0	63	0	0	0	0	1
Future Vol, veh/h	2	0	15	0	20	0	63	0	0	0	0	1
Conflicting Peds, #/hr	8	0	17	17	0	8	4	0	9	9	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	42	42	42	54	54	54	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	0	0	0
Mvmt Flow	4	0	31	0	48	0	117	0	0	0	0	2

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	56	0	0	48	0	0	94	97	42	89	112	60
Stage 1	-	-	-	-	-	-	41	41	-	56	56	-
Stage 2	-	-	-	-	-	-	53	56	-	33	56	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1562	-	-	1572	-	-	889	793	1029	901	782	1011
Stage 1	-	-	-	-	-	-	974	861	-	961	852	-
Stage 2	-	-	-	-	-	-	960	848	-	988	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1550	-	-	1547	-	-	868	772	1004	885	761	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	868	772	-	885	761	-
Stage 1	-	-	-	-	-	-	955	845	-	950	845	-
Stage 2	-	-	-	-	-	-	954	841	-	977	836	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	9.8	8.6
HCM LOS			A	A

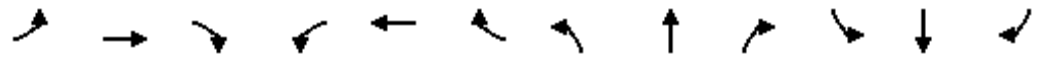
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	868	1550	-	-	1547	-	-	999
HCM Lane V/C Ratio	0.134	0.003	-	-	-	-	-	0.002
HCM Control Delay (s)	9.8	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 7: Valley Ave E & Main St HCM 6th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	179	372	65	163	287	31	72	237	72	76	314	55
Future Volume (veh/h)	179	372	65	163	287	31	72	237	72	76	314	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.99		0.97	0.99		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	380	66	166	293	32	73	242	73	78	320	56
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	0	0	0
Cap, veh/h	444	490	85	349	510	56	274	364	110	314	414	73
Arrive On Green	0.10	0.31	0.31	0.09	0.31	0.31	0.05	0.26	0.26	0.06	0.26	0.26
Sat Flow, veh/h	1810	1562	271	1795	1664	182	1810	1385	418	1810	1570	275
Grp Volume(v), veh/h	183	0	446	166	0	325	73	0	315	78	0	376
Grp Sat Flow(s),veh/h/ln	1810	0	1833	1795	0	1845	1810	0	1803	1810	0	1845
Q Serve(g_s), s	4.8	0.0	15.8	4.4	0.0	10.6	2.1	0.0	11.2	2.2	0.0	13.5
Cycle Q Clear(g_c), s	4.8	0.0	15.8	4.4	0.0	10.6	2.1	0.0	11.2	2.2	0.0	13.5
Prop In Lane	1.00		0.15	1.00		0.10	1.00		0.23	1.00		0.15
Lane Grp Cap(c), veh/h	444	0	575	349	0	566	274	0	473	314	0	487
V/C Ratio(X)	0.41	0.00	0.78	0.48	0.00	0.57	0.27	0.00	0.67	0.25	0.00	0.77
Avail Cap(c_a), veh/h	648	0	1024	564	0	1030	556	0	1007	593	0	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	22.3	16.4	0.0	20.9	18.8	0.0	23.6	18.4	0.0	24.4
Incr Delay (d2), s/veh	0.6	0.0	2.3	1.0	0.0	0.9	0.5	0.0	1.6	0.4	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	6.7	1.8	0.0	4.5	0.9	0.0	4.7	0.9	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	24.6	17.4	0.0	21.8	19.3	0.0	25.2	18.8	0.0	27.0
LnGrp LOS	B	A	C	B	A	C	B	A	C	B	A	C
Approach Vol, veh/h		629			491			388			454	
Approach Delay, s/veh		22.0			20.3			24.1			25.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	23.8	11.4	27.5	8.8	23.9	11.9	27.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	15.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+I1), s	4.2	13.2	6.4	17.8	4.1	15.5	6.8	12.6				
Green Ext Time (p_c), s	0.1	2.0	0.3	2.9	0.1	2.4	0.3	2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.8								
HCM 6th LOS				C								

