

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

Forecast (2020) WProj AM Peak Hour  
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	6	3	0	3	29	231	60	26	125	12
Future Vol, veh/h	3	0	6	3	0	3	29	231	60	26	125	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	7	0	7	41	325	85	35	167	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	700	741	187	715	707	370	185	0	0	412	0	0
Stage 1	247	247	-	452	452	-	-	-	-	-	-	-
Stage 2	453	494	-	263	255	-	-	-	-	-	-	-
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	357	347	860	348	363	680	1402	-	-	1152	-	-
Stage 1	761	706	-	591	574	-	-	-	-	-	-	-
Stage 2	590	550	-	747	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	333	321	850	319	336	679	1399	-	-	1150	-	-
Mov Cap-2 Maneuver	333	321	-	319	336	-	-	-	-	-	-	-
Stage 1	731	681	-	567	551	-	-	-	-	-	-	-
Stage 2	562	528	-	701	675	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.7		13.6		0.7		1.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1399	-	-	560	434	1150	-
HCM Lane V/C Ratio	0.029	-	-	0.042	0.033	0.03	-
HCM Control Delay (s)	7.7	0	-	11.7	13.6	8.2	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0.1	-

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

Forecast (2020) WProj AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	7	222	19	9	156
Future Vol, veh/h	7	7	222	19	9	156
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	12	12	292	25	13	217

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	551	306	0	0	318	0
Stage 1	306	-	-	-	-	-
Stage 2	245	-	-	-	-	-
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	495	734	-	-	1248	-
Stage 1	747	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	488	733	-	-	1247	-
Mov Cap-2 Maneuver	488	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	586	1247
HCM Lane V/C Ratio	-	-	0.041	0.01
HCM Control Delay (s)	-	-	11.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

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

Forecast (2020) WProj AM Peak Hour  
HCM 6th TWSC

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	41	35	60	92	6	5
Future Vol, veh/h	41	35	60	92	6	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	66	56	98	151	17	14

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	124	0	444
Stage 1	-	-	-	-	96
Stage 2	-	-	-	-	348
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	-	-	1475	-	575
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	719
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1472	-	531
Mov Cap-2 Maneuver	-	-	-	-	531
Stage 1	-	-	-	-	863
Stage 2	-	-	-	-	718

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	665	-	-	1472	-
HCM Lane V/C Ratio	0.046	-	-	0.067	-
HCM Control Delay (s)	10.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	33	63	600	191	33
Future Vol, veh/h	8	33	63	600	191	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	645	269	46

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	757	298	321	0	0
Stage 1	298	-	-	-	-
Stage 2	459	-	-	-	-
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	363	746	1250	-	-
Stage 1	758	-	-	-	-
Stage 2	609	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	339	742	1243	-	-
Mov Cap-2 Maneuver	428	-	-	-	-
Stage 1	712	-	-	-	-
Stage 2	605	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1243	-	649	-	-
HCM Lane V/C Ratio	0.054	-	0.154	-	-
HCM Control Delay (s)	8.1	-	11.6	-	-
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

Forecast (2020) WProj AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷			↶
Traffic Vol, veh/h	14	228	419	41	0	0
Future Vol, veh/h	14	228	419	41	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	16	268	537	53	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	598	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	984	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	977	-	445
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	977	-	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Control Delay (s)	8.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	194	366	0	12	44
Future Vol, veh/h	0	194	366	0	12	44
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	216	458	0	15	56

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	715 459
Stage 1	-	-	-	-	458 -
Stage 2	-	-	-	-	257 -
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	314 486
Stage 1	0	-	-	0	519 -
Stage 2	0	-	-	0	655 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	314 486
Mov Cap-2 Maneuver	-	-	-	-	314 -
Stage 1	-	-	-	-	519 -
Stage 2	-	-	-	-	655 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	435
HCM Lane V/C Ratio	-	-	0.163
HCM Control Delay (s)	-	-	14.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

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

Forecast (2020) WProj AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	114	190	368	42	3	30
Future Vol, veh/h	114	190	368	42	3	30
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	150	250	478	55	6	56

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	533	0	-	0	1057
Stage 1	-	-	-	-	506
Stage 2	-	-	-	-	551
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	1040	-	-	-	251
Stage 1	-	-	-	-	610
Stage 2	-	-	-	-	581
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1040	-	-	-	209
Mov Cap-2 Maneuver	-	-	-	-	209
Stage 1	-	-	-	-	508
Stage 2	-	-	-	-	581

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1040	-	-	-	491
HCM Lane V/C Ratio	0.144	-	-	-	0.124
HCM Control Delay (s)	9	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.4

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

Forecast (2020) WProj AM Peak Hour  
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	5	0	0	0	6	0	1	0	0	2
Future Vol, veh/h	0	15	5	0	0	0	6	0	1	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	26	9	0	0	0	9	0	1	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	4	0	0	41	0	0	44	41	40	38	45	6
Stage 1	-	-	-	-	-	-	37	37	-	4	4	-
Stage 2	-	-	-	-	-	-	7	4	-	34	41	-
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	-	-	1581	-	-	956	849	1028	972	851	1083
Stage 1	-	-	-	-	-	-	976	862	-	1024	897	-
Stage 2	-	-	-	-	-	-	1012	890	-	987	865	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1629	-	-	1572	-	-	945	843	1019	967	845	1080
Mov Cap-2 Maneuver	-	-	-	-	-	-	945	843	-	967	845	-
Stage 1	-	-	-	-	-	-	970	857	-	1023	896	-
Stage 2	-	-	-	-	-	-	1006	889	-	983	860	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.8			8.3		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	955	1629	-	-	1572	-	-	1080
HCM Lane V/C Ratio	0.011	-	-	-	-	-	-	0.004
HCM Control Delay (s)	8.8	0	-	-	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0



Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	356	15	8	360	0	0
Future Vol, veh/h	356	15	8	360	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	387	16	9	391	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	403	0	- 395
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	- 6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	- 3.318
Pot Cap-1 Maneuver	-	-	1156	-	0 654
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1156	-	- 654
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1156	-
HCM Lane V/C Ratio	-	-	-	0.008	-
HCM Control Delay (s)	0	-	-	8.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	3	3	57	23	5
Future Vol, veh/h	0	3	3	57	23	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	3	62	25	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	96	28	30	0	0
Stage 1	28	-	-	-	-
Stage 2	68	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	903	1047	1583	-	-
Stage 1	995	-	-	-	-
Stage 2	955	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	901	1047	1583	-	-
Mov Cap-2 Maneuver	901	-	-	-	-
Stage 1	993	-	-	-	-
Stage 2	955	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	0.4	0
HCM LOS	A		