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 15: Wood Ave & Main St HCM 6th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	374	35	16	276	38	16	49	24	86	239	168
Future Volume (veh/h)	60	374	35	16	276	38	16	49	24	86	239	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	411	38	18	303	42	18	54	26	95	263	185
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	0	0	0
Cap, veh/h	616	839	78	79	767	103	109	285	117	188	432	510
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1045	1707	158	35	1560	209	120	868	357	346	1318	1555
Grp Volume(v), veh/h	66	0	449	363	0	0	98	0	0	358	0	185
Grp Sat Flow(s),veh/h/ln	1045	0	1865	1804	0	0	1345	0	0	1664	0	1555
Q Serve(g_s), s	0.0	0.0	9.8	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	5.5
Cycle Q Clear(g_c), s	2.4	0.0	9.8	7.6	0.0	0.0	11.7	0.0	0.0	11.5	0.0	5.5
Prop In Lane	1.00		0.08	0.05		0.12	0.18		0.27	0.27		1.00
Lane Grp Cap(c), veh/h	616	0	917	949	0	0	511	0	0	620	0	510
V/C Ratio(X)	0.11	0.00	0.49	0.38	0.00	0.00	0.19	0.00	0.00	0.58	0.00	0.36
Avail Cap(c_a), veh/h	616	0	917	949	0	0	511	0	0	620	0	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	0.0	10.4	9.8	0.0	0.0	14.7	0.0	0.0	17.4	0.0	15.6
Incr Delay (d2), s/veh	0.4	0.0	1.9	1.2	0.0	0.0	0.8	0.0	0.0	3.9	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.9	2.9	0.0	0.0	1.0	0.0	0.0	4.5	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.0	12.2	11.0	0.0	0.0	15.5	0.0	0.0	21.3	0.0	17.6
LnGrp LOS	A	A	B	B	A	A	B	A	A	C	A	B
Approach Vol, veh/h		515			363			98				543
Approach Delay, s/veh		11.8			11.0			15.5				20.0
Approach LOS		B			B			B				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.5		25.5		35.5		25.5				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		11.8		13.7		9.6		13.5				
Green Ext Time (p_c), s		0.5		0.1		0.4		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 1: Wood Ave & Washington St HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	11	45	5	19	3	126	32	32	405	3
Future Vol, veh/h	6	4	11	45	5	19	3	126	32	32	405	3
Conflicting Peds, #/hr	1	0	1	1	0	1	6	0	4	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	78	78	78	91	91	91	85	85	85
Heavy Vehicles, %	5	5	5	1	1	1	1	1	1	0	0	0
Mvmt Flow	8	5	15	58	6	24	3	138	35	38	476	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	738	743	485	731	728	161	486	0	0	177	0	0
Stage 1	560	560	-	166	166	-	-	-	-	-	-	-
Stage 2	178	183	-	565	562	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.11	6.51	6.21	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.509	4.009	3.309	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	330	340	576	339	351	887	1082	-	-	1411	-	-
Stage 1	508	506	-	838	763	-	-	-	-	-	-	-
Stage 2	817	743	-	511	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	305	323	572	315	334	883	1076	-	-	1406	-	-
Mov Cap-2 Maneuver	305	323	-	315	334	-	-	-	-	-	-	-
Stage 1	503	484	-	832	758	-	-	-	-	-	-	-
Stage 2	785	738	-	474	489	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.4		17.1		0.2		0.6	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1076	-	-	409	385	1406	-
HCM Lane V/C Ratio	0.003	-	-	0.068	0.23	0.027	-
HCM Control Delay (s)	8.4	0	-	14.4	17.1	7.6	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.9	0.1	-

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 2: Washington St & McMillan Ave HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	67	61	3	6	4
Future Vol, veh/h	1	67	61	3	6	4
Conflicting Peds, #/hr	7	0	0	7	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	73	73	63	63
Heavy Vehicles, %	0	0	2	2	10	10
Mvmt Flow	1	91	84	4	10	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	95	0	-	0	187 94
Stage 1	-	-	-	-	93 -
Stage 2	-	-	-	-	94 -
Critical Hdwy	4.1	-	-	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	2.2	-	-	-	3.59 3.39
Pot Cap-1 Maneuver	1512	-	-	-	784 941
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	910 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1502	-	-	-	772 934
Mov Cap-2 Maneuver	-	-	-	-	772 -
Stage 1	-	-	-	-	904 -
Stage 2	-	-	-	-	904 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1502	-	-	-	830
HCM Lane V/C Ratio	0.001	-	-	-	0.019
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 3: Lot A Dwy @ Bonney/Bonney Ave & Washington St HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	63	0	0	58	13	0	0	0	9	0	5
Future Vol, veh/h	6	63	0	0	58	13	0	0	0	9	0	5
Conflicting Peds, #/hr	3	0	4	4	0	3	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	92	92	92	70	100	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	7	7	7
Mvmt Flow	8	84	0	0	77	17	0	0	0	13	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	88	0	0	195	201	90	191	193	91
Stage 1	-	-	-	-	-	-	104	104	-	89	89	-
Stage 2	-	-	-	-	-	-	91	97	-	102	104	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.563	4.063	3.363
Pot Cap-1 Maneuver	1509	-	-	1520	-	-	769	699	973	758	693	953
Stage 1	-	-	-	-	-	-	907	813	-	906	811	-
Stage 2	-	-	-	-	-	-	921	819	-	892	799	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1505	-	-	1514	-	-	755	690	967	751	684	948
Mov Cap-2 Maneuver	-	-	-	-	-	-	755	690	-	751	684	-
Stage 1	-	-	-	-	-	-	898	805	-	898	809	-
Stage 2	-	-	-	-	-	-	912	817	-	885	791	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	0	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1505	-	-	1514	-	-	811
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.025
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 5: Valley Ave E & Washington St HCM 6th TWSC

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	9	55	10	5	27	60	248	30	18	485	13
Future Vol, veh/h	3	9	55	10	5	27	60	248	30	18	485	13
Conflicting Peds, #/hr	10	0	10	10	0	10	9	0	19	19	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	62	62	62	88	88	88	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	0	0	0
Mvmt Flow	4	11	65	16	8	44	68	282	34	21	557	15

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1087	1087	584	1109	1077	328	581	0	0	335	0	0
Stage 1	616	616	-	454	454	-	-	-	-	-	-	-
Stage 2	471	471	-	655	623	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	195	218	515	189	221	718	998	-	-	1236	-	-
Stage 1	481	485	-	589	573	-	-	-	-	-	-	-
Stage 2	577	563	-	458	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	163	194	506	143	197	698	989	-	-	1214	-	-
Mov Cap-2 Maneuver	163	194	-	143	197	-	-	-	-	-	-	-
Stage 1	444	472	-	538	524	-	-	-	-	-	-	-
Stage 2	491	515	-	379	468	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.7		19.7		1.6		0.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	989	-	-	386	313	1214	-
HCM Lane V/C Ratio	0.069	-	-	0.207	0.216	0.017	-
HCM Control Delay (s)	8.9	-	-	16.7	19.7	8	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.8	0.1	-

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 8: Lewis Ave/Lot B & Main St HCM 6th TWSC

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	585	3	3	384	16	2	1	18	2	0	17
Future Vol, veh/h	7	585	3	3	384	16	2	1	18	2	0	17
Conflicting Peds, #/hr	100	0	6	6	0	10	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	66	66	66	79	79	79
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	0	0	0
Mvmt Flow	8	688	4	3	441	18	3	2	27	3	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	559	0	0	698	0	0	1183	1277	696	1277	1270	554
Stage 1	-	-	-	-	-	-	712	712	-	556	556	-
Stage 2	-	-	-	-	-	-	471	565	-	721	714	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1022	-	-	903	-	-	168	168	445	145	170	536
Stage 1	-	-	-	-	-	-	427	439	-	519	516	-
Stage 2	-	-	-	-	-	-	577	511	-	422	438	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	925	-	-	898	-	-	157	148	442	120	150	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	157	148	-	120	150	-
Stage 1	-	-	-	-	-	-	418	430	-	463	465	-
Stage 2	-	-	-	-	-	-	547	460	-	389	429	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			16.3			15.5		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	349	925	-	-	898	-	-	366
HCM Lane V/C Ratio	0.091	0.009	-	-	0.004	-	-	0.066
HCM Control Delay (s)	16.3	8.9	0	-	9	0	-	15.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 10: Bonney Ave & Main St HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	590	2	40	335	0	15
Future Vol, veh/h	590	2	40	335	0	15
Conflicting Peds, #/hr	0	5	5	0	2	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	88	88	75	75
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	678	2	45	381	0	20