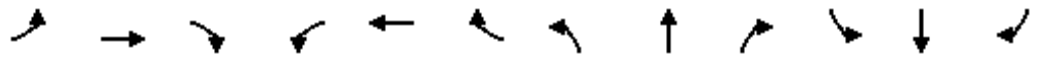
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1583	-	1047	-	-
HCM Lane V/C Ratio	0.002	-	0.003	-	-
HCM Control Delay (s)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon 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)	169	288	78	218	279	39	99	278	99	135	355	75
Future Volume (veh/h)	169	288	78	218	279	39	99	278	99	135	355	75
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	186	316	86	240	307	43	109	305	109	148	390	82
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	407	402	110	373	500	70	246	366	131	288	452	95
Arrive On Green	0.10	0.29	0.29	0.12	0.31	0.31	0.06	0.28	0.28	0.08	0.30	0.30
Sat Flow, veh/h	1810	1400	381	1810	1617	226	1781	1293	462	1795	1501	316
Grp Volume(v), veh/h	186	0	402	240	0	350	109	0	414	148	0	472
Grp Sat Flow(s),veh/h/ln	1810	0	1781	1810	0	1843	1781	0	1755	1795	0	1817
Q Serve(g_s), s	6.1	0.0	18.0	7.9	0.0	14.0	3.7	0.0	19.1	4.9	0.0	21.2
Cycle Q Clear(g_c), s	6.1	0.0	18.0	7.9	0.0	14.0	3.7	0.0	19.1	4.9	0.0	21.2
Prop In Lane	1.00		0.21	1.00		0.12	1.00		0.26	1.00		0.17
Lane Grp Cap(c), veh/h	407	0	512	373	0	570	246	0	497	288	0	547
V/C Ratio(X)	0.46	0.00	0.79	0.64	0.00	0.61	0.44	0.00	0.83	0.51	0.00	0.86
Avail Cap(c_a), veh/h	548	0	824	474	0	853	443	0	812	455	0	840
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	19.4	0.0	28.4	20.1	0.0	25.5	22.2	0.0	29.1	21.6	0.0	28.5
Incr Delay (d2), s/veh	0.8	0.0	2.7	1.9	0.0	1.1	1.3	0.0	4.0	1.4	0.0	5.9
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	2.6	0.0	7.8	3.3	0.0	6.1	1.6	0.0	8.3	2.1	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	0.0	31.1	22.1	0.0	26.6	23.5	0.0	33.0	23.0	0.0	34.4
LnGrp LOS	C	A	C	C	A	C	C	A	C	C	A	C
Approach Vol, veh/h		588			590			523			620	
Approach Delay, s/veh		27.6			24.7			31.0			31.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	29.5	15.2	29.9	10.4	31.1	13.3	31.7				
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	6.9	21.1	9.9	20.0	5.7	23.2	8.1	16.0				
Green Ext Time (p_c), s	0.2	2.6	0.3	2.5	0.2	2.8	0.3	2.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				28.7								
HCM 6th LOS				C								

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon 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)	33	297	31	44	336	70	23	54	31	107	133	114
Future Volume (veh/h)	33	297	31	44	336	70	23	54	31	107	133	114
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	0.98		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	38	338	35	50	382	80	26	61	35	122	151	130
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	512	827	86	113	663	132	136	290	143	285	323	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	931	1683	174	98	1349	268	195	886	435	607	985	1541
Grp Volume(v), veh/h	38	0	373	512	0	0	122	0	0	273	0	130
Grp Sat Flow(s),veh/h/ln	931	0	1857	1715	0	0	1516	0	0	1592	0	1541
Q Serve(g_s), s	0.0	0.0	7.8	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	3.8
Cycle Q Clear(g_c), s	2.0	0.0	7.8	12.4	0.0	0.0	8.4	0.0	0.0	8.3	0.0	3.8
Prop In Lane	1.00		0.09	0.10		0.16	0.21		0.29	0.45		1.00
Lane Grp Cap(c), veh/h	512	0	913	908	0	0	569	0	0	607	0	505
V/C Ratio(X)	0.07	0.00	0.41	0.56	0.00	0.00	0.21	0.00	0.00	0.45	0.00	0.26
Avail Cap(c_a), veh/h	512	0	913	908	0	0	569	0	0	607	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	8.4	0.0	9.9	11.0	0.0	0.0	14.8	0.0	0.0	16.4	0.0	15.0
Incr Delay (d2), s/veh	0.3	0.0	1.4	2.5	0.0	0.0	0.9	0.0	0.0	2.4	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	0.3	0.0	3.0	4.7	0.0	0.0	1.2	0.0	0.0	3.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.0	11.2	13.5	0.0	0.0	15.7	0.0	0.0	18.8	0.0	16.3
LnGrp LOS	A	A	B	B	A	A	B	A	A	B	A	B
Approach Vol, veh/h		411			512			122			403	
Approach Delay, s/veh		11.0			13.5			15.7			18.0	
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		9.8		10.4		14.4		10.3				
Green Ext Time (p_c), s		0.4		0.1		0.6		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.2								
HCM 6th LOS				B								

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 1: Wood Ave & Washington St HCM 6th TWSC