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	685	0	1157
Stage 1	-	-	-	-	684
Stage 2	-	-	-	-	473
Critical Hdwy	-	-	4.11	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.209	-	3.5
Pot Cap-1 Maneuver	-	-	913	-	219
Stage 1	-	-	-	-	505
Stage 2	-	-	-	-	631
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	909	-	204
Mov Cap-2 Maneuver	-	-	-	-	204
Stage 1	-	-	-	-	471
Stage 2	-	-	-	-	630

Approach	EB	WB	NB
HCM Control Delay, s	0	1	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	447	-	-	909	-
HCM Lane V/C Ratio	0.045	-	-	0.05	-
HCM Control Delay (s)	13.4	-	-	9.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 13: Meeker Ave & Main St HCM 6th TWSC

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	495	8	62	317	5	83
Future Vol, veh/h	495	8	62	317	5	83
Conflicting Peds, #/hr	0	7	7	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	92	92	80	80
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	556	9	67	345	6	104

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	572	0	1047
Stage 1	-	-	-	-	568
Stage 2	-	-	-	-	479
Critical Hdwy	-	-	4.11	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.209	-	3.5
Pot Cap-1 Maneuver	-	-	1006	-	255
Stage 1	-	-	-	-	571
Stage 2	-	-	-	-	627
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	999	-	232
Mov Cap-2 Maneuver	-	-	-	-	232
Stage 1	-	-	-	-	520
Stage 2	-	-	-	-	627

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	487	-	-	999	-
HCM Lane V/C Ratio	0.226	-	-	0.067	-
HCM Control Delay (s)	14.5	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 14: Meade Ave & Main St HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	480	10	6	325	1	16
Future Vol, veh/h	480	10	6	325	1	16
Conflicting Peds, #/hr	0	9	9	0	4	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	90	90	85	85
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	545	11	7	361	1	19

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	565	0	939
Stage 1	-	-	-	-	560
Stage 2	-	-	-	-	379
Critical Hdwy	-	-	4.11	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.209	-	3.5
Pot Cap-1 Maneuver	-	-	1012	-	295
Stage 1	-	-	-	-	576
Stage 2	-	-	-	-	696
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1003	-	289
Mov Cap-2 Maneuver	-	-	-	-	289
Stage 1	-	-	-	-	566
Stage 2	-	-	-	-	693

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	503	-	-	1003	-
HCM Lane V/C Ratio	0.04	-	-	0.007	-
HCM Control Delay (s)	12.5	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 16: Wood Ave & North St/Lot F HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	40	7	0	2	11	141	2	0	444	13
Future Vol, veh/h	14	0	40	7	0	2	11	141	2	0	444	13
Conflicting Peds, #/hr	1	0	7	7	0	1	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	56	56	56	88	88	88	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	0	0	0
Mvmt Flow	17	0	49	13	0	4	13	160	2	0	510	15

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	718	720	535	740	726	166	535	0	0	166	0	0
Stage 1	528	528	-	191	191	-	-	-	-	-	-	-
Stage 2	190	192	-	549	535	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	347	356	549	335	354	884	1038	-	-	1424	-	-
Stage 1	538	531	-	815	746	-	-	-	-	-	-	-
Stage 2	816	745	-	524	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	338	346	540	298	344	880	1028	-	-	1419	-	-
Mov Cap-2 Maneuver	338	346	-	298	344	-	-	-	-	-	-	-
Stage 1	526	526	-	800	733	-	-	-	-	-	-	-
Stage 2	801	732	-	473	522	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14		15.8		0.6		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1028	-	-	468	349	1419	-
HCM Lane V/C Ratio	0.012	-	-	0.142	0.046	-	-
HCM Control Delay (s)	8.5	0	-	14	15.8	0	-
HCM Lane LOS	A	A	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 17: Wood Ave & Mason St HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	18	139	15	18	444
Future Vol, veh/h	11	18	139	15	18	444
Conflicting Peds, #/hr	7	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	92	92	90	90
Heavy Vehicles, %	7	7	1	1	1	1
Mvmt Flow	15	25	151	16	20	493

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	707	168	0	0	175
Stage 1	167	-	-	-	-
Stage 2	540	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.11
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.209
Pot Cap-1 Maneuver	394	863	-	-	1407
Stage 1	851	-	-	-	-
Stage 2	574	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	380	856	-	-	1396
Mov Cap-2 Maneuver	380	-	-	-	-
Stage 1	827	-	-	-	-
Stage 2	570	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	580	1396
HCM Lane V/C Ratio	-	-	0.068	0.014
HCM Control Delay (s)	-	-	11.7	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0



Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 4: Lot A Northeast Dwy & Washington St HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	4	8	63	10	4
Future Vol, veh/h	71	4	8	63	10	4
Conflicting Peds, #/hr	0	6	6	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	72	72	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	83	5	11	88	20	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	94	0	202
Stage 1	-	-	-	-	92
Stage 2	-	-	-	-	110
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1513	-	791
Stage 1	-	-	-	-	937
Stage 2	-	-	-	-	920
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1504	-	780
Mov Cap-2 Maneuver	-	-	-	-	780
Stage 1	-	-	-	-	924
Stage 2	-	-	-	-	920

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	825	-	-	1504	-
HCM Lane V/C Ratio	0.034	-	-	0.007	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 6: Valley Ave E & Lot B Dwy HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	5	359	440	6
Future Vol, veh/h	5	2	5	359	440	6
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	40	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	35	35	94	94	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	6	5	382	500	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	710	509	512	0	-	0
Stage 1	509	-	-	-	-	-
Stage 2	201	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	387	568	1064	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	565	1059	-	-	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1059	-	502	-	-
HCM Lane V/C Ratio	0.005	-	0.04	-	-
HCM Control Delay (s)	8.4	-	12.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 9: Main St & Lot C Entry HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷			↶
Traffic Vol, veh/h	12	595	371	32	0	0
Future Vol, veh/h	12	595	371	32	0	0
Conflicting Peds, #/hr	7	0	0	7	0	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	91	91	92	92
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	14	692	408	35	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	450	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1121	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1114	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1114	-	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	8.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 11: Main St & Lot C Exit HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	573	340	0	21	25
Future Vol, veh/h	0	573	340	0	21	25
Conflicting Peds, #/hr	4	0	0	4	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	85	85	64	64
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	0	644	400	0	33	39

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1046 400
Stage 1	-	-	-	-	400 -
Stage 2	-	-	-	-	646 -
Critical Hdwy	-	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	0	255 654
Stage 1	0	-	-	0	681 -
Stage 2	0	-	-	0	526 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	255 654
Mov Cap-2 Maneuver	-	-	-	-	255 -
Stage 1	-	-	-	-	681 -
Stage 2	-	-	-	-	526 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	381
HCM Lane V/C Ratio	-	-	0.189
HCM Control Delay (s)	-	-	16.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 12: Main St & Lot D Dwy HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	17	561	352	17	12	27
Future Vol, veh/h	17	561	352	17	12	27
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	610	383	18	15	33

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	402	0	-	0	1039 393
Stage 1	-	-	-	-	393 -
Stage 2	-	-	-	-	646 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1168	-	-	-	258 660
Stage 1	-	-	-	-	686 -
Stage 2	-	-	-	-	526 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1167	-	-	-	252 659
Mov Cap-2 Maneuver	-	-	-	-	252 -
Stage 1	-	-	-	-	670 -
Stage 2	-	-	-	-	525 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1167	-	-	-	440
HCM Lane V/C Ratio	0.016	-	-	-	0.109
HCM Control Delay (s)	8.1	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Sumner High School Modernization Traffic Analysis Existing (2017) PM Commute Peak Hour  
 18: Lot G Dwy/apt dwy & Mason St HCM 6th TWSC

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	13	0	0	0	11	0	0	0	0	0
Future Vol, veh/h	0	0	13	0	0	0	11	0	0	0	0	0
Conflicting Peds, #/hr	6	0	0	0	0	6	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	63	63	63	67	67	67	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0	6	6	6	0	0	0
Mvmt Flow	0	0	16	0	0	0	16	0	0	0	0	0






















Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	8	0	0	16	0	0	12	16	10	18	24	10
Stage 1	-	-	-	-	-	-	8	8	-	8	8	-
Stage 2	-	-	-	-	-	-	4	8	-	10	16	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.16	6.56	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.554	4.054	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1625	-	-	1615	-	-	995	870	1060	1001	873	1077
Stage 1	-	-	-	-	-	-	1003	881	-	1019	893	-
Stage 2	-	-	-	-	-	-	1008	881	-	1016	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1616	-	-	1615	-	-	993	865	1058	993	868	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	993	865	-	993	868	-
Stage 1	-	-	-	-	-	-	1003	881	-	1013	888	-
Stage 2	-	-	-	-	-	-	1006	876	-	1014	886	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.7	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	993	1616	-	-	1615	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-	-	-	-	-
HCM Control Delay (s)	8.7	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Sumner High School Modernization Traffic Analysis  
7: Valley Ave E & Main St