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	6	83	4	13	13	137	28	35	219	1
Future Vol, veh/h	2	3	6	83	4	13	13	137	28	35	219	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	112	5	18	17	180	37	42	261	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	601	609	273	592	591	206	270	0	0	221	0	0
Stage 1	354	354	-	237	237	-	-	-	-	-	-	-
Stage 2	247	255	-	355	354	-	-	-	-	-	-	-
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	415	412	771	421	422	840	1282	-	-	1360	-	-
Stage 1	667	634	-	771	713	-	-	-	-	-	-	-
Stage 2	761	700	-	666	634	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	383	386	763	394	396	834	1272	-	-	1355	-	-
Mov Cap-2 Maneuver	383	386	-	394	396	-	-	-	-	-	-	-
Stage 1	652	606	-	756	699	-	-	-	-	-	-	-
Stage 2	726	687	-	628	606	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	12		17.5		0.6		1.1			
HCM LOS	B		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1272	-	-	527	423	1355	-	-
HCM Lane V/C Ratio	0.013	-	-	0.03	0.319	0.031	-	-
HCM Control Delay (s)	7.9	0	-	12	17.5	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.4	0.1	-	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 2: Washington St & McMillan Ave HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	68	116	7	8	2
Future Vol, veh/h	2	68	116	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	105	168	10	10	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	184	0	0	297	179
Stage 1	-	-	-	179	-
Stage 2	-	-	-	118	-
Critical Hdwy	4.11	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	3.5	3.3
Pot Cap-1 Maneuver	1397	-	-	698	869
Stage 1	-	-	-	857	-
Stage 2	-	-	-	912	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1389	-	-	688	864
Mov Cap-2 Maneuver	-	-	-	688	-
Stage 1	-	-	-	850	-
Stage 2	-	-	-	907	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1389	-	-	-	717
HCM Lane V/C Ratio	0.002	-	-	-	0.017
HCM Control Delay (s)	7.6	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 3: Lot A Dwy @ Bonney/Bonney Ave & Washington St HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	82	4	0	93	36	10	0	14	12	0	8
Future Vol, veh/h	6	82	4	0	93	36	10	0	14	12	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	121	6	0	150	58	11	0	15	20	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	219	0	0	180	0	0	382	414	195	358	388	191
Stage 1	-	-	-	-	-	-	195	195	-	190	190	-
Stage 2	-	-	-	-	-	-	187	219	-	168	198	-
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	1356	-	-	1408	-	-	580	532	851	601	550	856
Stage 1	-	-	-	-	-	-	811	743	-	816	747	-
Stage 2	-	-	-	-	-	-	819	726	-	839	741	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1342	-	-	1337	-	-	538	497	794	570	514	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	538	497	-	570	514	-
Stage 1	-	-	-	-	-	-	765	701	-	802	740	-
Stage 2	-	-	-	-	-	-	805	719	-	803	699	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0			10.7			10.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	663	1342	-	-	1337	-	-	656
HCM Lane V/C Ratio	0.039	0.007	-	-	-	-	-	0.052
HCM Control Delay (s)	10.7	7.7	0	-	0	-	-	10.8
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 5: Valley Ave E & Washington St HCM 6th TWSC

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	18	18	114	7	9	32	67	273	18	25	481	9
Future Vol, veh/h	18	18	114	7	9	32	67	273	18	25	481	9
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, %	4	4	4	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	25	156	8	11	38	87	355	23	26	496	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1139	1130	523	1199	1123	381	521	0	0	387	0	0
Stage 1	569	569	-	550	550	-	-	-	-	-	-	-
Stage 2	570	561	-	649	573	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	177	202	550	164	207	671	1056	-	-	1183	-	-
Stage 1	504	503	-	523	519	-	-	-	-	-	-	-
Stage 2	503	507	-	462	507	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	144	177	539	95	181	662	1040	-	-	1173	-	-
Mov Cap-2 Maneuver	144	177	-	95	181	-	-	-	-	-	-	-
Stage 1	455	484	-	475	471	-	-	-	-	-	-	-
Stage 2	422	460	-	303	488	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	30.2		21.2		1.6		0.4	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1040	-	-	342	279	1173	-	-
HCM Lane V/C Ratio	0.084	-	-	0.601	0.205	0.022	-	-
HCM Control Delay (s)	8.8	-	-	30.2	21.2	8.1	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	3.7	0.8	0.1	-	-



Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 8: Lewis Ave/Lot B & Main St 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	499	9	3	412	16	1	1	9	14	0	40
Future Vol, veh/h	20	499	9	3	412	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	561	10	3	448	17	2	2	16	21	0	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	510	0	0	604	0	0	1135	1159	667	1195	1156	502
Stage 1	-	-	-	-	-	-	643	643	-	508	508	-
Stage 2	-	-	-	-	-	-	492	516	-	687	648	-
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	1065	-	-	984	-	-	181	197	462	165	198	573
Stage 1	-	-	-	-	-	-	465	472	-	551	542	-
Stage 2	-	-	-	-	-	-	562	538	-	440	469	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1019	-	-	953	-	-	152	176	419	137	177	548
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	176	-	137	177	-
Stage 1	-	-	-	-	-	-	436	443	-	511	517	-
Stage 2	-	-	-	-	-	-	500	513	-	381	440	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			16.8			20.7		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1019	-	-	953	-	-	308
HCM Lane V/C Ratio	0.061	0.022	-	-	0.003	-	-	0.258
HCM Control Delay (s)	16.8	8.6	0	-	8.8	0	-	20.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 10: Bonney Ave & Main St HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	500	8	27	378	1	27
Future Vol, veh/h	500	8	27	378	1	27
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	549	9	29	402	2	48

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	582	0	1058
Stage 1	-	-	-	-	578
Stage 2	-	-	-	-	480
Critical Hdwy	-	-	4.1	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.2	-	3.536
Pot Cap-1 Maneuver	-	-	1002	-	247
Stage 1	-	-	-	-	557
Stage 2	-	-	-	-	618
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	979	-	228
Mov Cap-2 Maneuver	-	-	-	-	228
Stage 1	-	-	-	-	524
Stage 2	-	-	-	-	606

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	14.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	446	-	-	979	-
HCM Lane V/C Ratio	0.112	-	-	0.029	-
HCM Control Delay (s)	14.1	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon 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	T		T		T	
Traffic Vol, veh/h	420	10	58	447	16	79
Future Vol, veh/h	420	10	58	447	16	79
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	483	11	62	476	18	90

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	502	0	1120
Stage 1	-	-	-	-	497
Stage 2	-	-	-	-	623
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	-	-	1052	-	229
Stage 1	-	-	-	-	613
Stage 2	-	-	-	-	537
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1044	-	204
Mov Cap-2 Maneuver	-	-	-	-	204
Stage 1	-	-	-	-	559
Stage 2	-	-	-	-	525