Forecast (2020) AM Peak Hour  
HCM 6th Signalized Intersection Summary

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	95	43	95	294	60	148	521	38	23	122	60
Future Volume (veh/h)	107	95	43	95	294	60	148	521	38	23	122	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.97		0.96	0.99		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	109	49	109	338	69	170	599	44	26	140	69
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	347	156	455	420	86	513	666	49	179	384	189
Arrive On Green	0.07	0.29	0.29	0.06	0.28	0.28	0.09	0.39	0.39	0.03	0.33	0.33
Sat Flow, veh/h	1781	1204	541	1781	1495	305	1781	1716	126	1781	1166	575
Grp Volume(v), veh/h	123	0	158	109	0	407	170	0	643	26	0	209
Grp Sat Flow(s),veh/h/ln	1781	0	1745	1781	0	1801	1781	0	1842	1781	0	1741
Q Serve(g_s), s	4.1	0.0	6.1	3.7	0.0	18.0	5.1	0.0	28.1	0.8	0.0	7.8
Cycle Q Clear(g_c), s	4.1	0.0	6.1	3.7	0.0	18.0	5.1	0.0	28.1	0.8	0.0	7.8
Prop In Lane	1.00		0.31	1.00		0.17	1.00		0.07	1.00		0.33
Lane Grp Cap(c), veh/h	278	0	502	455	0	506	513	0	715	179	0	574
V/C Ratio(X)	0.44	0.00	0.31	0.24	0.00	0.80	0.33	0.00	0.90	0.15	0.00	0.36
Avail Cap(c_a), veh/h	569	0	816	759	0	842	778	0	861	548	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	23.9	19.8	0.0	28.6	15.6	0.0	24.6	21.2	0.0	21.8
Incr Delay (d2), s/veh	1.1	0.0	0.4	0.3	0.0	3.1	0.4	0.0	10.9	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	2.5	1.5	0.0	7.9	2.0	0.0	13.7	0.3	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	24.2	20.0	0.0	31.6	16.0	0.0	35.5	21.6	0.0	22.2
LnGrp LOS	C	A	C	C	A	C	B	A	D	C	A	C
Approach Vol, veh/h		281			516			813			235	
Approach Delay, s/veh		23.5			29.2			31.4			22.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	38.2	10.4	29.6	12.3	33.2	11.0	29.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	40.0	20.0	40.0	20.0	40.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	2.8	30.1	5.7	8.1	7.1	9.8	6.1	20.0				
Green Ext Time (p_c), s	0.0	3.1	0.2	0.9	0.4	1.3	0.2	2.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				28.4								
HCM 6th LOS				C								

Sumner High School Modernization Traffic Analysis  
15: Wood Ave & Main St

Forecast (2020) AM Peak Hour  
HCM 6th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	186	8	20	220	79	24	153	20	20	57	47
Future Volume (veh/h)	63	186	8	20	220	79	24	153	20	20	57	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	75	221	10	24	262	94	29	182	24	24	68	56
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	1	1	1	2	2	2	0	0	0	1	1	1
Cap, veh/h	598	879	40	87	623	213	104	495	60	177	457	522
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1030	1787	81	49	1266	432	113	1509	185	313	1394	1593
Grp Volume(v), veh/h	75	0	231	380	0	0	235	0	0	92	0	56
Grp Sat Flow(s),veh/h/ln	1030	0	1868	1747	0	0	1807	0	0	1707	0	1593
Q Serve(g_s), s	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	3.1	0.0	4.4	8.4	0.0	0.0	5.9	0.0	0.0	2.1	0.0	1.5
Prop In Lane	1.00		0.04	0.06		0.25	0.12		0.10	0.26		1.00
Lane Grp Cap(c), veh/h	598	0	919	922	0	0	659	0	0	634	0	522
V/C Ratio(X)	0.13	0.00	0.25	0.41	0.00	0.00	0.36	0.00	0.00	0.15	0.00	0.11
Avail Cap(c_a), veh/h	598	0	919	922	0	0	659	0	0	634	0	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	9.0	10.0	0.0	0.0	15.8	0.0	0.0	14.5	0.0	14.3
Incr Delay (d2), s/veh	0.4	0.0	0.7	1.4	0.0	0.0	1.5	0.0	0.0	0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.7	3.1	0.0	0.0	2.6	0.0	0.0	0.9	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.6	11.4	0.0	0.0	17.3	0.0	0.0	15.0	0.0	14.7
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	B
Approach Vol, veh/h		306			380			235				148
Approach Delay, s/veh		9.5			11.4			17.3				14.9
Approach LOS		A			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.5		25.5		35.5		25.5				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		6.4		7.9		10.4		4.1				
Green Ext Time (p_c), s		0.3		0.2		0.4		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.6								
HCM 6th LOS				B								



Sumner High School Modernization Traffic Analysis  
1: Wood Ave & Washington St

Forecast (2020) AM Peak Hour  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	7	26	6	14	9	175	52	22	112	1
Future Vol, veh/h	1	1	7	26	6	14	9	175	52	22	112	1
Conflicting Peds, #/hr	1	0	0	0	0	1	2	0	1	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	50	50	50	79	79	79	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	2	2	13	52	12	28	11	222	66	35	178	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	549	563	181	536	531	258	182	0	0	290	0	0
Stage 1	251	251	-	279	279	-	-	-	-	-	-	-
Stage 2	298	312	-	257	252	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	450	438	867	459	457	786	1405	-	-	1272	-	-
Stage 1	758	703	-	732	683	-	-	-	-	-	-	-
Stage 2	715	661	-	752	702	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	411	419	865	437	437	784	1402	-	-	1270	-	-
Mov Cap-2 Maneuver	411	419	-	437	437	-	-	-	-	-	-	-
Stage 1	750	680	-	724	675	-	-	-	-	-	-	-
Stage 2	670	654	-	716	679	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	10.3		13.7		0.3		1.3			
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1402	-	-	697	505	1270	-	-
HCM Lane V/C Ratio	0.008	-	-	0.023	0.182	0.027	-	-
HCM Control Delay (s)	7.6	0	-	10.3	13.7	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0.1	-	-

Sumner High School Modernization Traffic Analysis  
2: Washington St & McMillan Ave

Forecast (2020) AM Peak Hour  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	3	70	49	24	7	8
Future Vol, veh/h	3	70	49	24	7	8
Conflicting Peds, #/hr	3	0	0	3	5	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	51	51	55	55	47	47
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	6	137	89	44	15	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	136	0	0	268	117
Stage 1	-	-	-	114	-
Stage 2	-	-	-	154	-
Critical Hdwy	4.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1461	-	-	726	941
Stage 1	-	-	-	916	-
Stage 2	-	-	-	879	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1457	-	-	719	936
Mov Cap-2 Maneuver	-	-	-	719	-
Stage 1	-	-	-	910	-
Stage 2	-	-	-	876	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1457	-	-	-	820
HCM Lane V/C Ratio	0.004	-	-	-	0.039
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Sumner High School Modernization Traffic Analysis  
 3: Lot A Dwy @ Bonney/Bonney Ave & Washington St

Forecast (2020) AM Peak Hour  
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	53	0	0	72	10	0	0	0	15	0	12
Future Vol, veh/h	15	53	0	0	72	10	0	0	0	15	0	12
Conflicting Peds, #/hr	0	0	63	63	0	0	7	0	14	14	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	53	53	53	61	61	61	92	92	92	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	28	100	0	0	118	16	0	0	0	22	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	134	0	0	163	0	0	361	353	177	296	345	133
Stage 1	-	-	-	-	-	-	219	219	-	126	126	-
Stage 2	-	-	-	-	-	-	142	134	-	170	219	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1463	-	-	1428	-	-	598	575	871	660	581	922
Stage 1	-	-	-	-	-	-	788	726	-	883	796	-
Stage 2	-	-	-	-	-	-	866	789	-	837	726	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1463	-	-	1342	-	-	539	530	808	642	535	916
Mov Cap-2 Maneuver	-	-	-	-	-	-	539	530	-	642	535	-
Stage 1	-	-	-	-	-	-	726	669	-	865	796	-
Stage 2	-	-	-	-	-	-	844	789	-	809	669	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	0	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1463	-	-	1342	-	-	740
HCM Lane V/C Ratio	-	0.019	-	-	-	-	-	0.054
HCM Control Delay (s)	0	7.5	0	-	0	-	-	10.1
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.2

Sumner High School Modernization Traffic Analysis  
5: Valley Ave E & Washington St