Approach	EB	WB	NB
HCM Control Delay, s	0	1	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	437	-	-	1044	-
HCM Lane V/C Ratio	0.247	-	-	0.059	-
HCM Control Delay (s)	15.9	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.2	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon 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	425	10	8	450	4	11
Future Vol, veh/h	425	10	8	450	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	483	11	9	500	5	15

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	510	0	1023
Stage 1	-	-	-	-	505
Stage 2	-	-	-	-	518
Critical Hdwy	-	-	4.12	-	6.47
Critical Hdwy Stg 1	-	-	-	-	5.47
Critical Hdwy Stg 2	-	-	-	-	5.47
Follow-up Hdwy	-	-	2.218	-	3.563
Pot Cap-1 Maneuver	-	-	1055	-	256
Stage 1	-	-	-	-	596
Stage 2	-	-	-	-	588
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1039	-	249
Mov Cap-2 Maneuver	-	-	-	-	249
Stage 1	-	-	-	-	580
Stage 2	-	-	-	-	588

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	412	-	-	1039	-
HCM Lane V/C Ratio	0.049	-	-	0.009	-
HCM Control Delay (s)	14.2	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 16: Wood Ave & North St/Lot F HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	19	27	0	18	14	143	1	1	296	15
Future Vol, veh/h	15	0	19	27	0	18	14	143	1	1	296	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	42	0	28	18	186	1	1	329	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	586	575	356	592	583	194	353	0	0	192	0	0
Stage 1	347	347	-	228	228	-	-	-	-	-	-	-
Stage 2	239	228	-	364	355	-	-	-	-	-	-	-
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	420	427	686	421	427	853	1195	-	-	1394	-	-
Stage 1	667	633	-	779	719	-	-	-	-	-	-	-
Stage 2	762	714	-	659	633	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	397	414	674	393	414	847	1187	-	-	1387	-	-
Mov Cap-2 Maneuver	397	414	-	393	414	-	-	-	-	-	-	-
Stage 1	651	628	-	762	703	-	-	-	-	-	-	-
Stage 2	723	698	-	626	628	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	12.7		13.4		0.7		0			
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1187	-	-	515	500	1387	-	-
HCM Lane V/C Ratio	0.015	-	-	0.093	0.138	0.001	-	-
HCM Control Delay (s)	8.1	0	-	12.7	13.4	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0	-	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 17: Wood Ave & Mason St

HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	10	14	162	13	8	303
Future Vol, veh/h	10	14	162	13	8	303
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	15	21	231	19	9	329

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	600	252	0	0	259
Stage 1	250	-	-	-	-
Stage 2	350	-	-	-	-
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	466	789	-	-	1317
Stage 1	794	-	-	-	-
Stage 2	716	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	457	781	-	-	1306
Mov Cap-2 Maneuver	457	-	-	-	-
Stage 1	781	-	-	-	-
Stage 2	714	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	603	1306
HCM Lane V/C Ratio	-	-	0.059	0.007
HCM Control Delay (s)	-	-	11.3	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 4: Lot A Northeast Dwy & Washington St HCM 6th TWSC

**Intersection**

Int Delay, s/veh 4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	93	2	9	101	22	50
Future Vol, veh/h	93	2	9	101	22	50
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	137	3	13	149	48	109

**Major/Minor**

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	204	0	390
Stage 1	-	-	-	-	203
Stage 2	-	-	-	-	187
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	-	-	1380	-	618
Stage 1	-	-	-	-	836
Stage 2	-	-	-	-	850
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1296	-	567
Mov Cap-2 Maneuver	-	-	-	-	567
Stage 1	-	-	-	-	777
Stage 2	-	-	-	-	841

**Approach**

	EB	WB	NB
HCM Control Delay, s	0	0.6	11.6
HCM LOS			B

**Minor Lane/Major Mvmt**

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	-	-	1296	-
HCM Lane V/C Ratio	0.223	-	-	0.01	-
HCM Control Delay (s)	11.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 6: Valley Ave E & Lot B Dwy HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑	
Traffic Vol, veh/h	18	56	13	379	515	27
Future Vol, veh/h	18	56	13	379	515	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	468	554	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	859	590	602	0	-	0
Stage 1	588	-	-	-	-	-
Stage 2	271	-	-	-	-	-
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	314	511	985	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	298	501	967	-	-	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	967	-	476	-	-
HCM Lane V/C Ratio	0.017	-	0.239	-	-
HCM Control Delay (s)	8.8	-	14.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-



Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon 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	13	528	404	49	0	0
Future Vol, veh/h	13	528	404	49	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	587	412	50	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	486	0	0
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	1087	-	550
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1062	-	503
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)	1062	-	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	8.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 11: Main St & Lot C Exit HCM 6th TWSC

**Intersection**

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	492	380	0	10	52
Future Vol, veh/h	0	492	380	0	10	52
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	547	413	0	14	71

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	979 414
Stage 1	-	-	-	-	413 -
Stage 2	-	-	-	-	566 -
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	241 571
Stage 1	0	-	-	0	601 -
Stage 2	0	-	-	0	506 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	241 570
Mov Cap-2 Maneuver	-	-	-	-	241 -
Stage 1	-	-	-	-	601 -
Stage 2	-	-	-	-	506 -

**Approach**

	EB	WB	SB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

**Minor Lane/Major Mvmt**

	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	467
HCM Lane V/C Ratio	-	-	0.182
HCM Control Delay (s)	-	-	14.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.7

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 12: Main St & Lot D Dwy HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	26	473	417	15	18	91
Future Vol, veh/h	26	473	417	15	18	91
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	30	538	458	16	22	111

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	475	0	0	1065	470
Stage 1	-	-	-	467	-
Stage 2	-	-	-	598	-
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	1092	-	-	246	594
Stage 1	-	-	-	631	-
Stage 2	-	-	-	549	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1091	-	-	236	592
Mov Cap-2 Maneuver	-	-	-	236	-
Stage 1	-	-	-	606	-
Stage 2	-	-	-	548	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1091	-	-	-	474
HCM Lane V/C Ratio	0.027	-	-	-	0.28
HCM Control Delay (s)	8.4	0	-	-	15.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 18: Lot D access/apt dwy & Mason St HCM 6th TWSC

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	15	0	0	0	0	15	0	1	0	0	1
Future Vol, veh/h	2	15	0	0	0	0	15	0	1	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	31	0	0	0	0	28	0	2	0	0	2