Forecast (2020) AM Peak Hour  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	3	24	11	14	13	95	518	9	6	189	42
Future Vol, veh/h	6	3	24	11	14	13	95	518	9	6	189	42
Conflicting Peds, #/hr	3	0	8	8	0	3	12	0	9	9	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	56	56	56	88	88	88	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	12	6	46	20	25	23	108	589	10	9	274	61

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1172	1159	325	1176	1184	606	347	0	0	608	0	0
Stage 1	335	335	-	819	819	-	-	-	-	-	-	-
Stage 2	837	824	-	357	365	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	171	197	721	170	191	501	1223	-	-	970	-	-
Stage 1	683	646	-	372	392	-	-	-	-	-	-	-
Stage 2	364	390	-	665	627	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	132	174	707	141	169	495	1209	-	-	962	-	-
Mov Cap-2 Maneuver	132	174	-	141	169	-	-	-	-	-	-	-
Stage 1	615	633	-	336	354	-	-	-	-	-	-	-
Stage 2	293	352	-	606	614	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18		31.4		1.3		0.2	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1209	-	-	341	203	962	-
HCM Lane V/C Ratio	0.089	-	-	0.186	0.334	0.009	-
HCM Control Delay (s)	8.3	-	-	18	31.4	8.8	-
HCM Lane LOS	A	-	-	C	D	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.7	1.4	0	-

Sumner High School Modernization Traffic Analysis  
8: Lewis Ave/Lot B & Main St

Forecast (2020) AM Peak Hour  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	204	10	6	428	42	5	4	22	8	0	22
Future Vol, veh/h	22	204	10	6	428	42	5	4	22	8	0	22
Conflicting Peds, #/hr	31	0	39	39	0	31	64	0	2	2	0	64
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	77	77	77	52	52	52	58	58	58
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	27	246	12	8	556	55	10	8	42	14	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	642	0	0	297	0	0	1028	1003	293	964	982	679
Stage 1	-	-	-	-	-	-	345	345	-	631	631	-
Stage 2	-	-	-	-	-	-	683	658	-	333	351	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	947	-	-	1270	-	-	214	244	751	237	251	455
Stage 1	-	-	-	-	-	-	675	640	-	472	477	-
Stage 2	-	-	-	-	-	-	442	464	-	685	636	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	919	-	-	1223	-	-	170	218	722	203	224	415
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	218	-	203	224	-
Stage 1	-	-	-	-	-	-	628	595	-	442	458	-
Stage 2	-	-	-	-	-	-	373	445	-	614	591	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.1			15.7			18.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	396	919	-	-	1223	-	-	325
HCM Lane V/C Ratio	0.151	0.029	-	-	0.006	-	-	0.159
HCM Control Delay (s)	15.7	9	0	-	8	0	-	18.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.6

Sumner High School Modernization Traffic Analysis  
 10: Bonney Ave & Main St

Forecast (2020) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	189	10	40	381	6	32
Future Vol, veh/h	189	10	40	381	6	32
Conflicting Peds, #/hr	0	7	7	0	41	41
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	80	80	53	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	208	11	50	476	11	60

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	226	0	838	262
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	617	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1342	-	336	777
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	538	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1333	-	304	742
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	517	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	604	-	-	1333	-
HCM Lane V/C Ratio	0.119	-	-	0.038	-
HCM Control Delay (s)	11.8	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Sumner High School Modernization Traffic Analysis  
 13: Meeker Ave & Main St

Forecast (2020) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	223	3	46	321	4	56
Future Vol, veh/h	223	3	46	321	4	56
Conflicting Peds, #/hr	0	4	4	0	18	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	78	78	59	59
Heavy Vehicles, %	1	1	5	5	0	0
Mvmt Flow	259	3	59	412	7	95

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	266	0	813
Stage 1	-	-	-	-	265
Stage 2	-	-	-	-	548
Critical Hdwy	-	-	4.15	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.245	-	3.5
Pot Cap-1 Maneuver	-	-	1281	-	351
Stage 1	-	-	-	-	784
Stage 2	-	-	-	-	583
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1276	-	323
Mov Cap-2 Maneuver	-	-	-	-	323
Stage 1	-	-	-	-	734
Stage 2	-	-	-	-	573

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	708	-	-	1276	-
HCM Lane V/C Ratio	0.144	-	-	0.046	-
HCM Control Delay (s)	10.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-