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	10	0	0	48	0	0	63	66	57	59	66	14
Stage 1	-	-	-	-	-	-	56	56	-	10	10	-
Stage 2	-	-	-	-	-	-	7	10	-	49	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	1623	-	-	1572	-	-	932	825	1009	942	829	1072
Stage 1	-	-	-	-	-	-	956	848	-	1016	891	-
Stage 2	-	-	-	-	-	-	1015	887	-	969	852	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1611	-	-	1547	-	-	910	803	984	923	807	1060
Mov Cap-2 Maneuver	-	-	-	-	-	-	910	803	-	923	807	-
Stage 1	-	-	-	-	-	-	938	832	-	1005	884	-
Stage 2	-	-	-	-	-	-	1009	880	-	956	836	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	9.1	8.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	914	1611	-	-	1547	-	-	1060
HCM Lane V/C Ratio	0.032	0.003	-	-	-	-	-	0.002
HCM Control Delay (s)	9.1	7.2	0	-	0	-	-	8.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 19: Main St HCM 6th TWSC

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	426	10	0	458	0	0
Future Vol, veh/h	426	10	0	458	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	463	11	0	498	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	474	0	469
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	3.318
Pot Cap-1 Maneuver	-	-	1088	-	594
Stage 1	-	-	-	0	-
Stage 2	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1088	-	594
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1088	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WProj Afternoon Peak Hour  
 20: Meeker Ave HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	10	0	95	68	0
Future Vol, veh/h	5	10	0	95	68	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	11	0	103	74	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	177	74	74	0	0
Stage 1	74	-	-	-	-
Stage 2	103	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	813	988	1526	-	-
Stage 1	949	-	-	-	-
Stage 2	921	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	813	988	1526	-	-
Mov Cap-2 Maneuver	813	-	-	-	-
Stage 1	949	-	-	-	-
Stage 2	921	-	-	-	-

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



















Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1526	-	922	-	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Sumner High School Modernization Traffic Analysis Forecast (2020) PM Commute WProj 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)	190	397	67	168	301	32	76	244	74	78	324	57
Future Volume (veh/h)	190	397	67	168	301	32	76	244	74	78	324	57
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	194	405	68	171	307	33	78	249	76	80	331	58
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	440	502	84	336	517	56	266	368	112	307	420	74
Arrive On Green	0.10	0.32	0.32	0.09	0.31	0.31	0.05	0.27	0.27	0.05	0.27	0.27
Sat Flow, veh/h	1810	1572	264	1795	1667	179	1810	1381	421	1810	1570	275
Grp Volume(v), veh/h	194	0	473	171	0	340	78	0	325	80	0	389
Grp Sat Flow(s),veh/h/ln	1810	0	1835	1795	0	1846	1810	0	1802	1810	0	1845
Q Serve(g_s), s	5.3	0.0	17.6	4.7	0.0	11.6	2.3	0.0	12.0	2.3	0.0	14.6
Cycle Q Clear(g_c), s	5.3	0.0	17.6	4.7	0.0	11.6	2.3	0.0	12.0	2.3	0.0	14.6
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.23	1.00		0.15
Lane Grp Cap(c), veh/h	440	0	586	336	0	573	266	0	481	307	0	493
V/C Ratio(X)	0.44	0.00	0.81	0.51	0.00	0.59	0.29	0.00	0.68	0.26	0.00	0.79
Avail Cap(c_a), veh/h	623	0	986	535	0	992	533	0	968	573	0	991
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	15.6	0.0	23.2	17.1	0.0	21.7	19.5	0.0	24.4	19.0	0.0	25.3
Incr Delay (d2), s/veh	0.7	0.0	2.7	1.2	0.0	1.0	0.6	0.0	1.7	0.4	0.0	2.9
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	2.1	0.0	7.6	1.9	0.0	4.9	1.0	0.0	5.1	1.0	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	25.9	18.3	0.0	22.7	20.1	0.0	26.1	19.4	0.0	28.2
LnGrp LOS	B	A	C	B	A	C	C	A	C	B	A	C
Approach Vol, veh/h		667			511			403			469	
Approach Delay, s/veh		23.1			21.2			24.9			26.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	24.9	11.8	28.8	9.0	24.9	12.4	28.1				
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	4.3	14.0	6.7	19.6	4.3	16.6	7.3	13.6				
Green Ext Time (p_c), s	0.1	2.1	0.3	3.0	0.1	2.5	0.3	2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				23.8								
HCM 6th LOS				C								

Sumner High School Modernization Traffic Analysis Forecast (2020) PM Commute WProj 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)	65	408	36	16	291	38	16	50	25	88	246	176	
Future Volume (veh/h)	65	408	36	16	291	38	16	50	25	88	246	176	
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	71	448	40	18	320	42	18	55	27	97	270	193	
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	603	842	75	78	773	98	104	273	114	185	421	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	1029	1713	153	33	1572	199	104	832	346	336	1286	1555	
Grp Volume(v), veh/h	71	0	488	380	0	0	100	0	0	367	0	193	
Grp Sat Flow(s),veh/h/ln	1029	0	1866	1805	0	0	1283	0	0	1622	0	1555	
Q Serve(g_s), s	0.0	0.0	11.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	5.8	
Cycle Q Clear(g_c), s	2.8	0.0	11.0	8.1	0.0	0.0	12.7	0.0	0.0	12.4	0.0	5.8	
Prop In Lane	1.00		0.08	0.05		0.11	0.18		0.27	0.26		1.00	
Lane Grp Cap(c), veh/h	603	0	918	949	0	0	490	0	0	606	0	510	
V/C Ratio(X)	0.12	0.00	0.53	0.40	0.00	0.00	0.20	0.00	0.00	0.61	0.00	0.38	
Avail Cap(c_a), veh/h	603	0	918	949	0	0	490	0	0	606	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	8.6	0.0	10.7	9.9	0.0	0.0	14.8	0.0	0.0	17.6	0.0	15.7	
Incr Delay (d2), s/veh	0.4	0.0	2.2	1.3	0.0	0.0	0.9	0.0	0.0	4.4	0.0	2.1	
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	4.3	3.1	0.0	0.0	1.0	0.0	0.0	4.8	0.0	2.2	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	9.0	0.0	12.9	11.2	0.0	0.0	15.7	0.0	0.0	22.1	0.0	17.9	
LnGrp LOS	A	A	B	B	A	A	B	A	A	C	A	B	
Approach Vol, veh/h		559			380			100				560	
Approach Delay, s/veh		12.4			11.2			15.7				20.6	
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		13.0		14.7		10.1		14.4					
Green Ext Time (p_c), s		0.5		0.0		0.4		0.3					
<b>Intersection Summary</b>													
HCM 6th Ctrl Delay				15.2									
HCM 6th LOS				B									



Sumner High School Modernization Traffic Analysis 4:00 pm 06/06/2020 Forecast (2020) PM Commute WProj Peak Hour  
 1: Wood Ave & Washington St 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	6	4	11	46	5	20	3	132	32	33	421	3
Future Vol, veh/h	6	4	11	46	5	20	3	132	32	33	421	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	59	6	26	3	145	35	39	495	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	767	771	504	759	756	168	505	0	0	184	0	0
Stage 1	581	581	-	173	173	-	-	-	-	-	-	-
Stage 2	186	190	-	586	583	-	-	-	-	-	-	-
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	315	327	562	324	339	879	1065	-	-	1403	-	-
Stage 1	494	495	-	831	758	-	-	-	-	-	-	-
Stage 2	809	737	-	498	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	289	310	558	300	322	875	1059	-	-	1398	-	-
Mov Cap-2 Maneuver	289	310	-	300	322	-	-	-	-	-	-	-
Stage 1	490	473	-	825	753	-	-	-	-	-	-	-
Stage 2	776	732	-	460	478	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.9		17.9		0.2		0.6	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1059	-	-	393	370	1398	-	-
HCM Lane V/C Ratio	0.003	-	-	0.071	0.246	0.028	-	-
HCM Control Delay (s)	8.4	0	-	14.9	17.9	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1	0.1	-	-

Sumner High School Modernization Traffic Analysis Forecast (2020) PM Commute WProj 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	68	63	3	6	4
Future Vol, veh/h	1	68	63	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	92	86	4	10	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	97	0	0	190	96
Stage 1	-	-	-	95	-
Stage 2	-	-	-	95	-
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	1509	-	-	781	939
Stage 1	-	-	-	909	-
Stage 2	-	-	-	909	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1499	-	-	769	932
Mov Cap-2 Maneuver	-	-	-	769	-
Stage 1	-	-	-	902	-
Stage 2	-	-	-	903	-

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)	1499	-	-	-	827
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 4:00 pm 06/06/2020 Forecast (2020) PM Commute WProj Peak Hour  
 3: Lot A Dwy @ Bonney/Bonney Ave & Washington St HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	59	4	0	52	13	8	0	1	9	0	5
Future Vol, veh/h	6	59	4	0	52	13	8	0	1	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	79	5	0	69	17	9	0	1	13	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	88	0	0	185	191	88	181	185	83
Stage 1	-	-	-	-	-	-	102	102	-	81	81	-
Stage 2	-	-	-	-	-	-	83	89	-	100	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	1519	-	-	1520	-	-	780	708	976	770	700	963
Stage 1	-	-	-	-	-	-	909	815	-	915	818	-
Stage 2	-	-	-	-	-	-	930	825	-	894	799	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1515	-	-	1514	-	-	766	699	970	762	691	958
Mov Cap-2 Maneuver	-	-	-	-	-	-	766	699	-	762	691	-
Stage 1	-	-	-	-	-	-	900	807	-	907	816	-
Stage 2	-	-	-	-	-	-	921	823	-	886	791	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	9.7	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	784	1515	-	-	1514	-	-	822
HCM Lane V/C Ratio	0.012	0.005	-	-	-	-	-	0.024
HCM Control Delay (s)	9.7	7.4	0	-	0	-	-	9.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Sumner High School Modernization Traffic Analysis 4:00 pm 06/06/2020 Forecast (2020) PM Commute WProj Peak Hour  
 5: Valley Ave E & Washington St HCM 6th TWSC

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	9	57	10	5	28	62	261	31	19	500	14
Future Vol, veh/h	3	9	57	10	5	28	62	261	31	19	500	14
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	68	16	8	45	70	297	35	22	575	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1127	1127	602	1151	1118	344	600	0	0	351	0	0
Stage 1	636	636	-	474	474	-	-	-	-	-	-	-
Stage 2	491	491	-	677	644	-	-	-	-	-	-	-
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	183	206	503	177	209	703	982	-	-	1219	-	-
Stage 1	469	475	-	575	561	-	-	-	-	-	-	-
Stage 2	563	552	-	446	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	151	183	494	132	185	684	974	-	-	1197	-	-
Mov Cap-2 Maneuver	151	183	-	132	185	-	-	-	-	-	-	-
Stage 1	431	462	-	524	511	-	-	-	-	-	-	-
Stage 2	476	503	-	365	458	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.3		20.6		1.6		0.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	974	-	-	374	299	1197	-	-
HCM Lane V/C Ratio	0.072	-	-	0.22	0.232	0.018	-	-
HCM Control Delay (s)	9	-	-	17.3	20.6	8.1	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.9	0.1	-	-

Sumner High School Modernization Traffic Analysis 4:00 pm 06/06/2020 Forecast (2020) PM Commute WProj 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	624	3	3	403	16	2	1	18	2	0	17
Future Vol, veh/h	7	624	3	3	403	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	734	4	3	463	18	3	2	27	3	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	581	0	0	744	0	0	1251	1345	742	1345	1338	576
Stage 1	-	-	-	-	-	-	758	758	-	578	578	-
Stage 2	-	-	-	-	-	-	493	587	-	767	760	-
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	1003	-	-	868	-	-	151	153	419	130	154	521
Stage 1	-	-	-	-	-	-	402	418	-	505	504	-
Stage 2	-	-	-	-	-	-	562	500	-	398	417	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	907	-	-	863	-	-	141	135	417	107	136	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	135	-	107	136	-
Stage 1	-	-	-	-	-	-	394	409	-	450	454	-
Stage 2	-	-	-	-	-	-	532	450	-	365	408	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			17.3			16.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	324	907	-	-	863	-	-	346
HCM Lane V/C Ratio	0.098	0.009	-	-	0.004	-	-	0.07
HCM Control Delay (s)	17.3	9	0	-	9.2	0	-	16.2
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 4:00 pm 06/06/2020 Forecast (2020) PM Commute WProj 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	T		T		T	
Traffic Vol, veh/h	629	2	41	351	0	15
Future Vol, veh/h	629	2	41	351	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	723	2	47	399	0	20

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	730	1224
Stage 1	-	-	-	729
Stage 2	-	-	-	495
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	-	-	879	200
Stage 1	-	-	-	481
Stage 2	-	-	-	617
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	875	185
Mov Cap-2 Maneuver	-	-	-	185
Stage 1	-	-	-	445
Stage 2	-	-	-	616

Approach	EB	WB	NB
HCM Control Delay, s	0	1	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	421	-	-	875	-
HCM Lane V/C Ratio	0.048	-	-	0.053	-
HCM Control Delay (s)	14	-	-	9.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Sumner High School Modernization Traffic Analysis Forecast (2020) PM Commute WProj 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	T		T		T	
Traffic Vol, veh/h	532	8	61	332	5	85
Future Vol, veh/h	532	8	61	332	5	85
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	598	9	66	361	6	106

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	614	0	1103
Stage 1	-	-	-	-	610
Stage 2	-	-	-	-	493
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	-	-	970	-	236
Stage 1	-	-	-	-	546
Stage 2	-	-	-	-	618
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	964	-	214
Mov Cap-2 Maneuver	-	-	-	-	214
Stage 1	-	-	-	-	496
Stage 2	-	-	-	-	618

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	461	-	-	964	-
HCM Lane V/C Ratio	0.244	-	-	0.069	-
HCM Control Delay (s)	15.3	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Sumner High School Modernization Traffic Analysis (2020) PM Commute WProj 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	517	10	6	341	1	16
Future Vol, veh/h	517	10	6	341	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	588	11	7	379	1	19

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	608	0
Stage 1	-	-	-	603
Stage 2	-	-	-	397
Critical Hdwy	-	-	4.11	-
Critical Hdwy Stg 1	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.209	-
Pot Cap-1 Maneuver	-	-	975	-
Stage 1	-	-	-	550
Stage 2	-	-	-	683
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	967	-
Mov Cap-2 Maneuver	-	-	-	266
Stage 1	-	-	-	540
Stage 2	-	-	-	680

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	475	-	-	967	-
HCM Lane V/C Ratio	0.042	-	-	0.007	-
HCM Control Delay (s)	12.9	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Sumner High School Modernization Traffic Analysis 4:00 pm 06/06/2020 Forecast (2020) PM Commute WProj 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	41	7	0	2	11	147	2	0	460	13
Future Vol, veh/h	14	0	41	7	0	2	11	147	2	0	460	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	51	13	0	4	13	167	2	0	529	15

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	744	746	554	767	752	173	554	0	0	173	0	0
Stage 1	547	547	-	198	198	-	-	-	-	-	-	-
Stage 2	197	199	-	569	554	-	-	-	-	-	-	-
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	333	344	536	322	342	876	1021	-	-	1416	-	-
Stage 1	525	521	-	808	741	-	-	-	-	-	-	-
Stage 2	809	740	-	511	517	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	325	334	527	285	332	872	1011	-	-	1411	-	-
Mov Cap-2 Maneuver	325	334	-	285	332	-	-	-	-	-	-	-
Stage 1	513	516	-	793	728	-	-	-	-	-	-	-
Stage 2	794	727	-	459	512	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	14.3		16.3			0.6			0		
HCM LOS	B		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1011	-	-	455	335	1411	-	-
HCM Lane V/C Ratio	0.012	-	-	0.149	0.048	-	-	-
HCM Control Delay (s)	8.6	0	-	14.3	16.3	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Sumner High School Modernization Traffic Analysis (2020) PM Commute WProj Peak Hour  
 17: Wood Ave & Mason St HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	10	17	145	15	18	461
Future Vol, veh/h	10	17	145	15	18	461
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	14	23	158	16	20	512

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	733	175	0	0	182	0
Stage 1	174	-	-	-	-	-
Stage 2	559	-	-	-	-	-
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	381	856	-	-	1399	-
Stage 1	844	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	368	849	-	-	1388	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	559	-	-	-	-	-

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)	-	-	572	1388
HCM Lane V/C Ratio	-	-	0.065	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 4:00 pm 06/06/2020 Forecast (2020) PM Commute WProj Peak Hour  
 4: Lot A Northeast Dwy & Washington St HCM 6th TWSC

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	73	0	8	66	2	4
Future Vol, veh/h	73	0	8	66	2	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	85	0	11	92	4	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	91	0	205
Stage 1	-	-	-	-	91
Stage 2	-	-	-	-	114
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	-	-	1517	-	788
Stage 1	-	-	-	-	938
Stage 2	-	-	-	-	916
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1508	-	777
Mov Cap-2 Maneuver	-	-	-	-	777
Stage 1	-	-	-	-	925
Stage 2	-	-	-	-	916

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	894	-	-	1508	-
HCM Lane V/C Ratio	0.013	-	-	0.007	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Sumner High School Modernization Traffic Analysis 4:00 pm 06/06/2020 Forecast (2020) PM Commute WProj 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	W		W	↑↑	↑	
Traffic Vol, veh/h	5	2	5	376	454	6
Future Vol, veh/h	5	2	5	376	454	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	400	516	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	735	525	528	0	-	0
Stage 1	525	-	-	-	-	-
Stage 2	210	-	-	-	-	-
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	374	556	1049	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	368	553	1044	-	-	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1044	-	492	-	-
HCM Lane V/C Ratio	0.005	-	0.041	-	-
HCM Control Delay (s)	8.5	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Sumner High School Modernization Traffic Analysis Forecast (2020) PM Commute WProj 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	634	388	34	0	0
Future Vol, veh/h	12	634	388	34	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	737	426	37	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	470	0	0
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	1102	-	604
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1095	-	598
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)	1095	-	-	-	-
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 Forecast (2020) PM Commute WProj 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	612	356	0	21	25
Future Vol, veh/h	0	612	356	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	688	419	0	33	39

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1109 419
Stage 1	-	-	-	-	419 -
Stage 2	-	-	-	-	690 -
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	234 638
Stage 1	0	-	-	0	668 -
Stage 2	0	-	-	0	502 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	234 638
Mov Cap-2 Maneuver	-	-	-	-	234 -
Stage 1	-	-	-	-	668 -
Stage 2	-	-	-	-	502 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	357
HCM Lane V/C Ratio	-	-	0.201
HCM Control Delay (s)	-	-	17.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7

Sumner High School Modernization Traffic Analysis Forecast (2020) PM Commute WProj Peak Hour  
 12: Main St & Lot D Dwy HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	17	600	368	17	12	25
Future Vol, veh/h	17	600	368	17	12	25
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	652	400	18	15	31

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	419	0	0	1098	410
Stage 1	-	-	-	410	-
Stage 2	-	-	-	688	-
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	1151	-	-	238	646
Stage 1	-	-	-	674	-
Stage 2	-	-	-	503	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1150	-	-	232	645
Mov Cap-2 Maneuver	-	-	-	232	-
Stage 1	-	-	-	656	-
Stage 2	-	-	-	502	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1150	-	-	-	409
HCM Lane V/C Ratio	0.016	-	-	-	0.112
HCM Control Delay (s)	8.2	0	-	-	14.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Sumner High School Modernization Traffic Analysis 4:00 pm 06/06/2020 Forecast (2020) PM Commute WProj Peak Hour  
 18: Lot D access/apt dwy & Mason St HCM 6th TWSC

Intersection												
Int Delay, s/veh	4.6											
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	10	0	1	0	0	1
Future Vol, veh/h	0	0	13	0	0	0	10	0	1	0	0	1
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	15	0	1	0	0	4

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	8	0	0	16	0	0	14	16	10	19	24	10
Stage 1	-	-	-	-	-	-	8	8	-	8	8	-
Stage 2	-	-	-	-	-	-	6	8	-	11	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	-	-	992	870	1060	1000	873	1077
Stage 1	-	-	-	-	-	-	1003	881	-	1019	893	-
Stage 2	-	-	-	-	-	-	1006	881	-	1015	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1616	-	-	1615	-	-	986	865	1058	991	868	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	986	865	-	991	868	-
Stage 1	-	-	-	-	-	-	1003	881	-	1013	888	-
Stage 2	-	-	-	-	-	-	1000	876	-	1012	886	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.7	8.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	992	1616	-	-	1615	-	-	1069
HCM Lane V/C Ratio	0.017	-	-	-	-	-	-	0.004
HCM Control Delay (s)	8.7	0	-	-	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Sumner High School Modernization Traffic Analysis (2020) PM Commute WProj Peak Hour  
 20: Meeker Ave HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	3	1	90	69	0
Future Vol, veh/h	0	3	1	90	69	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	5	1	113	86	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	201	86	86	0	0
Stage 1	86	-	-	-	-
Stage 2	115	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	792	978	1523	-	-
Stage 1	942	-	-	-	-
Stage 2	915	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	791	978	1523	-	-
Mov Cap-2 Maneuver	791	-	-	-	-
Stage 1	941	-	-	-	-
Stage 2	915	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1523	-	978	-	-
HCM Lane V/C Ratio	0.001	-	0.005	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

# APPENDIX D

## Collision Data & Analysis



**Project: Sumner High School Modernization**

Worksheet Notes: Calculations for Time Period:

Beginning	Ending	Time Period
1/1/2014	12/31/2017	= 4

**Intersection**

Control	Location Identified in Collision Report		Head-On	Rear-End	SS/Lane Change	Right Turn	Left Turn	Right Angle	Peds / Cycle	Other	Total	2014	2015	2016	2017	TOTAL	Avg/Year	Calculations				HSM Analysis Calculations			
	E-W Roadway	N-S Roadway																PM PK Vol	ADT	MEV	Acc/MEV	Ra	Rci	Further Review	
Signalized	Main Street	Valley Avenue E	0	4	2	0	7	0	0	1	14	6	1	2	5	14	3.5	1,923	21,367	31.20	0.45	0.32	Signalized	0.50	
TWSC	Washington Street	Valley Avenue E	0	1	0	0	1	8	2	0	12	6	2	3	1	12	3.0	969	10,767	15.72	0.76	0.16	TWSC	0.36	X
Signalized	Main Street	Wood Avenue	0	1	0	0	0	2	0	0	3	0	1	0	2	3	0.8	1,377	15,300	22.34	0.13			0.54	
TWSC	Washington Street	Wood Avenue	0	0	0	0	0	2	0	0	2	0	0	1	1	2	0.5	691	7,678	11.21	0.18			0.41	
TWSC	Main Street	Lewis Avenue	0	1	0	0	0	0	1	0	2	0	1	0	1	2	0.5	1,042	11,578	16.90	0.12			0.35	
TWSC	Main Street	Bonney Avenue	0	1	0	0	0	0	0	0	1	1	0	0	0	1	0.3	1,002	11,133	16.25	0.06			0.36	
TWSC	Main Street	Meeker Avenue	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0.3	977	10,856	15.85	0.06			0.36	
TWSC	Main Street	Meade Avenue	0	1	0	0	0	0	0	0	1	0	1	0	0	1	0.3	863	9,589	14.00	0.07			0.38	
TWSC	Washington Street	McMillan Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	148	1,644	2.40	0.00			0.80	
TWSC	Washington Street	Bonney Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	161	1,789	2.61	0.00			0.77	
TWSC	North Street	Wood Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	675	7,500	10.95	0.00			0.41	
TWSC	Mason Street	Wood Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	646	7,178	10.48	0.00			0.42	

**Roadway Segments**

Street	Cross-Streets		Head-On	Rear-End	SS/Lane Change	Right Turn	Left Turn	Right Angle	Peds / Cycle	Other	Total	2014	2015	2016	2017	TOTAL	Avg/Year	Length in			
	Miles	MVM																Acc/MVM			
Washington	Wood	Valley	0	0	0	0	0	1	0	2	3	0	3	0	0	3	0.8	1578	0.36	2.30	1.3
Valley	Washington	Main	0	3	0	0	0	4	0	2	9	2	2	2	3	9	2.3	8900	0.18	13.0	0.7
Main	Valley	Wood	0	3	0	0	0	0	0	1	4	1	2	0	1	4	1.0	10444	0.36	15.2	0.3
Wood	Main	Washington	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0.3	7011	0.15	10.2	0.1